

North East Joint Transport Committee

Tuesday, 21st February, 2023 at 2.30 pm

Meeting to be held in a Bridges Room - Civic Centre

AGENDA

Page No

1. **Apologies for Absence**

2. **Declaration of Interests**

Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (and submit it to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.

3. **Minutes of the meeting held on 17 January 2023** **3 - 8**

4. **Qualifying Agreement** **9 - 76**

5. **JTC Revenue Budget Update** **77 - 84**

6. **Transport Plan Progress Report** **85 - 96**

7. **Date and time of next meeting**

The next meeting will be held on 21 March 2023 at 2.30pm in the Whickham Room, Gateshead Civic Centre.



NORTH EAST JOINT TRANSPORT COMMITTEE

DRAFT MINUTES FOR APPROVAL

DATE: 17 JANUARY 2023

Meeting held: Whickham Room, Gateshead Civic Centre

COMMITTEE MEMBERS PRESENT:

Councillor: M Gannon (Chair)

Councillors: E Gibson, N Kemp, C Johnson, C Rowntree, E Scott and R Wearmouth

IN ATTENDANCE:

Statutory Officers: M Barker (Monitoring Officer – Transport)
P Darby (Chief Finance Officer)
T Hughes (Managing Director, Transport North East)
S Ramsey (Lead Chief Executive – Transport)

Officers: J Bailes, F Bootle, L Clifford, P Fleming, A Flynn, R Forsyth-Ward, A Graham, D Gittins, E Goodman, J Higgins, M Jackson, H Jones, L Keating, M Kearney, H Jones, S McNaughton, P Meikle, E Reynard and R Watson,

In attendance: P Smith (TT2 Ltd)

46. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor G Miller and Councillor G Sanderson.

47. DECLARATIONS OF INTEREST

There were no declarations of interest.

48. MINUTES OF THE MEETING HELD ON 20 DECEMBER 2022

The minutes were agreed as a correct record.

49. TRANSPORT BUDGET AND LEVIES 2023/24

The Committee received a report which set out the proposed Transport Revenue Budget and associated Transport Levies for the North East Joint Transport Committee, together with indicative forecasts for future years for consideration and approval. The proposals within the report took into account comments received at the meeting on 15 November 2022 when the Committee was consulted on the outline proposals and also includes input from the JTC Overview and Scrutiny Committee.

The two Combined Authorities within the JTC area are required to set the Transport Levies before 15 February 2023 to enable their constituent authorities to take levies and other contributions into account when setting their own budgets. The two Combined Authorities will meet to agree the levies agreed by JTC on 24 January 2023 (NECA) and 31 January 2023 (North of Tyne CA).

The report also provided an update on the revenue budget outturn for 2022/23 and set out revenue resources planned to be used in 2023/24 to deliver the objectives of the JTC.

The proposed budget and levy for public passenger transport activity in County Durham is £16.912m for 2023/24, of which £16.902m will be payable as a grant to Durham County Council and £10,000 retained to contribute to the central costs of the JTC. This compares with a levy for 2022/23 of £15.619m, of which £15.609m was payable as transport grant.

The proposed budget and levy for public transport activity in Northumberland is £6.458m for 2023/24, of which £6.448m will be payable as a grant to Northumberland County Council and £10,000 retained to contribute to the central costs of the JTC. This compares with a levy of £6.357m for 2022/23, of which £6.347m was payable as transport grant.

The proposed levy for public transport activity in Tyne and Wear is £67.800m for 2023/24, of which £65.700m will be payable as a grant to Nexus. This represents a year-on-year increase of £2.575m (approximately 4%) in the levy compared with 2022/23 when the Tyne and Wear levy was £65.225m. As in previous years, £2.100m of the Tyne and Wear levy will be retained and used to help fund central costs of the JTC, primarily relating to the former Tyne and Wear Integrated Transport Authority (TWITA) functions.

The gross expenditure budget proposed for the Transport North East (TNE) core budget is £1.037m in 2023/24, funded through a range of sources, including a contribution from the Local Transport Plan (LTP) Integrated Transport Block grant of £500,000 (equating to £62,500) for each of the seven local authorities and Nexus), contribution from external grants to meet programme management costs, a contribution from the Transport levies and other specific revenue grants

received from central government, including funding towards the Bus Enhanced Partnership.

The Tyne Tunnels revenue account forecast for 2022/23 is for a deficit of £0.101m, and a deficit of £0.412m for 2023/24, which will be funded from Tyne Tunnels reserves. These estimates take into account the decision of the Tyne and Wear Sub Committee (TWSC) to defer until at least 1 May 2023, the application of the required toll increase for Class 2 and Class 3 vehicles triggered by the Retail Price Index (RPI) measure of inflation.

Councillor Gannon was happy with the report and proposals but highlighted that using reserves is not a sustainable position. He noted that the energy crisis is contributing to the issue and that there is a proposal to use reserves to subsidise Nexus' budget from April when the Government's Energy Support Grant funding ends. Under current conditions, Nexus do not qualify for support after April under the Government's replacement Energy Bills Discount Scheme and representations will be made to Government about this. Councillor Gannon noted that although the fare box income is increasing, and energy costs have reduced from their peak, local authorities have no option but to increase their financial contribution and even then Nexus is still heavily reliant on using reserves.

Councillor Gibson asked whether patronage had increased on Metro since the £2 fare had been introduced and where the highest fare increases would be applied after April.

Officers advised that as the fare increase had only been applied from 1 January, it was too early to be able to report on increased patronage. Officers would provide a breakdown of the fare increases but advised that those passengers who used a Pop Card would travel at a reduced fare rate.

RESOLVED: The North East Joint Transport Committee:

- (i) Noted the position of the Transport budget in 2022/23 and approved the revised estimates for the year;
- (ii) Agreed a Transport net revenue budget for 2023/24 of £91.170m, as set out in section 2.5 of the report;
- (iii) Agreed the following Transport Levies for 2023/24:

a. Durham County Council	£16.912m
b. Northumberland County Council	£6.458m
c. Tyne and Wear councils	£67.800m

(detailed in Table 6 , section 2.15 of the report)
- (iv) Agreed a transport revenue grant to Durham County Council for the delivery of transport services of £16.902m, as outlined in section 2.7 of the report;

- (v) Agreed a transport revenue grant to Northumberland County Council for the delivery of transport services of £6.448m, as outlined in section 2.10 of the report;
- (vi) Agreed a transport revenue grant to Nexus for the delivery of transport services in Tyne and Wear of £65.700m;
- (vii) Approved the budget for the Tyne Tunnels set out in section 2.71 of the report, which includes the effect of the decisions taken by the Tyne and Wear Sub-Committee on 15 November 2022;
- (viii) Approved the budget for Transport North East as set out in section 2.64-2.68 of the report;
- (ix) Noted and agreed the forecast level and use of reserves at section 2.80-2.82 of the report.

50. TRANSPORT CAPITAL PROGRAMME 2023/24

The Committee considered a report which provided an updated forecast capital outturn for 2022/23 and presented an initial 2023/24 capital programme totalling £238.994m for consideration and approval.

The report identified the total capital expenditure on Transport schemes of £251.408m is now forecast for 2022/23 against the revised programme budget of £272.737m. The main variance since the last update reported to the Committee is a substantial revision of forecast expenditure on the Transforming Cities Fund (TCF) Tranche 2 programme, alongside a reduction in forecast expenditure on the Active Travel Fund Tranche 3 programme, where some schemes have entered a change control process which must be concluded before schemes can progress.

There are also variances forecast on the Metro Asset Renewal Programme, Metro Fleet Replacement, Nexus Other Capital Projects, and Metro Flow which are detailed within the report.

£53.470m of capital expenditure is forecast on TCF Tranche 2 schemes in 2022/23. This is a sizeable revision of the most recent forecast expenditure (£87.025m) and has arisen largely due to a failure to meet assurance milestones and progress the development of schemes within the programme at the required pace. £44.009m of expenditure has therefore been profiled into 2023/24.

The report sets out details of the Nexus capital programme for 2023/24 totalling £163.315m which includes the Metro Asset Renewal Programme (£43.897m), Fleet Replacement Programme (£115.236m), Other Nexus Capital Projects (£3.107m) and Metro Flow (£1.075m). Indicative figures for 2024/25 and 2025/26 are included, which are subject to approval of funding.

The programme includes an estimated £14.057m of Local Transport Plan Integrated Transport Block grant that will be received by NECA on behalf of the JTC, most of which will be paid to constituent authorities and Nexus on a quarterly basis to support their capital programmes. Expenditure on the Nexus elements is included in the sections on the Nexus capital programme and to avoid double counting the remaining £11.309m is reported against the LTP programme line.

RESOLVED: The North East Joint Transport Committee:

- (i) Noted the latest position in respect of the 2022/23 capital programme, set out from section 2.1 of the report:
- (ii) Approved the proposed initial capital programme for 2023/24 which amounts to £238.894m as set out from section 2.1 of the report.

51. TRANSPORT PLAN PROGRESS REPORT

The Committee received a report which provided an update on progress made across a number of delivery plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving North East'.

Devolution

The Government have published a new devolution deal for the region, which if agreed, will take effect in May 2024. A new Mayoral Combined Authority will be established with an Elected Mayor replacing the two existing Combined Authorities. The deal will unlock £563m from the City Regional Sustainable Transport Fund to help improve transport infrastructure in the region.

Sunderland Station

Following the last meeting, the Chair wrote to the Rail Minister raising concerns about Sunderland Station, which affected rail and Metro services. A response was received, and improvements were made. However there have since been further issues affecting Sunderland Station which officers from Nexus are following up with Northern Rail.

East Coast Main Line Timetables

The Chair of the Committee wrote to the Rail Minister in November raising concerns about possible changes to the ECML timetable. A response has been received today which advises that the proposed changes are due to be implemented in 2023. A copy of the letter will be circulated to the Committee.

Active Travel England Award

The region has been awarded £1.4m of funding from Active Travel England's Capability Fund. The funding will be used alongside local authority resources to design schemes and develop plans to deliver high quality walking, cycling and wheeling infrastructure across the region.

Buses

The Bus Recovery Grant that the Government has provided to bus operators following Covid, will finish at the end of March. If there is no additional funding offered to bus operators, there are likely to be service reviews and cuts in the new financial year.

RESOLVED: The North East Joint Transport Committee noted the report.

52. DATE OF NEXT MEETING

The next meeting of the Joint Transport Committee will be held on Tuesday 21 February 2023 at 2.30pm in the Bridges Room at Gateshead Civic Centre.

North East Joint Transport Committee

Date: 21 February 2023
Subject: Qualifying Agreement on the Coast Road Bus Corridor
Report of: Managing Director, Transport North East

Executive Summary

Our Bus Service Improvement Plan (BSIP) which was published in October 2021 included plans to use “Qualifying Agreements” (QAs) to co-ordinate network consolidation to the benefit of bus passengers by allocating existing resources more efficiently.

QAs are defined in the Transport Act 2000 and allow for consolidation of bus services in circumstances where bus operators compete directly with one another, resulting in greater capacity being on offer than demand would normally require. The Local Transport Authority (in this case the Joint Transport Committee, exercises the relevant powers on behalf of the two Combined Authorities) can certify the QA if it considers that certain requirements are met, being that the QA:

- (a) is in the interests of people using local (bus) services within the combined area of the authorities, and
- (b) does not impose on the undertakings concerned restrictions that are not indispensable to the attainment of the bus improvement objectives (re TA2000, Schedule 2, Part 2, Para 18(4)).

If the QA is certified it is exempted from the application of competition law which would otherwise make it a prohibited agreement, and therefore makes it an agreement that the relevant operators can safely enter into.

This report seeks the Joint Transport Committee’s agreement to certify a proposed QA concerning bus services provided by two competing bus operators that use the A1058 Coast Road to link Central Newcastle with parts of North Tyneside and Northumberland.

The proposed QA will benefit bus passengers in a number of ways, including by:

- standardising bus timetables between operators, ensuring even spacing between services;

- introducing reciprocal ticket arrangements, increasing the number of buses passengers will be able to catch regardless of which operator they purchased their ticket from.

The overall number of bus services using the Coast Road corridor will be reduced as a result of the QA, delivering efficiency savings to bus companies to help with the financial sustainability of the overall bus network. However the effect for the majority of bus passengers will be that their tickets will be capable of being used on a greater number of bus services and timetables along the Coast Road will provide a more regular frequency than currently.

Recommendations

The North East Joint Transport Committee is recommended to:

- i. Note the information set out in this report, in particular Appendix 1 which sets out how the proposed Coast Road Qualifying Agreement meets the required tests.
- ii. Confirm they have considered all the terms and effects (or likely effects) of the Coast Road Qualifying Agreement and certify (re TA2000, Schedule 2, Part 2, Para 18(3)(b)) that they consider the following requirements of the Coast Road Qualifying Agreement are satisfied:
 - a. is in the interests of people using local (bus) services within the combined area of the authorities, and
 - b. does not impose on the undertakings concerned restrictions that are not indispensable to the attainment of the bus improvement objectives (re TA2000, Schedule 2, Part 2, Para 18(4)).
- iii. Authorise the Managing Director, Transport North East, acting on behalf of the Joint Transport Committee, to certify the Coast Road Qualifying Agreement so that it can be implemented by bus operators.

1. Background Information

- 1.1 QAs are defined in the Transport Act 2000 and allow for consolidation of bus services in certain circumstances where bus operators compete directly with one another, resulting in greater capacity being on offer than demand would normally require. In the absence of a QA, agreements between operators to co-ordinate timetables or frequencies could be classified as “market sharing” agreements and may be considered illegal under UK competition law. The relevant Local Transport Authority has the ability to certify a QA as meeting the requirements set out above. Where a QA is certified, the QA is exempted from the application of competition law which would otherwise make it a prohibited agreement. Certification therefore makes the QA an agreement that the relevant operators can safely enter into.
- 1.2 Co-ordination of services may allow some services to be reduced, leading to efficiencies for commercial operators which could be reinvested elsewhere in the network, while also allowing advantages for bus users to be provided in a way which is compliant with competition requirements.
- 1.3 These advantages can include:
- Reciprocal ticketing arrangements which can be used as a condition on the agreement meaning even though some services are withdrawn, frequencies are effectively increased for users as tickets will be valid on multiple services;
 - Buses can be more evenly spaced across an hour rather than a situation where “you wait for ages and two come along at once”;
 - Arrangements such as these can potentially reduce some of the burden on local authorities to provide secured services;
 - Timetabling improvements may also take pressure off current bus driver and vehicle shortages, improving bus reliability,
 - Bus operators formalising working together in order to mitigate disruptions such road closures and diversions; and
 - Reducing the overall number of vehicles along a corridor can also have a positive impact on noise and air pollution.

2. Proposals

- 2.1 Officers have held discussions with bus operators to consider whether there may be public benefit arising from the introduction of a QA between operators who operate services along the A1058 Coast Road to link Central Newcastle with parts of North Tyneside and Northumberland (known as “the Coast Road Corridor”).
- 2.2 This has been prompted by the development of the Bus Service Improvement Plan (BSIP), as Government BSIP guidance stated an expectation that situations of over provision be tackled to access BSIP funding and our BSIP outlines that we intend to take action.
- 2.3 Reduced patronage since the Coronavirus pandemic has led to commercial bus operators indicating that they are minded to unilaterally cut services using the Coast

Road Corridor. A QA will mean services can be restructured in a controlled manner, ensuring service provision is preserved or improved along this key bus corridor.

- 2.4 The leading benefit of this QA will be that, despite an overall reduction in the number of services, bus timetables will be standardised between operators with reciprocal ticket arrangements introduced. Co-ordinated timetables will ensure even spacing between services and reciprocal ticketing will increase the number of buses passengers will be able to catch. This is especially beneficial on the Coast Road as even though competition has led to many buses serving the corridor, passengers' tickets are likely to only be valid on a proportion of these. To enable this bus operators have agreed to accept a selection of each other's tickets that can be used on the corridor with a cobranding strategy agreed to communicate this to passengers.
- 2.5 Under this proposed arrangement the frequency of Monday-Saturday daytime service on the west end of the Coast Road will in effect be increased to a 5-minute combined frequency across operators, compared to the current 6–8-minute frequencies with single operator tickets. This increase is achieved while simultaneously making efficiency savings on the overall number of buses. There are similar advantages for passengers on Monday to Friday evenings and Sundays with 15-minute combined frequencies proposed in evenings compared to the current 30-minute frequencies each operator provides.
- 2.6 The Qualifying Agreement document and a supporting document can be found in appendixes 2 and 3 of this report. Further details of the benefits which will be experienced by bus passengers are outlined in Appendix 1 of this paper along with analysis of how the QA will support bus improvement objectives in our region. The QA will also be subject to review by officers, if it is judged that the agreement is not meeting the requirements set out above or is not fulfilling objectives to benefit customers the agreement will be reviewed and amended, this could lead to recertification or revocation of the QA.

3. Reasons for the Proposals

- 3.1 The Local Transport Authority (in this case the Joint Transport Committee, exercises the relevant powers on behalf of the two Combined Authorities) can certify the QA if it considers that certain requirements are met, being that the QA:
- (a) is in the interests of people using local (bus) services within the combined area of the authorities, and
 - (b) does not impose on the undertakings concerned restrictions that are not indispensable to the attainment of the bus improvement objectives
- (re TA2000, Schedule 2, Part 2, Para 18(4)).

The QA must be certified in order for it to be implemented.

- 3.2 Appendix 3 sets out how the proposed Coast Road Qualifying Agreement meets the required tests and Appendix 1 summarises the full benefits for passengers.

4. Alternative Options Available

- 4.1 Option 1 is for the JTC to consider the terms and effects of the proposed QA, and to certify that it considers that the legal requirements of the QA are satisfied.

4.2 Option 2 would entail not certifying the QA at this stage. There is a likelihood that bus operators will make service reductions in an un-coordinated manner, and the public benefits stated in this report would not be realised.

4.3 Option 1 is the recommended option.

5. Next Steps and Timetable for Implementation

5.1 Subject to certification from this Committee, the QA will be implemented as it has previously been agreed in principal by both bus operators who are party to the agreement.

5.2 An implementation timeline can be seen in Appendix 3 to this report.

6. Potential Impact on Objectives

6.1 Implementing this QA will allow bus resources to be used more efficiently in the region, increasing the commercial viability of the network in the context of financial pressure. Achieving this while securing benefits for passengers will ultimately work towards BSIP Key Performance Indicators (KPIs) 1-7 to improve bus ridership, modal share and customer satisfaction. The QA also supports The Transport Plan objectives by providing an appealing sustainable transport choice due to the reciprocal ticketing arrangements and co-ordinated timetables making choosing bus an easier option.

7. Financial and Other Resources Implications

7.1 There are no specific resource implications for the JTC arising from this report, beyond monitoring the operation of the QA when it is in place.

8. Legal Implications

8.1 As stated in Schedule 10 of the Transport Act 2000, paragraph 17 sub-paragraph 4, a “qualifying agreement” is an agreement between bus undertakings only. Paragraph 18 sub-paragraph 3 states that a qualifying agreement falls within this sub-paragraph if:

- a) it has as its object or effect the prevention, restriction or distortion of competition in the area of the authority, or the combined area of the authorities, but
- b) the authority, or any of the authorities, has certified that they have considered all the terms and effects (or likely effects) of the agreement and that in their opinion the requirements mentioned in sub-paragraph (4) are satisfied.

Sub-paragraph 4 states that the requirements are that the agreement –

- a) is in the interests of persons using local services within the area of the authority, or the combined area of the authorities, and

- b) does not impose on the undertakings concerned restrictions that are not indispensable to the attainment of the bus improvement objectives.

The bus improvement objectives are –

- a) Securing improvements in the quality of vehicles of facilities used for or in connection with the provision of local services,
- b) Securing other improvement in local services of benefit to users of local services, and
- c) Reducing or limiting traffic congestion, noise or air pollution.

8.2 Appendix 1 of this paper sets out the tests which have been undertaken and which officers consider are met by the proposed QA, ahead of recommendation that the QA should be certified. The Joint Transport Committee's decision to certify the QA could be subject to judicial review however officers consider the likelihood of this occurring to be low.

8.3 Officers consider that the proposed QA is in the public interest, and in reaching this conclusion have sought external legal advice in order to ensure that the provisions of the Transport Act 2000 have been followed in full. Further, officers consider that the public will suffer a detriment if the QA is not implemented because there is a likelihood that bus operators would make service reductions in an un-coordinated manner, and the public benefits stated in this report would not be realised.

8.4 In the unlikely event that following judicial review the certification was deemed to be invalid, the consequence would be that the QA would no longer be capable of being implemented by the bus operators involved, and co-ordination of the relevant services along with the reciprocal ticketing arrangements would need to be withdrawn immediately.

9. Key Risks

9.1 A key risk is that the full benefits are not delivered to passengers, to mitigate this officers will review the impacts of the QA regularly.

10. Equality and Diversity

10.1 Promoting a sustainable bus network where the effects of bus service reductions can be avoided, and provision can be improved will have a positive impact on equality in the region. Many communities travel to work, education and leisure opportunities relying on bus services that use the Coast Road Corridor. This can often be associated with deprivation, for example 2021 census data reveals that in Wallsend West, where 57.5% of households are deprived in at least one dimension, 9.6% of residents travelled to work by bus compared to 4.5% in North Tyneside as a whole.

11. Crime and Disorder

11.1 There are no specific crime and disorder implications associated with this report.

12. Consultation/Engagement

- 12.1 During the development of the North East BSIP, stakeholders and members of the public told us in our public engagement campaign 'The Big Bus Conversation' and stakeholder events that the sustainability of the bus network was a serious issue for users. Plans for QAs were therefore outlined within the North East BSIP.
- 12.2 Aside from engagement with the partnership and those undertaken during the development of the BSIP, there are no specific consultation or engagement requirements arising from this report.

13. Other Impact of the Proposals

- 13.1 No specific impacts.

14. Appendices

- 14.1 Appendix 1 – Summary of tests undertaken
Appendix 2 - Qualifying Agreement
Appendix 3- Qualifying Agreement Supporting Document
Appendix 4 – Timeline for implementation

15. Background Papers

- 15.1 Bus Back Better – The National Bus Strategy: [Bus Back Better](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/624242/bus-back-better-national-bus-strategy.pdf)
(publishing.service.gov.uk)
- The Bus Services Act 2017 – Enhanced Partnerships Guidance: [The bus services act 2017: enhanced partnerships](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/624242/the-bus-services-act-2017-enhanced-partnerships-guidance.pdf) (publishing.service.gov.uk)

16. Contact Officers

- 16.1 Philip Meikle, Transport Strategy Director
E-mail: philip.meikle@transportnortheast.gov.uk
- Heather Jones, Head of Enhanced Partnerships
E-mail: heather.jones@transportnortheast.gov.uk

17. Sign off

- The Proper Officer for Transport:
- Head of Paid Service:
- Monitoring Officer:
- Chief Finance Officer:

18. Glossary

BSIP – Bus Service Improvement Plan

EP – Enhanced Partnership

JTC – Joint Transport Committee

LTA – Local Transport Authority

NBS – National Bus Strategy

QA – Qualifying Agreement

Appendix 1 – Summary of tests undertaken

Test	Outcome
<p>In the interests of people using local bus services in the combined area and provision of benefits to passengers</p>	<p>Rather than an unstructured timetable being implemented, a new timetable with coordinated headways will operate including:</p> <ul style="list-style-type: none"> • Newcastle - Coast Road, which, when reciprocal ticketing is considered, will operate up to every five minutes on Monday to Saturday daytimes, every 7-8 minutes on Sunday daytimes and every 15 minutes in the evening. • North Tyneside Hospital - Whitley Bay - Blyth, which will operate up to every ten minutes on Monday to Saturday daytimes, every 15 minutes on Sunday daytimes and half-hourly in the evening. • Cobalt Business Park - Newcastle or Blyth, which will remain at every 20 minutes on Monday to Saturday daytimes, every 30 minutes on Sunday daytimes and hourly in the evening. • New direct link between Hadrian Park and North Shields town centre. <p>Wider benefits to customers include:</p> <ul style="list-style-type: none"> • Cross acceptance of each operator's tickets on the route, • Standardised departure times from Haymarket Bus Station • A greater proportion of journeys will be operated by double-deck vehicles, which means the reduction in capacity will be less than the cut in the number of buses per hour across the corridor, and; • Joint publication of information and timetables about bus services on the corridor.
<p>Competition test</p>	<p>In order for the QA to be exempted from the application of competition law it must be certified by the transport authority, which requires that:</p> <p>The authority has considered all the terms and effects (or likely effects) of the QA and certifies (re TA2000, Schedule 2, Part 2, Para 18(3)(b)) that it considers the following requirements are satisfied:</p> <p>That the QA:</p> <ul style="list-style-type: none"> (a) Is in the interests of people using local [<i>bus</i>] services within the combined area of the authorities, and (b) Does not impose on the undertakings concerned restrictions that are not indispensable to the attainment of the bus improvement objectives. (re TA2000, Schedule 2, Part 2, Para 18(4)). <p>The bus improvement objectives are defined as follows:</p>

	<p>(a) Securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local <i>[bus]</i> services.</p> <p>(b) Securing other improvements in local <i>[bus]</i> services of benefit to users of local <i>[bus]</i> services.</p> <p>(c) Reducing or limiting traffic congestion, noise or air pollution. (re TA2000, Schedule 2, Part 2, Para 17(9)).</p>
Meets bus improvement objectives	<p>The drafted QA on the Coast Road contributes to the attainment of one or more of the bus improvement objectives as defined by the legalisation as :</p> <ul style="list-style-type: none"> • It will reduce air and noise pollution, as well as traffic congestion, through reducing the vehicles required to provide the bus service. • It will also provide an even and consistent headway, making it simpler for passengers to use and understand. • Consolidating these services will result in a more robust and reliable service allowing operators to reinvest savings elsewhere in the network. <p>In meeting the objectives set out in the Transport Act 2000, the QA will ultimately contribute towards meeting our wider BSIP KPIs of boosting bus performance, ridership, and satisfaction. These positive impacts can be achieved through consolidation as reducing congestion and using existing bus resources more efficiently can help operators distribute vehicles and drivers to routes that require it, thereby providing more services and more reliable services. This positive impact on bus performance will therefore improve bus ridership and satisfaction.</p>
Has no indispensable terms	No, the terms of the agreement are specific and indispensable to the attainment of the bus improvement objectives identified.

Appendix 2 – Qualifying Agreement

Appendix 3 – Timeline for Implementation

- Service registrations submitted to LTA – 22nd February 2023
- Service registrations submitted to Traffic Commissioner – 24th February 2023
- Service changes come into effect – 26th March 2023

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Service 306: Newcastle – Whitley Bay (via North Shields)

Service 308: Newcastle – Blyth (via Whitley Bay)

Service 309: Newcastle – Blyth (via Whitley Bay)

Service 310: Newcastle – North Shields and Service 311: Newcastle – North Shields, to be combined to
create Service 307: Newcastle – North Shields

Qualifying Agreement

(within the meaning of Schedule 10 of the Transport Act 2000 (as amended))

Part A - Certificate of the Local Authority

Part B - Agreement between the parties

Part C - Timetable of the services, described in Part B

Part D - Accepted ticket types, described in Part B

PART A

Local Transport Act 2008 - Agreement to (i) co-ordinate bus timetables, (ii) publish a common and branded timetable, route leaflets and other publicity material and (iii) improve communications to deal with disruptive events

(Certified in accordance with paragraph 18(3)(b) of Schedule 10 to the Transport Act 2000)

This is a certificate provided by the North East Joint Transport Committee, acting on behalf of (i) The Durham, Gateshead, South Tyneside and Sunderland Combined Authority, known as the North East Combined Authority ("**NECA**") (comprising of the local authority areas of Durham County Council, Gateshead Council, South Tyneside Council and Sunderland City Council) and (ii) The Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority known as the North of Tyne Combined Authority ("**NTCA**") (comprising of the local authority areas of Newcastle City Council, North Tyneside Council and Northumberland County Council), (the "**Authority**").

The Authority certifies that, having considered all the terms and effects (or likely effects) of the proposed agreement set out in Parts B, C and D between:

Arriva Northumbria Limited.....(Name of Operator)

and

Go North East Limited.....(Name of Operator)

it is of the opinion that it meets the requirements of paragraph 18(4) of Schedule 10 to the Transport Act 2000 in that it (a) is in the interests of persons using local bus services within the area of the authority, and (b) does not impose on the above named operators' restrictions that are not indispensable to the attainment of the bus improvement objectives.

Signed.....

Officer Name.....

Position.....

On behalf of the North East Joint Transport
Committee, acting on behalf of the NECA and the
NTCA

Date.....

Local Transport Act 2008

Agreement to (i) co-ordinate bus timetables, (ii) publish a common and branded timetable, route leaflets and other publicity material and (iii) improve communications to deal with disruptive events

1. This is a voluntary agreement to (i) co-ordinate the timetables of certain bus services, (ii) publish a common and branded timetable, route leaflets and other publicity material and (iii) improve communications between the parties to deal with disruptive events.
2. The parties to the agreement are:
 - (1) **Arriva Northumbria Limited (company number 00237558)**
Of 1 Admiral Way, Doxford International Business Park, Sunderland, SR3 3XP
operating service numbers 306 (between Newcastle and Whitley Bay (via North Shields)) and 308 (between Newcastle and Blyth (via Whitley Bay))

and
 - (2) **Go North East Limited (company number 02057284)**
Of 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE
operating service numbers (i) 309 (between Newcastle and Blyth (via Whitley Bay)) and (ii) 310 and 311 (between Newcastle and North Shields), which are to be merged into a single service number 307 (between Newcastle and North Shields).
3. Co-ordinated bus timetables
 - a. The timetable of the co-ordinated services, showing the services which are the subject of this agreement, is appended (Part C). Each party has sole responsibility for operating those services identified as being provided by it.
 - b. The co-ordinated timetable services will commence on 26 March 2023 (to be ratified) PROVIDED each Authority (as defined in Part A) has first completed the certification as set out in Part A in accordance with paragraph 18(3)(b) of Schedule 10 to the Transport Act 2000).
 - c. The parties agree that either party may make minor amendments to the timetable of the co-ordinated services which is appended at Part C of this agreement, provided that any such amendments:
 - i. are notified by the party proposing such amendment to Northumberland County Council and Tyne & Wear Passenger Transport Executive ("**Nexus**");
 - ii. are agreed by the parties with Northumberland County Council and Nexus in advance of such amendments taking effect; and
 - iii. do not affect the overall service levels of the services which are the subject of this agreement.
4. Each party shall accept any of the tickets specified in Part D of this agreement on any service operated by that party which is the subject of this agreement, being, for the avoidance of doubt, services 306 and 308 for Arriva Northumbria Limited and services 307 and 309 for Go North East Limited.
5. Publication of a common and branded timetable, route leaflets and other publicity material

- a. The parties agree that joint timetable and marketing material (the “**materials**”) will be produced and published for all services which are the subject of this agreement.
 - b. The materials will be produced for all services which are the subject of this agreement by the “Marketing Lead Operator”, with all other operators contributing to the cost of producing the materials, on a basis of 100% divided by number of operators. The parties shall agree the materials prior to publication and shall discuss and confirm costs related to the materials before spend is committed.
6. Communications dealing with disruptive events
- a. At times of service disruption the parties will communicate with each other to ensure a consistent and effective passenger service is maintained.
7. This is the whole agreement between the parties in respect of the provision of these services.
8. The agreement may be terminated by either party giving 6 months' notice in writing to the other, at the address shown above.

Signed.....on behalf of Arriva Northumbria Limited

Date.....

Signed.....on behalf of Go North East Limited

Date.....

Timetable of Co-Ordinated Services

[DN: Timetable of co-ordinated services to be appended here.]

PART D

Accepted Ticket Types

Each party agrees to accept the tickets set out in the following tables on any service operated by that party which is the subject of this agreement, including the return portion of any such ticket (as applicable):

Arriva Northumbria Limited Tickets:

Retailing Operator	Ticket/Product Name	Passenger Type	Validity						Sales Channel			Notes
			1 Day	1 Day (Duo)	7 Day	28 Day	15 Week	Annual	On Bus	m-commerce	e-commerce	
Arriva North East	Regionwide	Adult	✓	✓	✓	✓		✓	✓	✓	✓	
Arriva North East	Regionwide	Student/YP	✓		✓		✓	✓	✓	✓	✓	
Arriva North East	Regionwide	Child	✓						✓	✓	✓	
Arriva North East	Regionwide	Family	✓						✓	✓	✓	
Arriva North East	Northumberland + Tyne & Wear All Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	
Arriva North East	Northumberland + Tyne & Wear All Zone	Student/YP	✓		✓		✓	✓	✓	✓	✓	
Arriva North East	Northumberland + Tyne & Wear All Zone	Family	✓						✓	✓	✓	
Arriva North East	Ashington + Blyth Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	Valid only between Blyth & Seaton Sluice (Deleval Arms)
Arriva North East	Ashington + Blyth Zone	Student/YP	✓		✓		✓	✓	✓	✓	✓	Valid only between Blyth & Seaton Sluice (Deleval Arms)
Arriva North East	Ashington + Blyth Zone	Family	✓						✓	✓	✓	Valid only between Blyth & Seaton Sluice (Deleval Arms)
Arriva North East	Blyth + Tyne & Wear Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	
Arriva North East	Blyth + Tyne & Wear Zone	Student/YP	✓		✓		✓	✓	✓	✓	✓	
Arriva North East	Blyth + Tyne & Wear Zone	Family	✓						✓	✓	✓	
Arriva North East	Morpeth + Tyne & Wear Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	Valid only between Newcastle & Whitley Bay Holiday Park
Arriva North East	Morpeth + Tyne & Wear Zone	Student/YP	✓		✓		✓	✓	✓	✓	✓	Valid only between Newcastle & Whitley Bay Holiday Park
Arriva North East	Morpeth + Tyne & Wear Zone	Family	✓						✓	✓	✓	Valid only between Newcastle & Whitley Bay Holiday Park
Arriva North East	Blyth Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	Valid only between Blyth & Seaton Sluice (Deleval Arms)
Arriva North East	Blyth Zone	Student/YP	✓		✓		✓	✓	✓	✓	✓	Valid only between Blyth & Seaton Sluice (Deleval Arms)
Arriva North East	Blyth Zone	Family	✓						✓	✓	✓	Valid only between Blyth & Seaton Sluice (Deleval Arms)
Arriva North East	Tyne & Wear Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	Valid only between Newcastle & Whitley Bay Holiday Park
Arriva North East	Tyne & Wear Zone	Student/YP	✓		✓		✓	✓	✓	✓	✓	Valid only between Newcastle & Whitley Bay Holiday Park
Arriva North East	Tyne & Wear Zone	Family	✓						✓	✓	✓	Valid only between Newcastle & Whitley Bay Holiday Park
Arriva North East	Coastliner Routesaver	Adult	✓		✓	✓		✓	✓	✓	✓	
Arriva North East	Return Tickets	Adult							✓			Accepted
Arriva North East	Return Tickets	Child							✓			Accepted

Go North East Limited Tickets:

Ticket Category Description	1 Day	DUO	7 Day	Flexi 5	28 Day	Annual	Sales Channel			Notes
							On Bus	M Ticket	Smartcard	
24 Hour	✓						✓	✓		Return Valid
5 To 25	✓		✓	✓	✓	✓	✓	✓		
Adult Return							✓			
All Zones	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Evening	✓	✓	✓	✓	✓	✓	✓	✓		
Family Day	✓	✓	✓	✓	✓	✓	✓	✓		
North Tyne	✓	✓	✓	✓	✓		✓	✓	✓	
Northumberland	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Tyne & Wear	✓	✓	✓	✓	✓	✓	✓	✓	✓	
X10	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Valid on all GNE services										

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Transport Act 2000 Schedule 10
Transport Act 2000 (as amended)
Qualifying Agreement - Supporting Documentation

—
Qualifying Agreement re Co-ordinated Timetable
for the operation of the
306/308/309/310/311
between
Newcastle – North Shields – Tynemouth – Whitley
Bay – Blyth

Bus Undertakings

Arriva Northumbria Limited (Services 306/308) and Go North East Limited (Services 309/310/311).

(re TA2000, Schedule 10, Part 2, Para 17(5)(a)).

Local Authorities

The North East Joint Transport Committee (The JTC), acting on behalf of:

1. **The Durham, Gateshead, South Tyneside and Sunderland Combined Authority**, known as the **North East Combined Authority ("NECA")**, Comprising of the local authority areas of Durham County Council, Gateshead Council, South Tyneside Council and Sunderland City Council.
2. **The Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority**, known as the **North of Tyne Combined Authority ("NTCA")**, Comprising of the local authority areas of: Newcastle City Council, North Tyneside Council and Northumberland County Council;
 - a. **The Council of the City of Newcastle upon Tyne** (Newcastle City Centre to North Tyneside Boundary), Newcastle Civic Centre, Barras Bridge, Haymarket, Newcastle upon Tyne, NE1 8QH ("**Newcastle**").
 - b. **The Council of the Borough of North Tyneside** (Newcastle upon Tyne to Northumberland County Boundary), The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY ("**North Tyneside**").
 - c. **Northumberland County Council** (North Tyneside Boundary to Blyth Town Centre), County Hall, Morpeth, NE61 2EF ("**Northumberland**").

(re TA2000, Schedule 2, Part 2, Para17(6)(a)).

Area covered by the Qualifying Agreement

Local bus service 306/308/309/310/311 running between Newcastle (Tyne and Wear) – North Shields (Tyne and Wear) – Tynemouth (Tyne & Wear) – Whitley Bay (Tyne and Wear) – Blyth (Northumberland). (re TA2000, Schedule 10, Part 2, Para 17(8)(b)).

Bus Improvement Objectives Served.

The local authorities consider that the proposed Qualifying Agreement (QA) serves the following bus service objectives:

- A. Securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local [*bus*] services. **Yes**
- B. Securing other improvements in local [*bus*] services of benefit to users of local [*bus*] services. **Yes**
- C. Reducing or limiting traffic congestion, noise or air pollution. **Yes**
(re TA2000, Schedule 2, Part 2, Para 17(9))

Requirements of the Agreement

The local authorities have considered all the terms and effects (or likely effects) of the QA and certify (re TA2000, Schedule 2, Part 2, Para 18(3)(b)) that they consider the following requirements are satisfied:

- (a) Is in the interests of people using local [*bus*] services within the combined area of the authorities, and
- (b) Does not impose on the undertakings concerned restrictions that are not indispensable to the attainment of the bus improvement objectives.
(re TA2000, Schedule 2, Part 2, Para 18(4)).

Application of Competition Test

The Local Authorities believe that this Agreement has as an object or effect the prevention, restriction or distortion of competition in the combined area of the authorities. However, the provisions of the Agreement are in the public interest and that any restrictions on competition they contain are indispensable to attaining the bus improvement objectives; the Competition Test in Part 2 of Schedule 10 to the Transport Act is therefore applicable.

The Part 2 Competition Test

In relation to this Qualifying Agreement this Test is applied in five stages as outlined in Table 1.

Assessment - Summary

Assessment of applicability of the Test		Assessment Result
Assessment Stages		
1	Does this QA have as an object or effect the (appreciable) prevention, restriction or distortion of competition in the combined areas of the authorities?	Yes, it distorts competition by imposing joint responsibility to operate specified services along routes 306/308/309/310/311 through a co-ordinated timetable between Newcastle – North Shields – Tynemouth – Whitley Bay – Blyth. The impact is deemed appreciable since the QA will determine what times services will run on a route.
2	Does this QA contribute to the attainment of one or more of the bus improvement objectives?	Yes, it contributes positively to bus improvement objectives (A), (B) and (C).
3	Does this QA impose on the undertakings concerned restrictions which are not indispensable to the attainment of the bus improvement objectives?	No, the terms of the agreement are specific and indispensable to the attainment of the bus improvement objectives identified.
4	Does this QA afford the undertakings involved in the agreement the possibility of eliminating competition in respect of a substantial part of the services in question?	No, the QA does not eliminate competition as the joint service will be subject of competition from other bus undertakings particularly around Newcastle upon Tyne, North Shields, Tynemouth, Whitley Bay and Blyth areas. It will not prevent the operators that would be part of this Qualifying Agreement from operating concurrent routes. It will also not prevent other operators from entering the market and competing.

Table 1. Assessment Summary of the Part 2 Competition Test.

Detailed Consideration of the Part 2 Competition Test

Based on “OFT452, Guidance on the application of competition law to certain aspects of the bus market following the LTA2008” (DfT,OFT)

Service Description

As part of the Enhanced Partnership Plan for the JTC, there is scope on the network for consolidation opportunities under Enhanced Partnership Schemes (re the JTC Enhanced Partnership Plan 6.3.2.). There are particular locations across the network where there may be overprovision of bus services.

The JTC has concluded that Arriva Northumbria services 306/308 and Go North East services 309/310/311 require a co-ordinated timetable to reduce duplication and over-provision, which could be enacted through a Qualifying Agreement (QA).

Under the QA Arriva Northumbria and Go North East will operate a co-ordinated timetable of journeys between Newcastle – North Shields – Tynemouth – Whitley Bay – Blyth. Arriva Northumbria's service numbers will be retained as 306 (Newcastle – Whitley Bay via North Shields) & 308 (Newcastle – Blyth via Whitley Bay). Go North East's service 309 will be retained (Newcastle – Blyth via Whitley Bay) and services 310/311 will merge into a single 307 service (Newcastle – North Shields). Each service providing a 20-minute frequency (12 Buses Per Hour (BPH)) during the day (Monday – Saturday), an hourly frequency (4 BPH) in the evening (Monday – Saturday) and a 30-minute frequency (8 BPH) on Sundays.

The QA includes the co-ordinated timetable for services between Newcastle – North Shields – Tynemouth – Whitley Bay – Blyth operated as services 306/307/308/309.

Route(s) Description

Service 306 – Arriva Northumbria

Service 306 departs Newcastle Haymarket Bus Station, continuing on the B1307 and then onto the A1058 (Coast Road), diverting via Battle Hill Drive, and re-joining A1058 at Churchill Street roundabout. Turns off A1058 at Billy Mill Junction onto Queen Alexandra Road W and Preston Road to Albion Road (North Shields). From North Shields travelling via Linskill Terrace, King Edward Road and Manor Road into Tynemouth. From Tynemouth, travelling along the coast via Sea Banks and Grand Parade (additional terminus used), turning inland at Beach Road, then turning into Preston Grange Morrisons, followed by Hartburn Road, Ennerdale Road, Farrington Road, The Broadway and into Whitley Bay, Town Centre (Park Avenue), continuing onto Whitley Bay, Bournemouth Gardens via the A193. The reverse of this route is taken for the opposite direction of travel.

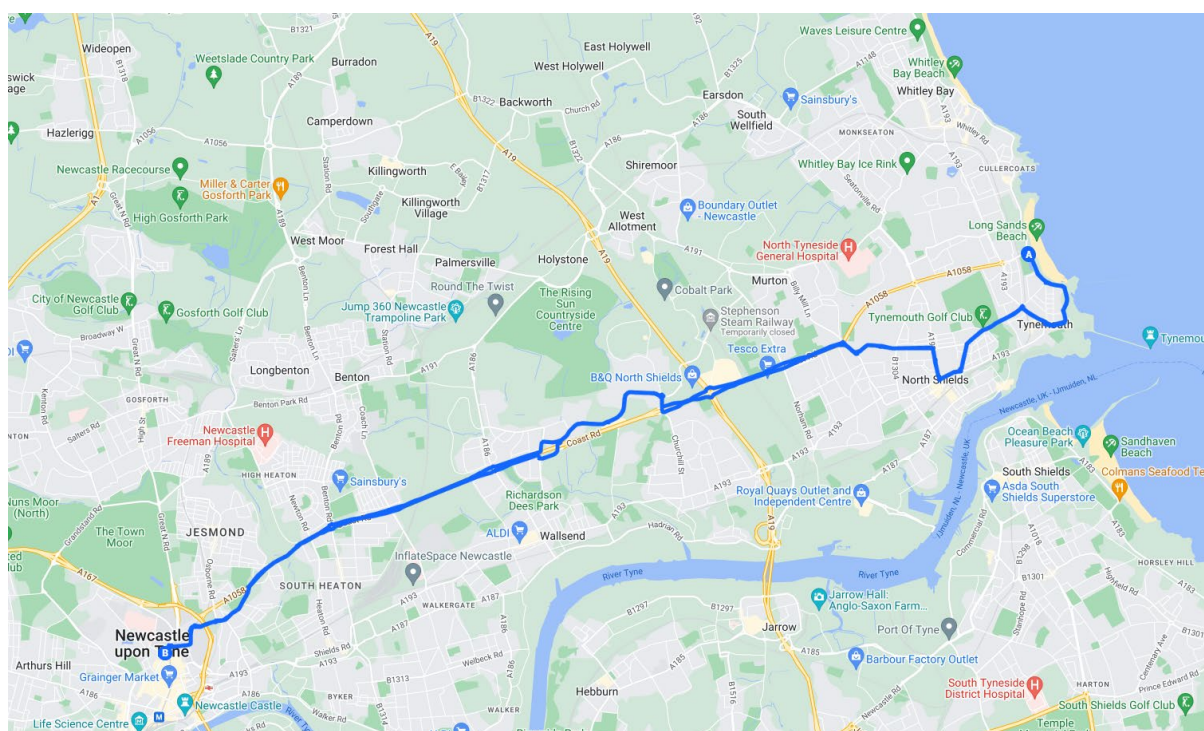


Figure 1. Route 306 (to Tynemouth, Grand Parade for the Coast Road Qualifying Agreement (shown in both directions).

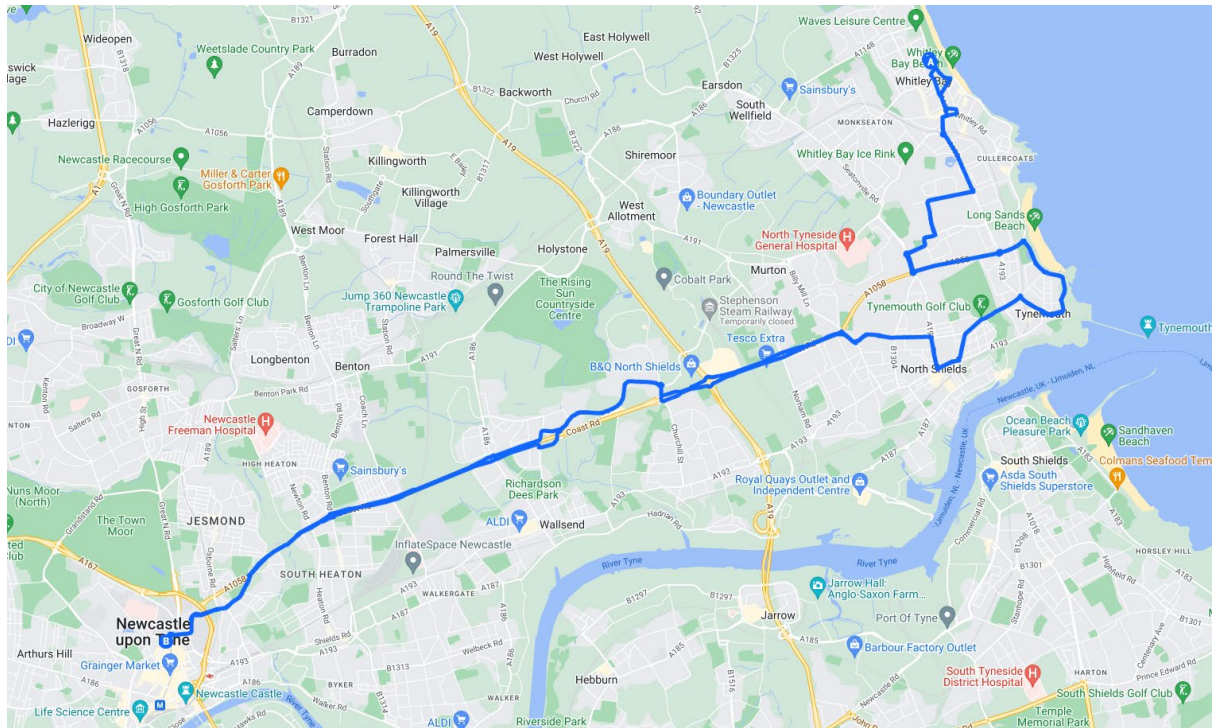


Figure 2. Route 306 (to Whitley Bay, Bournemouth Gardens) for the Coast Road Qualifying Agreement (shown in both directions).

Service 307 – Go North East

Service 307 departs Newcastle Haymarket Bus Station, continuing on the B1307 and then onto the A1058 (Coast Road), turning north into Station Road, Mullen Road, Battle Hill Drive. Performs a loop of Addington Drive and continues onto Middle Engine Lane, south onto Norham Road across the A1058. Continuing via Verne Road, towards North Shields via The Quadrant, Ripley Avenue, Avon Avenue, Waterville Road, Prudhoe Street and Rudyerd Street into North Shields (Railway Terrace). The reverse of this route is taken for the opposite direction of travel.

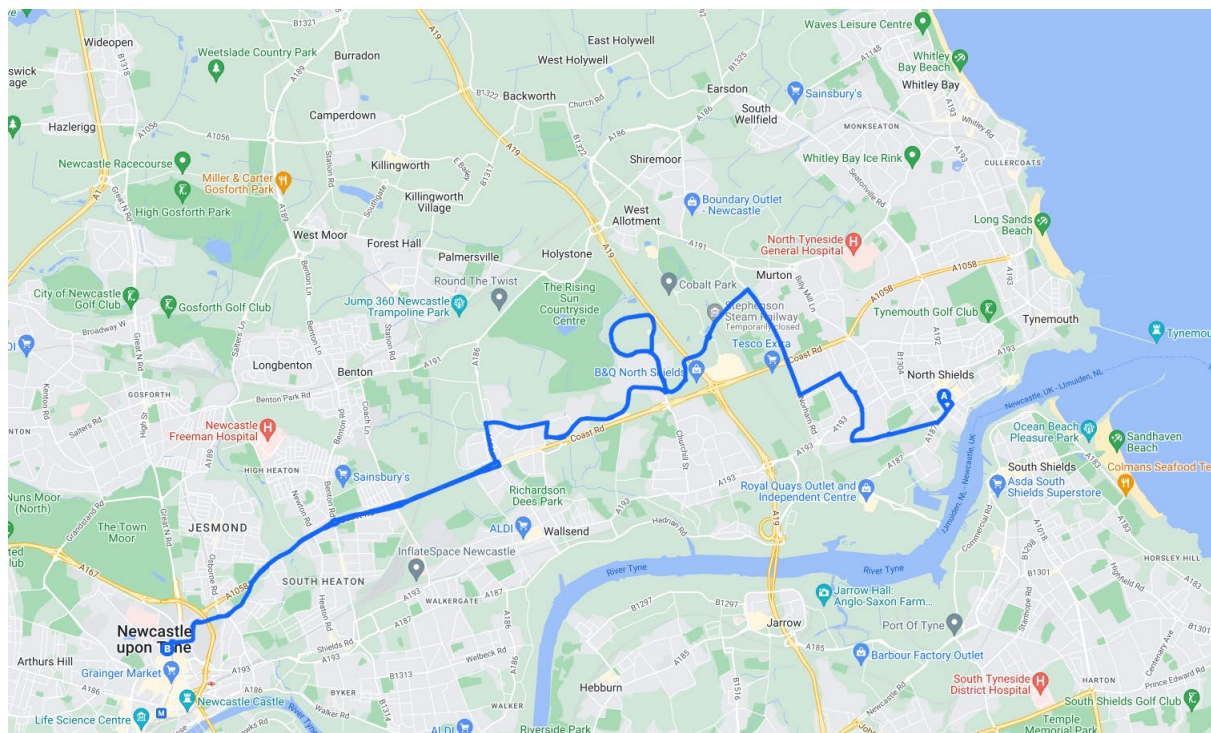


Figure 3. Route 307 for the Coast Road Qualifying Agreement (shown in both directions).

Service 308 – Arriva Northumbria

Service 308 departs Newcastle Haymarket Bus Station, continuing on the B1307 and then onto the A1058 (Coast Road), turning off the A1058 at Billy Mill Junction onto B1316 (Billy Mill Lane). Continuing along the B1316 and then heading east on the A191 (Rake Lane), continuing along the A191 until merging with the A193 south of Whitley Bay. Travelling north on the A193 through Whitley Bay and along the coast to the outskirts of Blyth, turning off onto the B1329 and remaining along the coast until turning into B1328 (Bridge Street) and into Blyth Bus Station. The reverse of this route is taken for the opposite direction of travel.

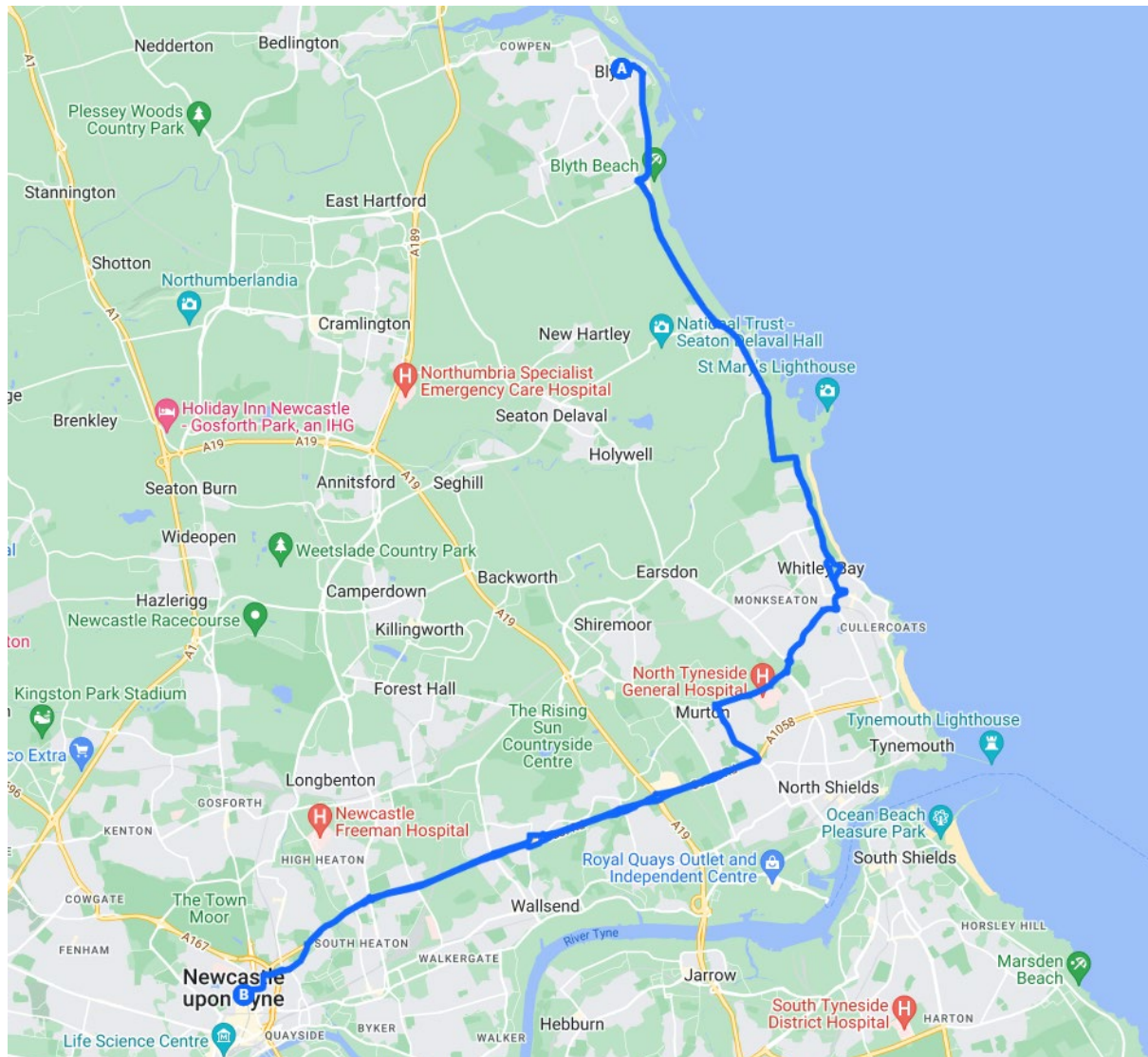


Figure 4. Route 308 for the Coast Road Qualifying Agreement (shown in both directions).

Service 309 – Go North East

Service 309 departs Newcastle Haymarket Bus Station, continuing the B1307 and then onto the A1058 (Coast Road), diverting via Battle Hill Drive and Middle Engine Lane up to Cobalt Business Park. When reaching the business park, service takes Cobalt Park Way, Silver Fox Way, Quick Silver Way and The Silverlink North through the business park, then heads East on the A191 (New York Road). The service diverts off the A191 to remain on New York Road and re-joins the A191 at Rake Lane, continuing on the A191 until merging with the A193 south of Whitley Bay. Travelling north on the A193 through Whitley Bay and along the coast into Blyth, turning into the B1328 (Waterloo Road) and into Blyth Bus Station. The reverse of this route is taken for the opposite direction of travel.

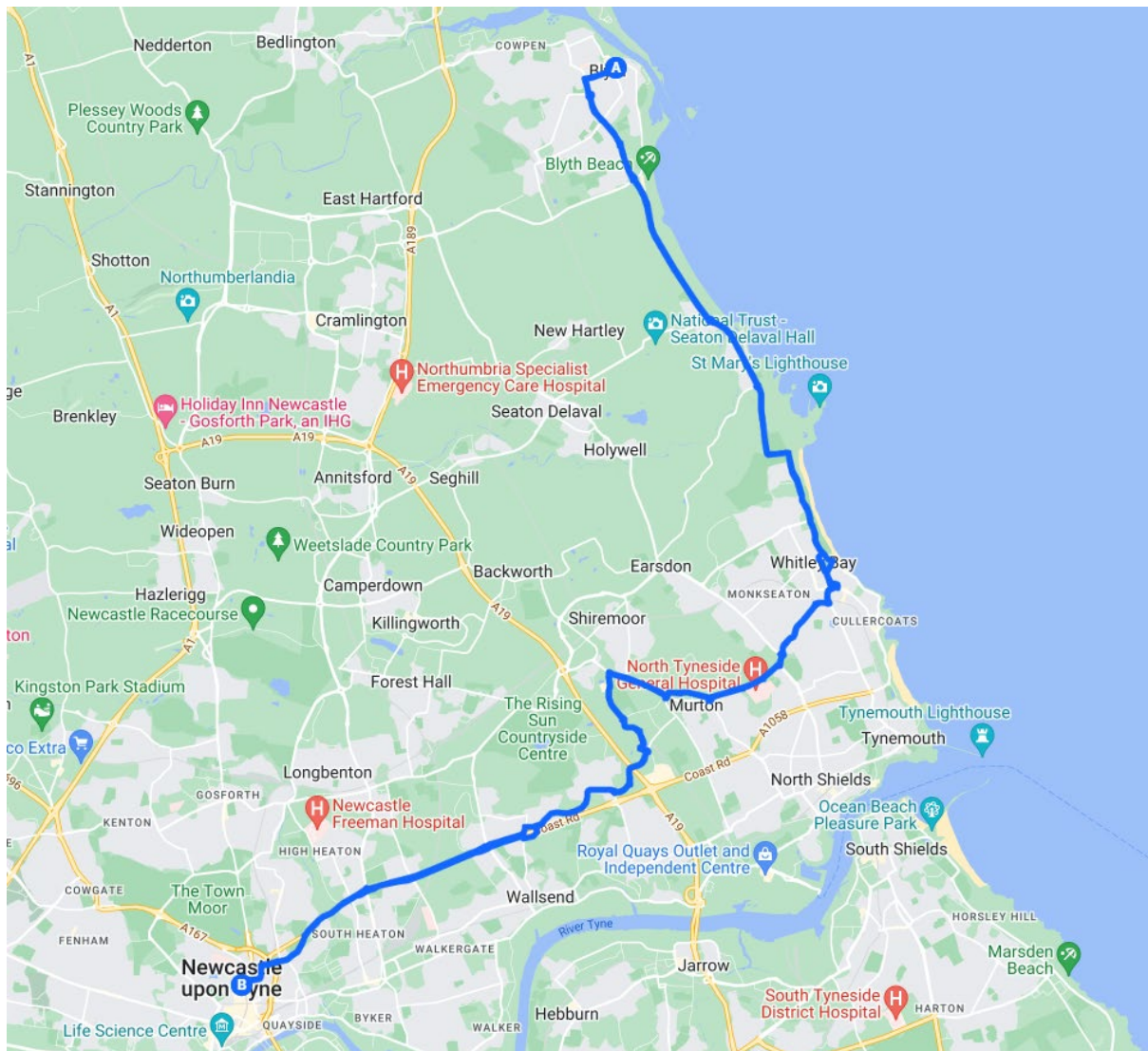


Figure 5. Route 309 for the Coast Road Qualifying Agreement (shown in both directions).

Stage 1. Does the agreement have as its object or effect the (appreciable) prevention, restriction or distortion in the combined areas of the local authorities?

The aims of this Qualifying Agreement (QA) include the creation of joint responsibility between Arriva Northumbria and Go North East for the operation of a co-ordinated timetable for services 306, 307, 308 & 309 between Newcastle – North Shields – Tynemouth – Whitley Bay – Blyth. The requirement of joint responsibility between operators will distort competition as the co-ordinated timetable will specify the set times at which each operators' services will run.

The combined market share of Arriva Northumbria and Go North East for the route corridors that the co-ordinated timetable will serve are significantly greater than 10% of the market. Whereby the existing market (prior to this agreement) has both operators competing along these routes, and both operators will compete in other areas within the region. This achieves the minimum threshold for the agreement as its object or effect to have an 'appreciable' effect, determined by the European Commission's Notice on Agreements of Minor Importance (4.15 of Local Transport Act 2008). As a result, the impact is therefore deemed appreciable.

Therefore, even though the agreement does not have as its object the prevention, restriction or distortion of competition, since market competition between Arriva Northumbria and Go North East will remain in the areas were both operators serve, and these routes will still compete against other undertakings on these corridors. The nature of the co-ordinated timetable and the reciprocal ticketing arrangements between the operators entering this Qualifying Agreement will have a restricted effect that is appreciable without any want or intention to do so. To this end the operators through the QA will:

- a) Continue to provide a co-ordinated timetable of services.
- b) Continue to register those journeys within the co-ordinated timetable that they are responsible for operating.
- c) Operate the service under the agreed service numbers – 306/308 for Arriva Northumbria, and 307/309 for Go North East.
- d) Publish a common and branded timetable, route leaflets and other publicity material; The joint timetable and marketing material (the materials) will be produced for all services which are the subject of this agreement by the "Marketing Lead Operator" with all other operators contributing to the cost of producing the materials, on a basis of 100% divided by No. Operators. The parties shall agree the materials prior to publication and shall discuss and confirm costs related to the materials before spend is committed.
- e) At times of service disruption the parties (operators) will communicate with each other to ensure a consistent and effective passenger service is maintained.
- f) Agree to accept a selection of the other operators ticket products for use on the routes contained within this Qualifying Agreement. Further details regarding reciprocal ticketing can be found on page 12 (Bus improvement objective B).

Stage 2. Does the agreement contribute to the attainment of one or more of the bus improvement objectives?

The aims of this Qualifying Agreement (QA) include making substantial contributions towards the attainment of all three of the bus improvement objectives. The assessment of contribution towards attainment of the bus improvement objectives is detailed below.

(A) Securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local services

The Qualifying Agreement will ensure that all journeys on routes 306, 307, 308 & 309 will be operated by double deck vehicles. As currently, a handful of single deck vehicles are used (approximately 2 in 17 vehicles) with the remainder being double deck; which is two single deck vehicles per hour at the current service level of 17 buses per hour. The co-ordinated timetable reduces the service level to 12 buses per hour. This reduction in vehicle resource allows all single deck vehicles to be removed from these routes. Which will result in an increased capacity per journey compared to the current service offering on these routes. Further details regarding changes in resourcing can be found on page 36 (Bus improvement objective B).

The reciprocal ticketing agreement between the operators entering this Qualifying Agreement will increase the service offering to passengers, helping to offset the reduction in overall vehicle resource and capacity. Further details regarding reciprocal ticketing can be found on page 12 (Bus improvement objective B).

Arriva Northumbria currently provides unbranded double & single deck vehicles for its 306 & 308 services with approximately 2 in 8 vehicles being single deck, which meet Euro 6 emission standards. Arriva's service level reduces from up to 8 buses per hour to up to 6 buses per hour in the co-ordinated timetable, allowing the two single deck vehicles to be withdrawn from operating on the 306 and 308 routes. Arriva will use only double deck vehicles on the 306 & 308 services as part of the co-ordinated timetable for the QA*. Further details regarding changes in resourcing can be found on page 36 (Bus improvement Objective B).

Go North East currently provides cobalt & coast branded modern double deck vehicles for its 309, 310 & 311 services, which meet Euro 6 emissions standards. Go North East will retain the same vehicles for the co-ordinated timetable*.

**Whilst both operators will endeavour to use double deck vehicles on all journeys contained within this Qualifying Agreement. On occasion, double deck vehicles may be unavailable, or unsuitable for journeys due to unexpected circumstances.*

(B) Securing other improvements in local services of benefit to users of local services.

The Qualifying Agreement co-ordinated timetable will result in a simplified service offering of four routes compared to five currently, providing even and consistent headways, with branded marketing material such as timetables and route leaflets making it easier for passengers to understand. In addition, reciprocal ticketing arrangements will improve service offering by allowing passengers to travel with either operator, improving journey opportunities. Furthermore, the co-ordinated timetable will provide more consistent waiting times for passengers, as well as all services being double deck vehicles operating along the routes, increasing capacity on each journey and benefitting passengers. Further details can be found on page 11 (Bus improvement objective A).

Three co-ordinated timetables have been developed:

1. Monday to Friday
2. Saturday
3. Sunday

The standard daytime hour and standard evening hour for the Monday to Friday and Saturday timetables are identical. As a result, they will be combined in the comparison and analysis below to both simplify and highlight the changes between the current and co-ordinated timetables.

The standard evening hour for the Sunday timetable is also identical to the Monday to Friday and Saturday timetables standard evening hours, however, the Sunday timetable will remain separate in the comparison and analysis below.

The co-ordinated timetables and the variation from the current timetable are detailed in the following sections:

- Route Changes
- Co-ordinated Timetable Journey & Layover Times
- Timetable Frequency Changes
- Key Timetable Changes
- Resourcing – Peak Vehicle Requirements (PVR)

Reciprocal Ticketing Agreement

As part of this Qualifying Agreement, Arriva Northumbria and Go North East have agreed to accept a selection of each other's ticket products for use on the routes contained within this Qualifying Agreement. This reciprocal ticketing arrangement will improve the service offering for customers, allowing them to travel on the first 306, 307, 308 & 309 bus service that arrives, regardless of the operator. This will ensure that passengers can access more services and journey opportunities than prior to the QA being implemented. The arrangement will effectively offer many customers and improvement in service level, when overall vehicle resource and capacity is reduced. This will provide up to 12 buses per hour rather than 8 with Arriva and 9 with Go North East prior to the QA along the Coast Road corridor. Further details on improvements to service level frequency and waiting times can be found on pages 18 to 26 (Timetable Frequency Changes).

The ticketing products that will be accepted by both operators entering this Qualifying agreement (Arriva Northumbria & Go North East) are detailed in Table 2 & Table 3 below.

Arriva Northumbria's Accepted Ticket Products for the Qualifying Agreement

Product	Passenger Type	Validity						Sales Channel			Notes
		1 Day	1 Day (Duo)	7 Day	28 Day	15 week	1 Year	On Bus	M - Commerce	E - Commerce	
Regionwide	Adult	✓	✓	✓	✓		✓	✓	✓	✓	
	Student/YP	✓		✓		✓	✓	✓	✓	✓	
	Child	✓						✓	✓	✓	
	Family	✓						✓	✓	✓	
Northumberland + Tyne & Wear All Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	
	Student/YP	✓		✓		✓	✓	✓	✓	✓	
	Family	✓						✓	✓	✓	
Ashington + Blyth Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	^
	Student/YP	✓		✓		✓	✓	✓	✓	✓	
	Family	✓						✓	✓	✓	
Blyth + Tyne & Wear Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	
	Student/YP	✓		✓		✓	✓	✓	✓	✓	
	Family	✓						✓	✓	✓	
Morpeth + Tyne & Wear Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	^^
	Student/YP	✓		✓		✓	✓	✓	✓	✓	
	Family	✓						✓	✓	✓	
Blyth Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	^
	Student/YP	✓		✓		✓	✓	✓	✓	✓	
	Family	✓						✓	✓	✓	
Tyne & Wear Zone	Adult	✓	✓	✓	✓		✓	✓	✓	✓	^^
	Student/YP	✓		✓		✓	✓	✓	✓	✓	
	Family	✓						✓	✓	✓	
Coastliner Routesaver	Adult	✓		✓	✓		✓	✓	✓	✓	
Return Tickets	Adult							✓			^^^
	Child							✓			

Table 2. Arriva Northumbria Accepted Ticket Products in the Reciprocal Ticketing Agreement.

^Valid only between Blyth & Seaton Sluice (Deleval Arms).

^^Valid only between Newcastle & Whitley Bay Holiday Park.

^^^Accepted

Go North East's Accepted Ticket Products for the Qualifying Agreement

Product	Validity						Sales Channel			Notes
	1 Day	1 Day (Duo)	7 Day	28 Day	15 week	1 Year	On Bus	M - Commerce	E - Commerce	
24 Hour	✓						✓	✓		
5 to 25	✓		✓	✓	✓	✓	✓	✓		
Adult Return							✓			Return Valid
All Zones	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Evening	✓	✓	✓	✓	✓	✓	✓	✓		
Family Day	✓	✓	✓	✓	✓	✓	✓	✓		
North Tyne	✓	✓	✓	✓	✓		✓	✓	✓	
Northumberland	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Tyne & Wear	✓	✓	✓	✓	✓	✓	✓	✓	✓	
X10	✓	✓	✓	✓	✓	✓	✓	✓	✓	Valid on all GNE

Table 3. Go North East Accepted Ticket products in the Reciprocal Ticketing Agreement.

Route Changes

The changes to routes as part of the co-ordinated timetable are:

- Service 306 – Will still terminate at/ depart from Tynemouth, Grand Parade during the evenings Monday to Saturday and all day Sunday. However, during the daytime Monday to Saturday will terminate at/ depart from Whitley Bay, Bournemouth Gardens, rather than Whitley Bay, Town Centre, increasing journey times by 3 minutes outbound, and 6 minutes inbound.
- Service 308 – No route changes.
- Service 309 – No route changes.
- Services 310 and 311 – Will be combined into a single 307 service given the duplication of the 310 and 311 service. The 307 service will take the same routing at the 310 in the evenings Monday to Friday to cover the Hadrian Park loop which is otherwise covered by the 311 and is its terminus. This will reduce duplication of these two routes to help reduce traffic congestion, noise and air pollution, where further details can be found on page 36 (Bus improvement objective C).

Co-ordinated Timetable Journey & Layover Times

The Qualifying Agreement co-ordinated timetable would provide consistent running times for journeys provided by both operators (Arriva Northumbria and Go North East). There will be specific variations, derived from each operator's own analysis of each route and Automatic Vehicle Location timing data for journeys in the peak period, first morning departures and last night-time arrivals. The overall journey times adopted in the co-ordinated timetable are summarised in the table below. For almost all journeys minor changes to running and/or layover time have been included in the co-ordinated timetable to improve the reliability of the services.

Monday – Saturday Daytime – Journey & Layover Times

Service #	Direction	Dep Time	Duration	Arr Time	Arr Layover Location	Layover Time
306 (M-S Day)	Outbound Newcastle – Whitley Bay	xx10 xx30 xx50	64 Mins	xx14 ⁺¹ xx34 ⁺¹ xx54 ⁺¹	Whitley Bay	11 Mins
306 (M-S Day)	Inbound Whitley Bay – Newcastle	xx05 xx25 xx45	68 Mins	xx13 ⁺¹ xx33 ⁺¹ xx53 ⁺¹	Newcastle	7 Mins
307 (M-S Day)	Outbound Newcastle – North Shields	xx15 xx35 xx55	51 Mins	xx06 ⁺¹ xx26 ⁺¹ xx46 ⁺¹	North Shields	9 Mins
307 (M-S Day)	Inbound North Shields – Newcastle	xx15 xx35 xx55	53 Mins	xx08 ⁺¹ xx28 ⁺¹ xx48 ⁺¹	Newcastle	7 Mins
308 (M-S Day)	Outbound Newcastle – Blyth	xx00 xx20 xx40	65 Mins	xx05 ⁺¹ xx25 ⁺¹ xx45 ⁺¹	Blyth	11 Mins
308 (M-S Day)	Inbound Blyth – Newcastle	xx16 xx36 xx56	67 Mins	xx23 ⁺¹ xx43 ⁺¹ xx03 ⁺²	Newcastle	7 Mins
309 (M-S Day)	Outbound Newcastle – Blyth	xx05 xx25 xx45	71 Mins	xx16 ⁺¹ xx36 ⁺¹ xx56 ⁺¹	Blyth	10 Mins
309 (M-S Day)	Inbound Blyth – Newcastle	xx06 xx26 xx46	72 Mins	xx18 ⁺¹ xx38 ⁺¹ xx58 ⁺¹	Newcastle	7 Mins

Table 4. QA Co-ordinated Timetable Journey & Layover Times, Monday-Saturday Daytime.

Monday – Saturday Evening – Journey & Layover Times

Service #	Direction	Dep Time	Duration	Arr Time	Arr Layover Location	Layover Time
306 (M-S Eve)	Outbound Newcastle – Tynemouth	xx45	42 Mins	xx27 ⁺¹	Tynemouth	32 Mins
306 (M-S Eve)	Inbound Tynemouth – Newcastle	xx59	41 Mins	xx40 ⁺¹	Newcastle	5 Mins
307 (M-S Day)	Outbound Newcastle – North Shields	xx00	42 Mins	xx42	North Shields	56 Mins
307 (M-S Day)	Inbound North Shields – Newcastle	xx38	47 Mins	xx25 ⁺¹	Newcastle	5 Mins
308 (M-S Day)	Outbound Newcastle – Blyth	xx15	54 Mins	xx09 ⁺¹	Blyth	6 Mins
308 (M-S Day)	Inbound Blyth – Newcastle	xx14	56 Mins	xx10 ⁺¹	Newcastle	5 Mins
309 (M-S Day)	Outbound Newcastle – Blyth	xx30	62 Mins	xx32 ⁺¹	Blyth	18 Mins
309 (M-S Day)	Inbound Blyth – Newcastle	xx50	65 Mins	xx55 ⁺¹	Newcastle	5 Mins

Table 5. QA Co-ordinated Timetable Journey & Layover Times, Monday-Saturday Evening.

Sunday – Journey & Layover Times

Service #	Direction	Dep Time	Duration	Arr Time	Arr Layover Location	Layover Time
306 (M-S Eve)	Outbound Newcastle – Tynemouth	xx25 xx55	47 Mins	xx12 ⁺¹ xx42 ⁺¹	Tynemouth	3 Mins
306 (M-S Eve)	Inbound Tynemouth – Newcastle	xx15 xx45	41 Mins	xx03 ⁺¹ xx33 ⁺¹	Newcastle	7 Mins
307 (M-S Day)	Outbound Newcastle – North Shields	xx02 xx32	50 Mins	xx52 xx22 ⁺¹	North Shields	11 Mins
307 (M-S Day)	Inbound North Shields – Newcastle	xx03 xx33	52 Mins	xx55 xx25 ⁺¹	Newcastle	7 Mins
308 (M-S Day)	Outbound Newcastle – Blyth	xx10 xx40	60 Mins	xx10 ⁺¹ xx40 ⁺¹	Blyth	6 Mins
308 (M-S Day)	Inbound Blyth – Newcastle	xx16 xx46	62 Mins	xx18 ⁺¹ xx48 ⁺¹	Newcastle	7 Mins
309 (M-S Day)	Outbound Newcastle – Blyth	xx17 xx47	68 Mins	xx25 ⁺¹ xx55 ⁺¹	Blyth	7 Mins
309 (M-S Day)	Inbound Blyth – Newcastle	Xx02 Xx32	68 Mins	Xx10 ⁺¹ Xx40 ⁺¹	Newcastle	7 Mins

Table 6. QA Co-ordinated Timetable Journey & Layover Times, Sunday.

Timetable Frequency Changes

The co-ordinated timetable for the QA provides consistent headways which will provide more reliable running times and consistent waiting times for passengers, with minimal impact on overall timetable efficiency. It will result in an easier to understand timetable for the customer with a simplified service offering in addition to reducing congestion. Furthermore, the reciprocal ticketing arrangements between the operators entering the Qualifying Agreement will improve the service offering for customers as they can use the first bus that arrives, regardless of the operator. Therefore, providing access to more services and journey opportunities than previous, and reducing current wait times. Further details regarding reciprocal ticketing can be found on page 12 (Bus improvement objective B).

Monday – Saturday Daytime Comparison

Arriva Northumbria services 306 & 308 currently operate at 15 minute frequencies (7-8 mins combined frequency). Go North East services 309, 310 & 311 currently operate at 20 minute frequencies (6-7 mins combined frequency). A combination of all five routes would result in a total combined frequency varying between 1 & 6 mins.

The co-ordinated timetable will operate services at 20 minute frequencies (5 mins combined frequency). The changes to both frequencies and wait times at key stops is shown in Table 7 & Table 8 below. The reciprocal ticketing agreement allows passengers to use any service, whereas prior to the QA with no joint ticketing agreement, customers would have to wait twice as long as what is stated in column 4 in Table 7 & Table 8 below.

Monday – Saturday Daytime Frequency & Wait Times Comparison (Outbound Direction)

Stop	Non QA Timetable Frequency (Buses/Hour) – Departures Only	QA Coordinated Timetable Frequency (Buses/Hour) – Departures Only	Non QA Timetable Waiting Times	QA Coordinated Timetable Waiting Times
Newcastle Haymarket	17	12	1-6 Mins	5 Mins
Coast Road, Chillingham Road	17	12	0-7 Mins	5 Mins
Coast Road, Station Road	17	12	0-7 Mins	5 Mins
High Farm, O'Hanlon Crescent	6	6	7-13 Mins	10 Mins
Battle Hill, Bewick Drive	13	9	1-10 Mins	3-10 Mins
Hadrian Park, The Bush	3	3	20 Mins	20 Mins
Willington Square	8	6	5-10 Mins	7-13 Mins
Billy Mill Roundabout	8	6	5-10 Mins	7-13 Mins
Cobalt, Procter & Gamble	3	3	20 Mins	20 Mins
Cobalt South, Middle Engine Lane	3	3	20 Mins	20 Mins
Verne Road, Norham Road	3	3	20 Mins	20 Mins
Meadow Well, Metro	3	3	20 Mins	20 Mins
North Shields, Town Centre	4*	3**	15 Mins	20 Mins
Tynemouth, Grand Parade	2***	3	30 Mins	20 Mins
Preston Grange, Morrisons	2	3	30 Mins	20 Mins
Marden Estate, Lorton Avenue	2	3	30 Mins	20 Mins
New York, Greenlea	3	3	20 Mins	20 Mins
North Tyneside Hospital	7	6	2-15 Mins	8-12 Mins
Whitley Bay Town Centre	9	9	1-15 Mins	2-10 Mins
Whitley Bay, Bournemouth Gardens	7	6****	2-15 Mins	10 Mins
Whitley Bay, Cemetery	7	6	2-15 Mins	10 Mins
Seaton Sluice Roundabout	7	6	2-15 Mins	10 Mins
Blyth Bus Station	7	6	N/A	N/A

Table 7. Outbound Timetable Frequency & Wait Times Comparison Chart, Monday-Saturday Daytime.

*310 Terminates at North Shields & 306 calls at different stops in North Shields, so there are 7 arrivals/hour.

**307 Terminates at North Shields & 306 calls at different stops in North Shields, so there are 6 arrivals/hour.

***306_{Short} Terminates at Tynemouth, whereas 306_{Long} continues onto Whitley Bay, so there are 4 arrivals/hour.

****306 Terminates at Whitley Bay, Bournemouth Gardens, so there are 9 arrivals/hour.

Monday – Saturday Daytime Frequency & Wait Times Comparison (Inbound Direction)

Stop	Non QA Timetable Frequency (Buses/Hour) – Departures Only	QA Coordinated Timetable Frequency (Buses/Hour) – Departures Only	Non QA Timetable Waiting Times	QA Coordinated Timetable Waiting Times
Blyth Bus Station	7	6	1-15 Mins	10 Mins
Seaton Sluice Roundabout	7	6	0-15 Mins	10 Mins
Whitley Bay, Cemetery	7	6	0-15 Mins	10 Mins
Whitley Bay, Bournemouth Gardens	7	9	1-15 Mins	1-10 Mins
Whitley Bay Town Centre	9	9	1-15 Mins	1-10 Mins
North Tyneside Hospital	7	6	1-15 Mins	10 Mins
New York, Greenlea	3	3	20 Mins	20 Mins
Marden Estate, Lorton Avenue	2	3	30 Mins	20 Mins
Preston Grange, Morrisons	2	3	30 Mins	20 Mins
Tynemouth, Grand Parade	4	3	15 Mins	20 Mins
North Shields, Town Centre	7*	6**	1-15 Mins	0-20 Mins
Meadow Well, Metro	3	3	20 Mins	20 Mins
Verne Road, Norham Road	3	3	20 Mins	20 Mins
Cobalt South, Middle Engine Lane	3	3	20 Mins	20 Mins
Cobalt, Procter & Gamble	3	3	20 Mins	20 Mins
Billy Mill Roundabout	8	6	5-10 Mins	7-13 Mins
Willington Square	8	6	5-10 Mins	7-13 Mins
Hadrian Park, The Bush	3	3	20 Mins	20 Mins
Battle Hill, Bewick Drive	13	9	0-10 Mins	3-10 Mins
High Farm, O'Hanlon Crescent	6	6	7-13 Mins	10 Mins
Coast Road, Station Road	17	12	1-6 Mins	5 Mins
Coast Road, Chillingham Road	17	12	1-6 Mins	5 Mins
Newcastle Haymarket	17	12	N/A	N/A

Table 8. Inbound Timetable Frequency & Wait Times Comparison Chart, Monday-Saturday Daytime.

*306 calls at different stops in North Shields to the 310.

**306 calls at different stops in North Shields to the 307, departing at the same times.

Monday – Saturday Evening Comparison

Arriva Northumbria services 306 & 308 currently operate an hourly frequency (30 mins combined frequency). Go North East services 309, 310 currently operate an hourly frequency (30 mins combined frequency). A combination of all four routes would result in a total combined frequency varying between 10 & 20 mins.

The co-ordinated timetable will maintain the existing hourly frequencies (15 mins combined frequency). The changes to both frequencies and wait times at key stops is shown in Table 9 & Table 10 below. The reciprocal ticketing agreement allows passengers to use any service, whereas prior to the QA with no joint ticketing agreement, customers would have to wait twice as long as what is stated in column 4 in Table 9 & Table 10 below.

Monday – Saturday Evening Frequency & Wait Times Comparison (Outbound Direction)

Stop	Non QA Timetable Frequency (Buses/Hour) – Departures Only	QA Coordinated Timetable Frequency (Buses/Hour) – Departures Only	Non QA Timetable Waiting Times	QA Coordinated Timetable Waiting Times
Newcastle Haymarket	4	4	10-20 Mins	15 Mins
Coast Road, Chillingham Road	4	4	9-21 Mins	15 Mins
Coast Road, Station Road	4	4	8-22 Mins	15 Mins
High Farm, O'Hanlon Crescent	1	2	60 Mins	30 Mins
Battle Hill, Bewick Drive	3	3	10-28 Mins	13-30 Mins
Hadrian Park, The Bush	1	1	60 Mins	60 Mins
Willington Square	2	2	28-32 Mins	28-32 Mins
Billy Mill Roundabout	2	2	27-33 Mins	28-32 Mins
Cobalt, Procter & Gamble	1	1	60 Mins	60 Mins
Cobalt South, Middle Engine Lane	1	1	60 Mins	60 Mins
Verne Road, Norham Road	1	1	60 Mins	60 Mins
Meadow Well, Metro	1	1	60 Mins	60 Mins
North Shields, Town Centre	1*	1**	60 Mins	60 Mins
Tynemouth, Grand Parade	0***	0***	N/A	N/A
Preston Grange, Morrisons	0	0	N/A	N/A
Marden Estate, Lorton Avenue	0	0	N/A	N/A
New York, Greenlea	1	1	60 Mins	60 Mins
North Tyneside Hospital	2	2	12-48 Mins	22-38 Mins
Whitley Bay Town Centre	2	2	10-50 Mins	22-38 Mins
Whitley Bay, Bournemouth Gardens	2	2	9-51 Mins	22-38 Mins
Whitley Bay, Cemetery	2	2	9-51 Mins	22-38 Mins
Seaton Sluice Roundabout	2	2	10-50 Mins	22-38 Mins
Blyth Bus Station	2	2	N/A	N/A

Table 9. Outbound Timetable Frequency & Wait Times Comparison Chart, Monday-Saturday Evening.

*310 Terminates at North Shields & 306 calls at different stops in North Shields, so there are 2 arrivals/hour.

**307 Terminates at North Shields & 306 calls at different stops in North Shields, so there are 2 arrivals/hour.

***306 Terminates at Tynemouth, Grand Parade, so there is 1 arrival/hour.

Monday – Saturday Evening Frequency & Wait Times Comparison (Inbound Direction)

Stop	Non QA Timetable Frequency (Buses/Hour) – Departures Only	QA Coordinated Timetable Frequency (Buses/Hour) – Departures Only	Non QA Timetable Waiting Times	QA Coordinated Timetable Waiting Times
Blyth Bus Station	2	2	24-36 Mins	24-36 Mins
Seaton Sluice Roundabout	2	2	23-37 Mins	23-37 Mins
Whitley Bay, Cemetery	2	2	22-38 Mins	23-37 Mins
Whitley Bay, Bournemouth Gardens	2	2	25-35 Mins	23-37 Mins
Whitley Bay Town Centre	2	2	25-35 Mins	23-37 Mins
North Tyneside Hospital	2	2	25-35 Mins	23-37 Mins
New York, Greenlea	1	1	60 Mins	60 Mins
Marden Estate, Lorton Avenue	0	0	N/A	N/A
Preston Grange, Morrisons	0	0	N/A	N/A
Tynemouth, Grand Parade	1	1	60 Mins	60 Mins
North Shields, Town Centre	2*	2**	28-32 Mins	29-31 Mins
Meadow Well, Metro	1	1	60 Mins	60 Mins
Verne Road, Norham Road	1	1	60 Mins	60 Mins
Cobalt South, Middle Engine Lane	1	1	60 Mins	60 Mins
Cobalt, Procter & Gamble	1	1	60 Mins	60 Mins
Billy Mill Roundabout	2	2	28-32 Mins	28-32 Mins
Willington Square	2	2	28-32 Mins	28-32 Mins
Hadrian Park, The Bush	1	1	60 Mins	60 Mins
Battle Hill, Bewick Drive	3	3	11-32 Mins	12-30 Mins
High Farm, O'Hanlon Crescent	1	2	60 Mins	30 Mins
Coast Road, Station Road	4	4	11-19 Mins	15 Mins
Coast Road, Chillingham Road	4	4	11-19 Mins	15 Mins
Newcastle Haymarket	4	4	N/A	N/A

Table 10. Inbound Timetable Frequency & Wait Times Comparison Chart, Monday-Saturday Evening.

**306 calls at different stops in North Shields to the 310.*

***306 calls at different stops in North Shields to the 307.*

Sunday Comparison

Arriva Northumbria services 306 & 308 currently operate at 30 minute frequencies (15 mins combined frequency). Go North East services 309, 310 & 311 currently operate at 30 minute frequencies (10 mins combined frequency). A combination of all five routes would result in a total combined frequency varying between 5 & 10 mins.

The co-ordinated timetable will maintain the existing 30 minute frequencies (7/8 mins combined frequency). The changes to both frequencies and wait times at key stops is shown in Table 11 & Table 12 below. The reciprocal ticketing agreement allows passengers to use any service, whereas prior to the QA with no joint ticketing agreement, customers would have to wait twice as long as what is stated in column 4 in Table 11 & Table 12 below.

Sunday Frequency & Wait Times Comparison (Outbound Direction)

Stop	Non QA Timetable Frequency (Buses/Hour) – Departures Only	QA Coordinated Timetable Frequency (Buses/Hour) – Departures Only	Non QA Timetable Waiting Times	QA Coordinated Timetable Waiting Times
Newcastle Haymarket	10	8	5-10 Mins	7-8 Mins
Coast Road, Chillingham Road	10	8	2-10 Mins	7-8 Mins
Coast Road, Station Road	10	8	2-10 Mins	7-8 Mins
High Farm, O'Hanlon Crescent	4	4	10-20 Mins	15 Mins
Battle Hill, Bewick Drive	8	6	3-10 Mins	6-15 Mins
Hadrian Park, The Bush	2	2	30 Mins	30 Mins
Willington Square	4	4	12-18 Mins	12-18 Mins
Billy Mill Roundabout	4	4	12-18 Mins	12-18 Mins
Cobalt, Procter & Gamble	2	2	30 Mins	30 Mins
Cobalt South, Middle Engine Lane	2	2	30 Mins	30 Mins
Verne Road, Norham Road	2	2	30 Mins	30 Mins
Meadow Well, Metro	2	2	30 Mins	30 Mins
North Shields, Town Centre	2*	2**	30 Mins	30 Mins
Tynemouth, Grand Parade	0***	0***	N/A	N/A
Preston Grange, Morrisons	0	0	N/A	N/A
Marden Estate, Lorton Avenue	0	0	N/A	N/A
New York, Greenlea	2	2	30 Mins	30 Mins
North Tyneside Hospital	4	4	14-16 Mins	14-16 Mins
Whitley Bay Town Centre	4	4	14-16 Mins	14-16 Mins
Whitley Bay, Bournemouth Gardens	4	4	15 Mins	14-16 Mins
Whitley Bay, Cemetery	4	4	14-16 Mins	14-16 Mins
Seaton Sluice Roundabout	4	4	13-17 Mins	14-16 Mins
Blyth Bus Station	4	4	N/A	N/A

Table 11. Outbound Timetable Frequency & Wait Times Comparison Chart, Sunday.

*310 Terminates at North Shields & 306 calls at different stops in North Shields, so there are 4 arrivals/hour.

**307 Terminates at North Shields & 306 calls at different stops in North Shields, so there are 4 arrivals/hour.

***306 Terminates at Tynemouth Grand Parade, so there are 2 arrivals/hour.

Sunday Frequency & Wait Times Comparison (Inbound Direction)

Stop	Non QA Timetable Frequency (Buses/Hour) – Departures Only	QA Coordinated Timetable Frequency (Buses/Hour) – Departures Only	Non QA Timetable Waiting Times	QA Coordinated Timetable Waiting Times
Blyth Bus Station	4	4	15 Mins	14-16 Mins
Seaton Sluice Roundabout	4	4	13-17 Mins	13-17 Mins
Whitley Bay, Cemetery	4	4	12-18 Mins	13-17 Mins
Whitley Bay, Bournemouth Gdns	4	4	13-17 Mins	13-17 Mins
Whitley Bay Town Centre	4	4	11-19 Mins	13-17 Mins
North Tyneside Hospital	4	4	11-19 Mins	13-17 Mins
New York, Greenlea	2	2	30 Mins	30 Mins
Marden Estate, Lorton Avenue	0	0	N/A	N/A
Preston Grange, Morrisons	0	0	N/A	N/A
Tynemouth, Grand Parade	2	2	30 Mins	30 Mins
North Shields, Town Centre	4*	4**	9-21 Mins	8-22 Mins
Meadow Well, Metro	2	2	30 Mins	30 Mins
Verne Road, Norham Road	2	2	30 Mins	30 Mins
Cobalt South, Middle Engine Lane	2	2	30 Mins	30 Mins
Cobalt, Procter & Gamble	2	2	30 Mins	30 Mins
Billy Mill Roundabout	4	4	12-18 Mins	12-18 Mins
Willington Square	4	4	12-18 Mins	12-18 Mins
Hadrian Park, The Bush	2	2	30 Mins	30 Mins
Battle Hill, Bewick Drive	8	6	6-10 Mins	5-15 Mins
High Farm, O'Hanlon Crescent	4	4	10-20 Mins	15 Mins
Coast Road, Station Road	10	8	2-10 Mins	7-8 Mins
Coast Road, Chillingham Road	10	8	2-10 Mins	7-8 Mins
Newcastle Haymarket	10	8	N/A	N/A

Table 12. Inbound Timetable Frequency & Wait Times Comparison Chart, Sunday.

*306 calls at different stops in North Shields to the 310.

**306 calls at different stops in North Shields to the 307.

Key Timetable Changes

The co-ordinated timetable will repeat its service from Monday-Saturday, with a separate timetable for Sundays, whereas the current timetable repeats its service Monday-Friday, with separate Saturday and Sunday timetables. The current Monday-Friday timetable is stated as Monday – Saturday to assist with the timetable comparison, given that the current Saturday timetable is similar to that of the Monday – Friday timetable. The evenings Monday to Sunday are identical to further help passengers understand the timetable. The first and last trip details of each route for service start up and wind down are not detailed here but can be found in the QA co-ordinated and Non QA timetables in appendices A and B respectively. The key timetable changes for each route are summarised separately in both the outboard (departures away from Newcastle) and inbound (departures towards Newcastle) directions in the below tables:

Arriva Northumbria 306 Timetable Changes – Outbound Direction

Service 306 outbound currently terminates at Tynemouth, Grand Parade and Whitley Bay, Town Centre. QA Service 306 will terminate at Tynemouth, Grand Parade and Whitley Bay, Bournemouth Gardens (an additional three stops beyond Whitley Bay, Town Centre – extending journey times by an additional 3 mins). All QA services call at North Shields, Town centre.

306 Outbound	Newcastle Dep Times	Tynemouth Grand Parade Arr Times	Whitley Bay Town Centre/ Bournemouth Gardens Arr Times	Journey Times	Frequency	Notes
Monday – Saturday Daytime – Current Standard hour	xx10 xx25 xx40 xx55	N/A xx12 ⁺¹ N/A xx42 ⁺¹	xx11 ⁺¹ N/A xx41 ⁺¹ N/A	61 Mins 47 Mins 61 Mins 47 Mins	15 Minutes	Terminus = Whitley Bay, Town Centre
Monday – Saturday Daytime – Proposed Standard Hour	xx10 xx30 xx50	xx57 xx17 ⁺¹ xx37 ⁺¹	xx14 ⁺¹ xx34 ⁺¹ xx54 ⁺¹	64 Mins 64 Mins 64 Mins	20 Minutes	Terminus = Whitley Bay, Bournemouth Gardens
Monday – Saturday Evening – Current Standard Hour	xx45	xx27 ⁺¹	N/A	42 Mins	60 Mins	Terminus = Tynemouth, Grand Parade
Monday – Saturday Evening – Proposed Standard Hour	xx45	xx27 ⁺¹	N/A	42 Mins	60 Mins	Terminus = Tynemouth, Grand Parade
Sunday – Current Standard Hour	xx25 xx55	xx12 ⁺¹ xx42 ⁺¹	N/A N/A	47 Mins 47 Mins	30 Mins	Terminus = Tynemouth, Grand Parade
Sunday – Proposed Standard Hour	xx25 xx55	xx12 ⁺¹ xx42 ⁺¹	N/A N/A	47 Mins 47 Mins	30 Mins	Terminus = Tynemouth, Grand Parade

Table 13. Service 306 Outbound Timetable Changes Comparison Chart.

Arriva Northumbria 306 Timetable Changes – Inbound Direction

Service 306 inbound currently departs from Whitley Bay, Town Centre and Tynemouth, Grand Parade. QA Service 306 will depart from Whitley Bay, Bournemouth Gardens (an additional stop before Whitley Bay, Town Centre – extending journey times by an additional 6 mins) and Tynemouth, Grand Parade. All QA services call at North Shields, Town centre.

306 Inbound	Whitley Bay Town Centre/ Bournemouth Gardens Dep Times	Tynemouth Grand Parade Dep Times	Newcastle Arr Times	Journey Times	Frequency	Notes
Monday – Saturday Daytime – Current Standard hour	N/A xx23 N/A xx53	xx22 xx37 xx52 xx07 ⁺¹	xx10 ⁺¹ xx25 ⁺¹ xx40 ⁺¹ xx55 ⁺¹	48 Mins 62 Mins 48 Mins 62 Mins	15 Minutes	Whitley Bay Departure = Town Centre
Monday – Saturday Daytime – Proposed Standard Hour	xx05 xx25 xx45	xx25 xx45 xx05 ⁺¹	xx13 ⁺¹ xx33 ⁺¹ xx53 ⁺¹	68 Mins 68 Mins 68 Mins	20 Minutes	Whitley Bay Departure = Bournemouth Gardens
Monday – Saturday Evening – Current Standard Hour	N/A	xx59	xx40 ⁺¹	41 Mins	60 Mins	Departure = Tynemouth, Grand Parade
Monday – Saturday Evening – Proposed Standard Hour	N/A	xx59	xx40 ⁺¹	41 Mins	60 Mins	Departure = Tynemouth, Grand Parade
Sunday – Current Standard Hour	N/A N/A	xx15 xx45	xx03 ⁺¹ xx33 ⁺¹	41 Mins 41 Mins	30 Mins	Departure = Tynemouth, Grand Parade
Sunday – Proposed Standard Hour	N/A	xx15 xx45	xx03 ⁺¹ xx33 ⁺¹	41 Mins 41 Mins	30 Mins	Departure = Tynemouth, Grand Parade

Table 14. Service 306 Inbound Timetable Changes Comparison Chart.

Go North East 310/311 & 307 Timetable Changes – Outbound Direction

Services 310 & 311 outbound currently terminate at North Shields and Hadrian Park respectively. QA Service 307 will terminate at North Shields, via Hadrian Park, combining services 310 & 311 into a single 307 service, reducing route duplication.

310/311 & 307 Outbound	Newcastle Dep Times	Hadrian Park Arr Times	North Shields Arr Times	Journey Times	Frequency	Notes
Monday – Saturday Daytime – Current Standard hour	xx04 xx11 xx24 xx31 xx44 xx51	N/A xx38 N/A xx58 N/A xx18 ⁺¹	xx49 N/A xx09 ⁺¹ N/A xx29 ⁺¹ N/A	45 Mins 27 Mins 45 Mins 27 Mins 45 Mins 27 Mins	(310) 20 Mins (311) 20 Mins (Combined) 7-13 Mins	
Monday – Saturday Daytime – Proposed Standard Hour	xx15 xx35 xx55	xx42 xx02 ⁺¹ xx22 ⁺¹	xx06 ⁺¹ xx26 ⁺¹ xx46 ⁺¹	51 Mins 51 Mins 51 Mins	20 Mins	
Monday – Saturday Evening – Current Standard Hour	xx55	xx19 ⁺¹	xx38 ⁺¹	43 Mins	(310) 60 Mins	
Monday – Saturday Evening – Proposed Standard Hour	xx00	xx25	xx42	42 Mins	60 Mins	
Sunday – Current Standard Hour	xx05 xx15 xx35 xx45	xx29 N/A xx59 N/A	N/A xx56 N/A xx26 ⁺¹	24 Mins 41 Mins 24 Mins 41 Mins	(310) 30 Mins (311) 30 Mins (Combined) 10-20 Mins	
Sunday – Proposed Standard Hour	xx02 xx32	xx29 xx59	xx52 xx22 ⁺¹	50 Mins 50 Mins	30 Mins	

Table 15. Services 310/311 & 307 Outbound Timetable Changes Comparison Chart.

Go North East 310/311 & 307 Timetable Changes – Inbound Direction

Services 310 & 311 inbound currently depart from North Shields and Hadrian Park respectively. QA Service 307 will depart from North Shields, via Hadrian Park, combining services 310 & 311 into a single 307 service, reducing route duplication.

310/311 & 307 Inbound	North Shields Arr Times	Hadrian Park Arr Times	Newcastle Dep Times	Journey Times	Frequency	Notes
Monday – Saturday Daytime – Current Standard hour	xx18 N/A xx38 N/A xx58 N/A	N/A xx42 N/A xx02 N/A xx22	xx05 ⁺¹ xx12 ⁺¹ xx25 ⁺¹ xx32 xx45 ⁺¹ xx52	47 Mins 30 Mins 47 Mins 30 Mins 47 Mins 30 Mins	(310) 20 Mins (311) 20 Mins (Combined) 7-13 Mins	
Monday – Saturday Daytime – Proposed Standard Hour	xx15 xx35 xx55	xx38 xx58 xx18 ⁺¹	xx08 ⁺¹ xx28 ⁺¹ xx48 ⁺¹	53 Mins 53 Mins 53 Mins	20 Mins	
Monday – Saturday Evening – Current Standard Hour	xx39	xx59	xx25 ⁺¹	46 Mins	(310) 60 Mins	
Monday – Saturday Evening – Proposed Standard Hour	xx38	xx58	xx25 ⁺¹	47 Mins	60 Mins	
Sunday – Current Standard Hour	xx34 N/A xx04 N/A	N/A xx00 N/A xx30	xx19 ⁺¹ xx29 xx49 xx59	45 Mins 29 Mins 45 Mins 29 Mins	(310) 30 Mins (311) 30 Mins (Combined) 10-20 Mins	
Sunday – Proposed Standard Hour	xx33 xx03	xx55 xx25	xx25 ⁺¹ xx55	52 Mins 52 Mins	30 Mins	

Table 16. Services 310/311 & 307 Inbound Timetable Changes Comparison Chart.

Arriva Northumbria 308 Timetable Changes – Outbound Direction

Service 308 outbound currently terminates at Blyth, via Whitley Bay. QA Service 308 will terminate at Blyth, via Whitley Bay.

308 Outbound	Newcastle Dep Times	Whitley Bay Arr Times	Blyth Arr Times	Journey Times	Frequency	Notes
Monday – Saturday Daytime – Current Standard hour	xx03 xx18 xx33 xx48	Xx44 Xx59 Xx14 ⁺¹ Xx29 ⁺¹	Xx06 ⁺¹ Xx21 ⁺¹ Xx36 ⁺¹ Xx51 ⁺¹	63 Mins 63 Mins 63 Mins 63 Mins	15 Mins	
Monday – Saturday Daytime – Proposed Standard Hour	xx00 xx20 xx40	xx43 xx03 ⁺¹ xx23 ⁺¹	xx05 ⁺¹ xx25 ⁺¹ xx45 ⁺¹	65 Mins 65 Mins 65 Mins	20 Mins	
Monday – Saturday Evening – Current Standard Hour	xx15	xx53	xx12 ⁺¹	57 Mins	60 Mins	
Monday – Saturday Evening – Proposed Standard Hour	xx15	xx50	xx09 ⁺¹	54 Mins	60 Mins	
Sunday – Current Standard Hour	xx10 xx40	xx51 xx21 ⁺¹	xx10 ⁺¹ xx40 ⁺¹	60 Mins 60 Mins	30 Mins	
Sunday – Proposed Standard Hour	xx10 xx40	xx51 xx21 ⁺¹	xx10 ⁺¹ xx40 ⁺¹	60 Mins 60 Mins	30 Mins	

Table 17. Service 308 Outbound Timetable Changes Comparison Chart.

Arriva Northumbria 308 Timetable Changes – Inbound Direction

Service 308 inbound currently departs from Blyth, via Whitley Bay. QA Service 308 will depart from Blyth, via Whitley Bay.

308 Inbound	Blyth Arr Times	Whitley Bay Arr Times	Newcastle Dep Times	Journey Times	Frequency	Notes
Monday – Saturday Daytime – Current Standard hour	xx56 xx11 xx26 xx41	xx21 ⁺¹ xx36 xx51 xx06 ⁺¹	xx02 ⁺² xx17 ⁺¹ xx32 ⁺¹ xx47 ⁺¹	66 Mins 66 Mins 66 Mins 66 Mins	15 Mins	
Monday – Saturday Daytime – Proposed Standard Hour	xx56 xx16 xx36	xx22 ⁺¹ xx42 xx02 ⁺¹	xx03 ⁺² xx23 ⁺¹ xx43 ⁺¹	67 Mins 67 Mins 67 Mins	20 Mins	
Monday – Saturday Evening – Current Standard Hour	xx14	xx35	xx10 ⁺¹	56 Mins	60 Mins	
Monday – Saturday Evening – Proposed Standard Hour	xx14	xx35	xx10 ⁺¹	56 Mins	60 Mins	
Sunday – Current Standard Hour	xx16 xx46	xx38 xx08 ⁺¹	xx18 ⁺¹ xx48 ⁺¹	62 Mins 62 Mins	30 Mins	
Sunday – Proposed Standard Hour	xx16 xx46	xx37 xx07 ⁺¹	xx18 ⁺¹ xx48 ⁺¹	62 Mins 62 Mins	30 Mins	

Table 18. Service 308 Inbound Timetable Changes Comparison Chart.

Go North East 309 Timetable Changes – Outbound Direction

Service 309 outbound currently terminates at Blyth, via Whitley Bay. QA Service 309 will terminate at Blyth, via Whitley Bay.

309 Outbound	Newcastle Dep Times	Whitley Bay Arr Times	Blyth Arr Times	Journey Times	Frequency	Notes
Monday – Saturday Daytime – Current Standard hour	xx17 xx37 xx57	xx02 ⁺¹ xx22 ⁺¹ xx42 ⁺¹	xx24 ⁺¹ xx44 ⁺¹ xx04 ⁺²	67 Mins 67 Mins 67 Mins	20 Mins	
Monday – Saturday Daytime – Proposed Standard Hour	xx05 xx25 xx45	xx53 xx13 ⁺¹ xx33 ⁺¹	xx16 ⁺¹ xx36 ⁺¹ xx56 ⁺¹	71 Mins 71 Mins 71 Mins	20 Mins	
Monday – Saturday Evening – Current Standard Hour	xx25	xx03 ⁺¹	xx23 ⁺¹	58 Mins	60 Mins	
Monday – Saturday Evening – Proposed Standard Hour	xx30	xx12 ⁺¹	xx32 ⁺¹	62 Mins	60 Mins	
Sunday – Current Standard Hour	xx25 xx55	xx07 ⁺¹ xx37 ⁺¹	xx28 ⁺¹ xx58 ⁺¹	63 Mins 63 Mins	30 Mins	
Sunday – Proposed Standard Hour	xx17 xx47	xx05 ⁺¹ xx35 ⁺¹	xx25 ⁺¹ xx55 ⁺¹	68 Mins 68 Mins	30 Mins	

Table 19. Service 309 Outbound Timetable Changes Comparison Chart.

Go North East 309 Timetable Changes – Inbound Direction

Service 309 inbound currently departs from Blyth, via Whitley Bay. QA Service 309 will depart from Blyth, via Whitley Bay.

309 Inbound	Blyth Arr Times	Whitley Bay Arr Times	Newcastle Dep Times	Journey Times	Frequency	Notes
Monday – Saturday Daytime – Current Standard hour	xx10 xx30 xx50	xx35 xx55 xx15 ⁺¹	xx18 ⁺¹ xx38 ⁺¹ xx58 ⁺¹	68 Mins 68 Mins 68 Mins	20 Mins	
Monday – Saturday Daytime – Proposed Standard Hour	Xx06 Xx26 Xx46	Xx32 Xx52 Xx12 ⁺¹	Xx18 ⁺¹ Xx38 ⁺¹ Xx58 ⁺¹	72 Mins 72 Mins 72 Mins	20 Mins	
Monday – Saturday Evening – Current Standard Hour	xx50	xx10 ⁺¹	xx50 ⁺¹	60 Mins	60 Mins	
Monday – Saturday Evening – Proposed Standard Hour	xx50	xx12 ⁺¹	xx55 ⁺¹	65 Mins	60 Mins	
Sunday – Current Standard Hour	xx01 xx31	xx27 xx57	xx09 ⁺¹ xx39 ⁺¹	68 Mins 68 Mins	30 Mins	
Sunday – Proposed Standard Hour	xx02 xx32	xx24 xx54	Xx10 ⁺¹ Xx40 ⁺¹	68 Mins 68 Mins	30 Mins	

Table 20. Service 309 Inbound Timetable Changes Comparison Chart.

Resourcing - Peak Vehicle Requirements (PVR)

The difference in service levels and PVR between the Non QA and QA co-ordinated timetables is shown in Table 21.

Day	Timetable	Service Level (Buses/Hour)	Resource (PVR)
Monday – Friday	Non QA	17	34
Monday - Saturday	QA Co-ordinated	12	29
Sunday	Non QA	10	18
Sunday	QA Co-ordinated	8	17

Table 21. Service Level & PVR Resource Comparison Chart.

The reduction in resource will provide additional benefits to customers by ensuring that's only double deck vehicles are used for these routes. As the resource removed from these routes would be single decker vehicles, increasing capacity per journey. Further details can be found on page 11 (Bus improvement objective A).

A reduction in resource will improve operational efficiency, not least by reducing staffing resource pressures for the operators. Providing a more sustainable operation model for the operators and the routes.

(C) Reducing or limiting traffic congestion, noise or air pollution

The reduction of both service level (up to 29% reduction) and routes (up to 20% reduction – to remove route duplication) that the Qualifying Agreement co-ordinated timetable provides ensures that less buses would operate along the coast road and other key corridors these routes operate along. This therefore reduces traffic congestion, noise and air pollution.

The QA co-ordinated timetable better matches capacity with new levels of demand, and although overall capacity is down, capacity per journey has increased with all buses becoming double deck vehicles. Further details can be found on page 11 (Bus improvement objective A). The consistent headways provided by the co-ordinated timetable will provide more consistent running times and waiting times for passengers. As shown in Table 7 to Table 12 above on pages 18 to 26. In addition, the reciprocal ticketing arrangements will ensure that passengers can access more services and journey opportunities than previous, reducing current wait times for passengers (as passengers can use the first bus that arrives, regardless of the operator). Therefore, passengers get an improved service offering whilst traffic congestion, noise and air pollution are all reduced. Further details regarding reciprocal ticketing can be found on page 12 (Bus improvement objective B).

Stage 3. Does the agreement impose on the undertakings concerned restrictions which are not indispensable to the attainment of the objectives?

The Qualifying Agreement will help facilitate the bus improvement objectives identified in Stage 2, which would be achieved through agreeing a co-ordinated timetable with an even and consistent headway. Providing better efficiencies for operators through better inter-operator communication, reducing resource and congestion, whilst retaining journey opportunities and introducing consistent wait times for passengers.

The JTC, Arriva Northumbria and Go North East agree that a Qualifying Agreement is considered to be the most suitable means of achieving the bus improvement objectives. In addition, the QA is also the least restrictive means of achieving the outcomes desired by both the JTC, Arriva Northumbria and Go North East. It is therefore deemed that developing a QA, constructing a co-ordinated timetable and the requirements to operate it are of “reasonable necessity”.

Vehicle branding has not been considered as it is not deemed to be a “reasonable necessity”, given the nature of each operator’s operations and their vehicle resourcing and forecasting.

The operators agree to shared branding for marketing communications such as publishing common and branded timetables, route leaflets and other publicity materials.

The joint timetable and marketing material (the materials) will be produced for all services which are the subject of this agreement by the “Marketing Lead Operator” with all other operators contributing to the cost of producing the materials, on a basis of 100% divided by No. Operators. The parties shall agree the materials prior to publication and shall discuss and confirm costs related to the materials before spend is committed.

This is because both operators believe that it is in their commercial interests to market the opportunities and benefits that a co-ordinated timetable provides passengers.

The operator’s investment in shared branding is expected to generate greater customer awareness and ease of use, and in time a degree of customer loyalty which could grow the market for local bus travel between Newcastle – North Shields – Tynemouth – Whitley Bay – Blyth.

Stage 4. Does the agreement eliminate competition in respect of a substantial part of the service in question?

The Qualifying Agreement will not create barriers to other undertakings that wish to compete along parts of the routes that the 306/307/308/309 will serve. Services 306/308/309/310/311 operate in competition with a number of local bus services between Newcastle – North Shields – Tynemouth – Whitley Bay – Blyth. The co-ordinated timetable will not prevent potential competition from other operators and route opportunities entering the market where these routes operate.

There is also the Tyne & Wear Metro between Newcastle – North Shields – Tynemouth – Whitley Bay. The Metro takes a different route than the Coast Road used by the 306/307/308/309 between Newcastle – North Shields – Tynemouth – Whitley Bay. Given the loop routing of the Metro Yellow Line, direct services from Haymarket Metro Station Travel to Whitley Bay followed by Tynemouth and North Shields. Travelling on the Metro from Haymarket requires interchanging at Monument to follow a similar routing to the 306/307/308/309, to call at North Shields followed by Tynemouth and Whitley Bay. The only sections of Tyne & Wear Metro where services run in parallel is the 306 between Tynemouth, Culler Coats & Whitley Bay, and the 307 between Meadow Well & North Shields. However even between these Metro stops these bus services divert off the main roads to cover areas which are not served by the Metro. Given that the routes will remain the same as part of a Qualifying Agreement and a co-ordinated timetable, there are no issues to be found regarding competition against other forms of public transport that service Newcastle – North Shields – Tynemouth – Whitley Bay – Blyth. The Metro Map is shown below in Figure 6.

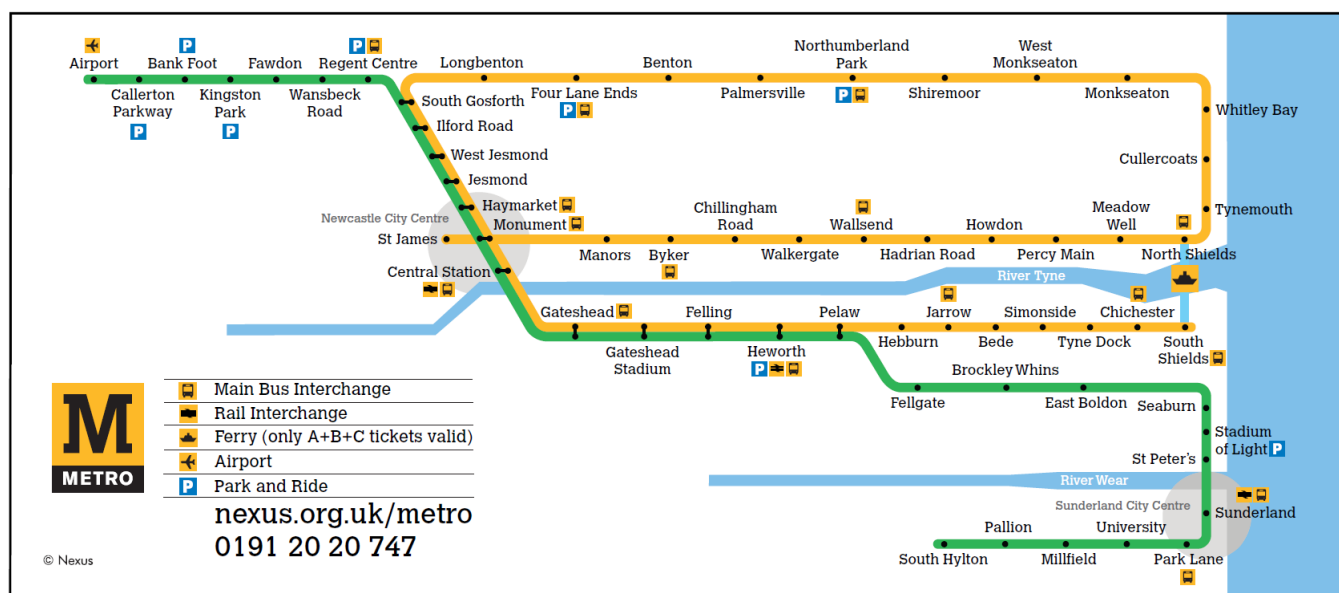


Figure 6. Tyne & Wear Metro Map (Nexus).

Stage 5. Do the local authorities certify that the QA satisfies the requirements of Schedule 10, Part 2, para 18(4) Transport Act 2000 as amended.

These requirements are that the Qualifying Agreement (QA):

- (a) Is in the interests of persons using local services within the combined area of the Authorities, and
- (b) Does not impose on the undertakings concerned restrictions that are not indispensable to the attainment of the bus improvement objectives.

The JTC certify that both these requirements are satisfied by the QA.

Grounds for certification

(a) Passenger interests - it is considered that the Qualifying Agreement satisfies these by:

- Helping to deliver the necessary bus improvement objectives identified in this document.
- Providing a more sustainable service pattern that better matches capacity with new levels of demand, given that there is current overprovision in the market.
- A simplified service offering by consolidating five routes (306,308,309,310,311) into four routes (306,307,308,309).
- Creation of a co-ordinated timetable with even and consistent headways, which maintains existing route & journey opportunities, provides more reliable running times and provides more consistent wait times for passengers:
 - Newcastle – Station Road (Core section - Coast Road)
 - Monday – Saturday Daytimes - Up to every 5 Mins
 - Sunday Daytimes - Up to every 7-8 Mins
 - Evenings – Up to every 15 Mins
 - North Tyneside Hospital – Whitley Bay – Blyth
 - Monday – Saturday Daytimes - Up to every 10 Mins
 - Sunday Daytimes - Up to every 14-16 Mins
 - Evenings – Up to every 22-38 Mins

Helping provide more consistent waiting times for passengers. This will result in a more robust and reliable timetable that passengers will find both easier to understand and use with a simplified service offering that has minimal impact on overall timetable efficiency.

- All journeys to be operated by double-deck vehicles, rather than a mixture of both double and single deck vehicles, increasing capacity per journey. Further details can be found on page 11 (Bus improvement objective A).
- Reciprocal ticketing arrangements between the operators entering this Qualifying Agreement will effectively offer many customers an improvement in service level. As common acceptance of multi-journey tickets between operators would allow customers to travel with either operator, providing up to 12 buses per hour rather than 8 with Arriva and 9 with Go North East prior to the QA. Further details regarding reciprocal ticketing can be found on page 12 (Bus improvement objective B).

- Publishing common and branded timetables, route leaflets and other publicity materials. Shared branding is likely to generate greater customer awareness and ease of use, and over time greater customer loyalty. Which could grow the market for local bus travel between Newcastle – North Shields – Tynemouth – Whitley Bay – Blyth.

The joint timetable and marketing material (the materials) will be produced for all services which are the subject of this agreement by the “Marketing Lead Operator” with all other operators contributing to the cost of producing the materials, on a basis of 100% divided by No. Operators. The parties shall agree the materials prior to publication and shall discuss and confirm costs related to the materials before spend is committed.

- Improving operational efficiencies through:
 - Improving inter operator communications to improve the management of and response to service disruptions and incidents.
 - Reducing route duplication to ensure less vehicles will be required to run the proposed co-ordinated timetable, reducing and limiting traffic congestion, noise and air pollution.
- Reducing vehicle resource for operators, which will help reduce staff resourcing pressures.
- Ensuring that competition between operators, routes and other forms of transport is retained.
- Increasing operational efficiencies (as highlighted above) to help provide a more sustainable operational model for both the routes and operators, further helping to safeguard services and benefit customers into the future.

(b) Restrictions on the undertakers

The QA does not impose any restrictions that are not indispensable to meet the Enhanced Partnership Plan for the JTC.

Appendix A: Qualifying Agreement Co-ordinated Coast Road Timetable

Appendix B: Non Co-ordinated Coast Road Timetables (Prior to Qualifying Agreement)

Appendix B1: Arriva Northumbria Coast Road Timetable (306-308) Pre QA



Arriva Northumbria 306 (09-Jan-2023).pd



Arriva Northumbria 308 (09-Jan-2023).pd

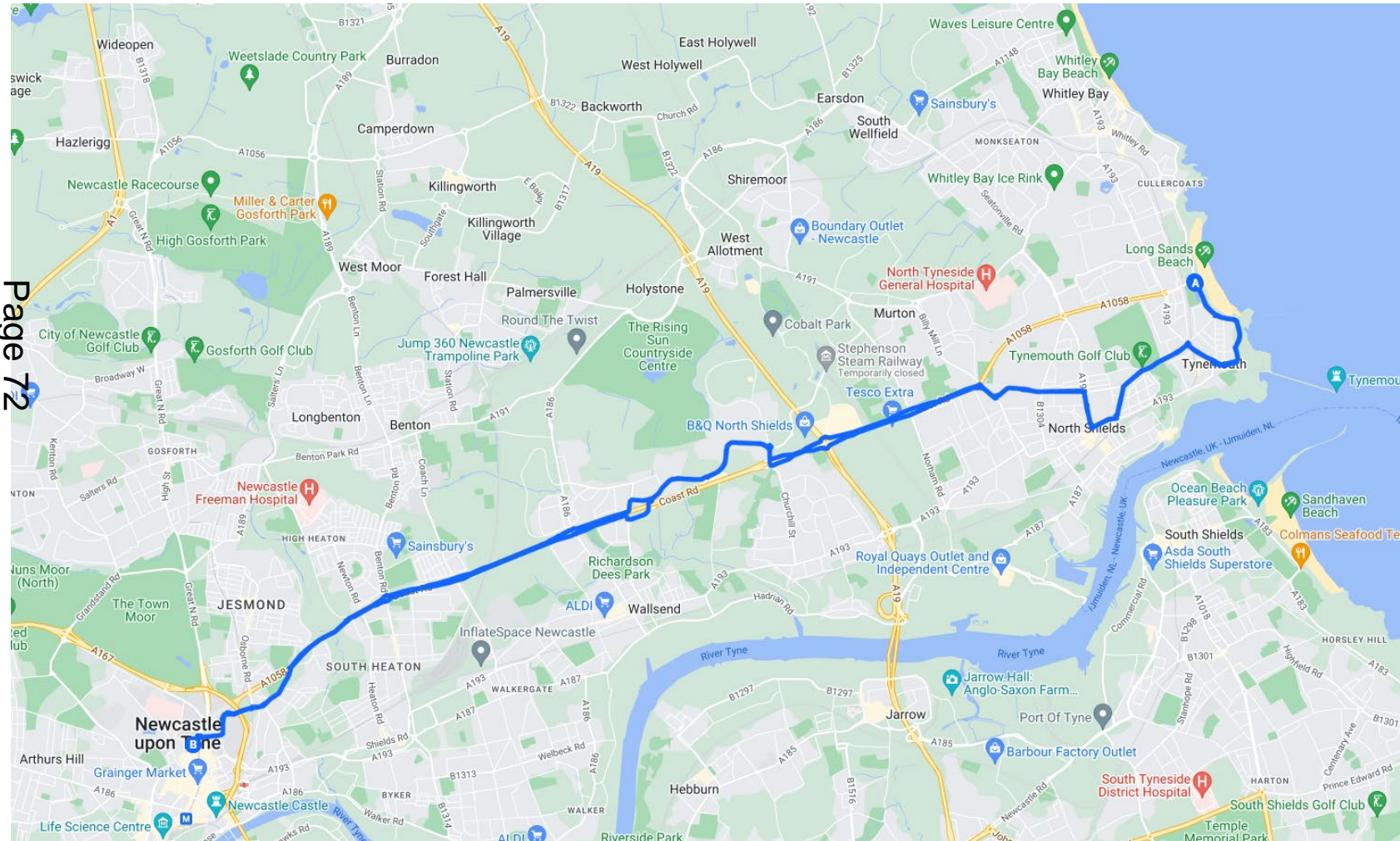
Appendix B2: Go North East Coast Road Timetable (309/310/311/X39) Pre QA



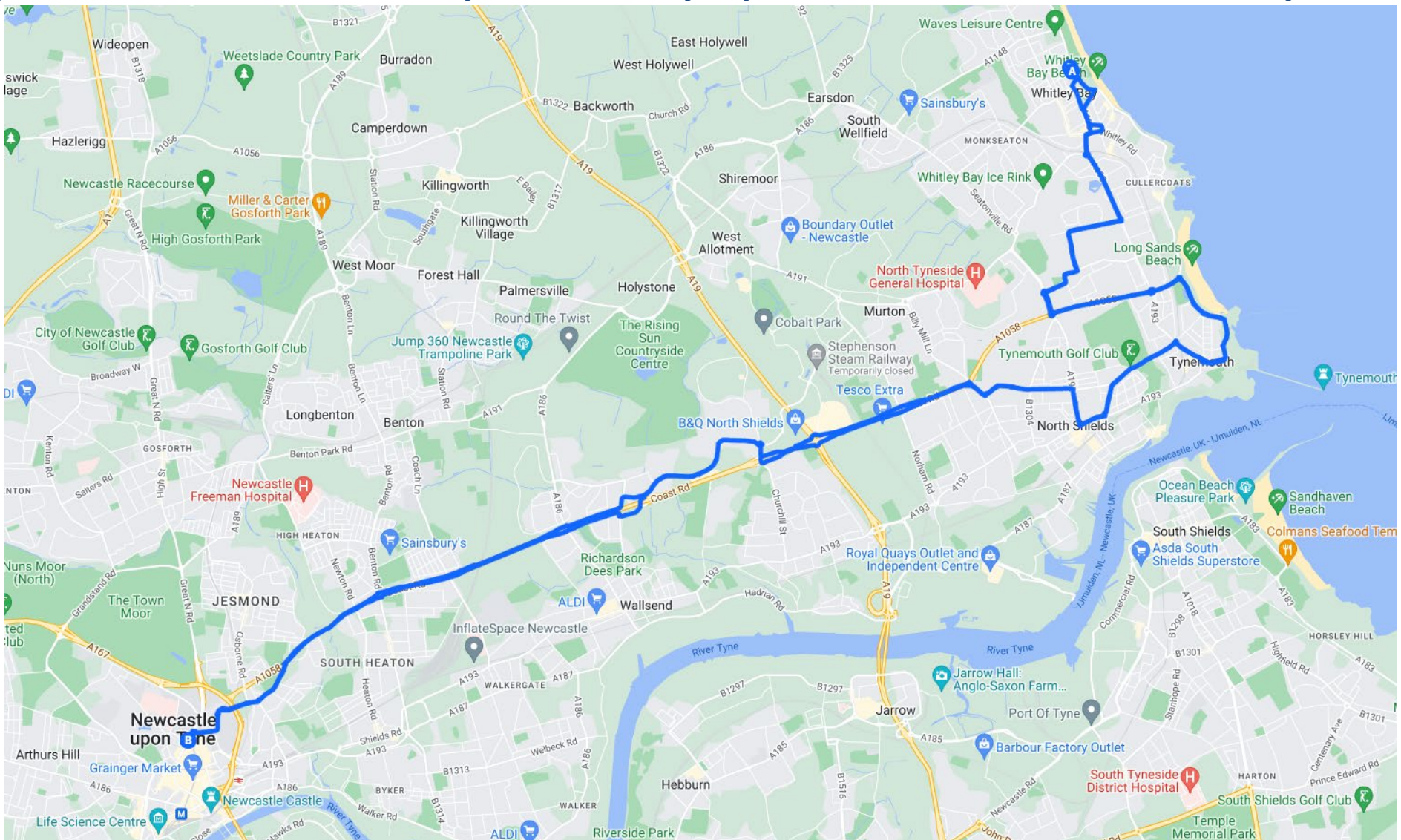
Go North East
309-310-311 (03-Dec

Appendix C: Qualifying Agreement Coast Road Route Maps

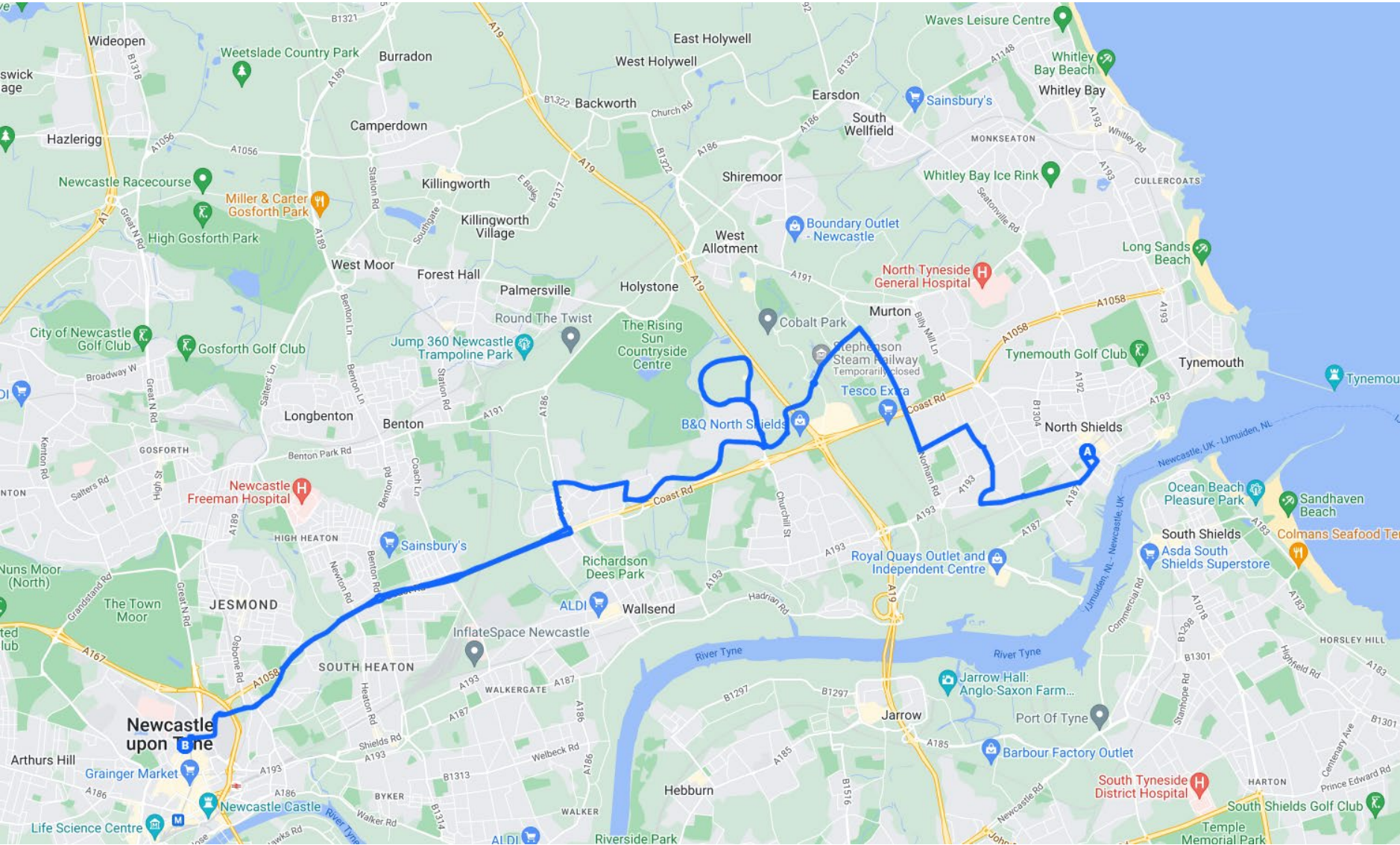
Appendix C1: Route 306 Newcastle Haymarket – Tynemouth, Grand Parade – Newcastle Haymarket



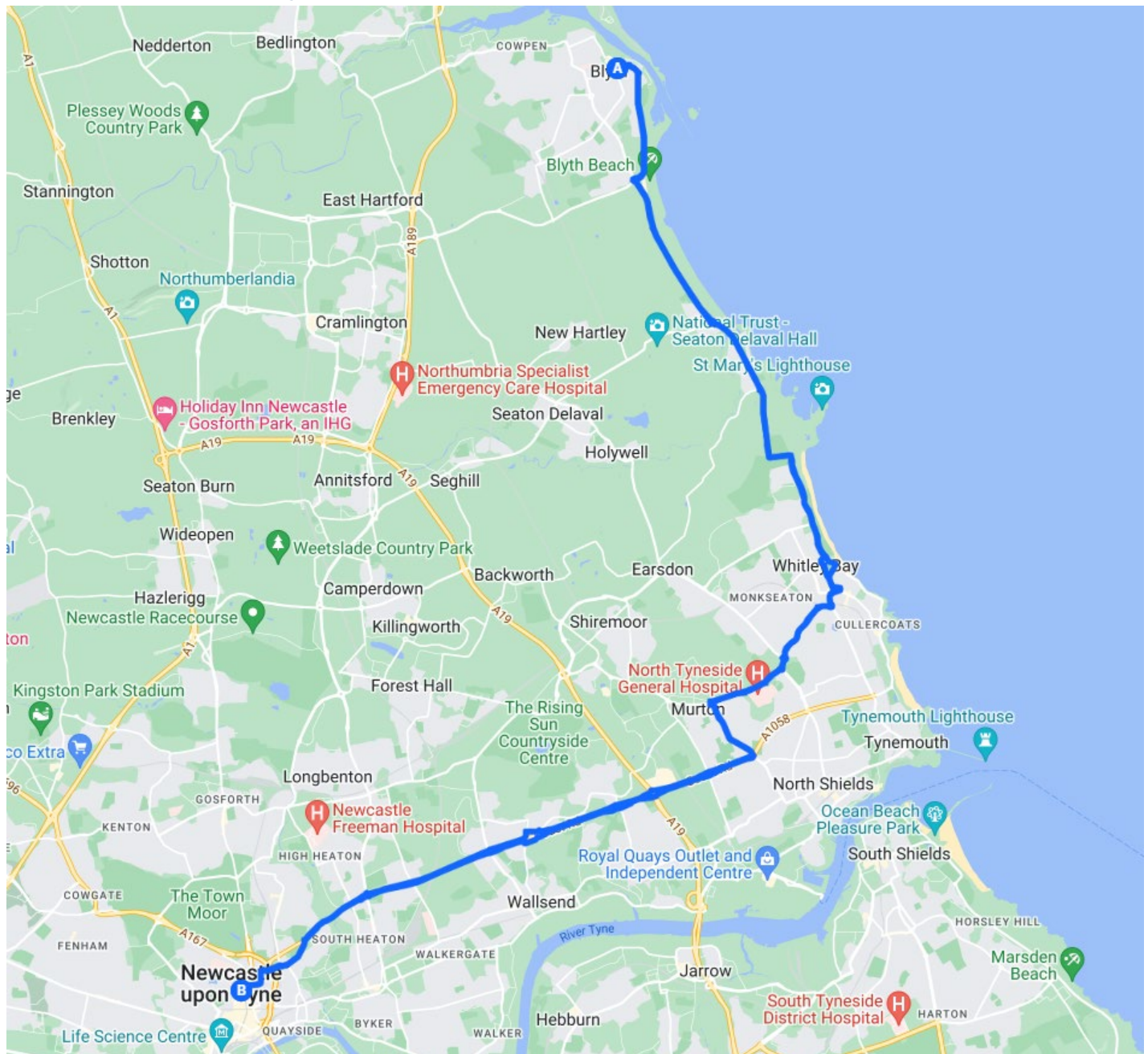
Appendix C2: Route 306 Newcastle Haymarket – Whitley Bay, Bournemouth Gardens – Newcastle Haymarket



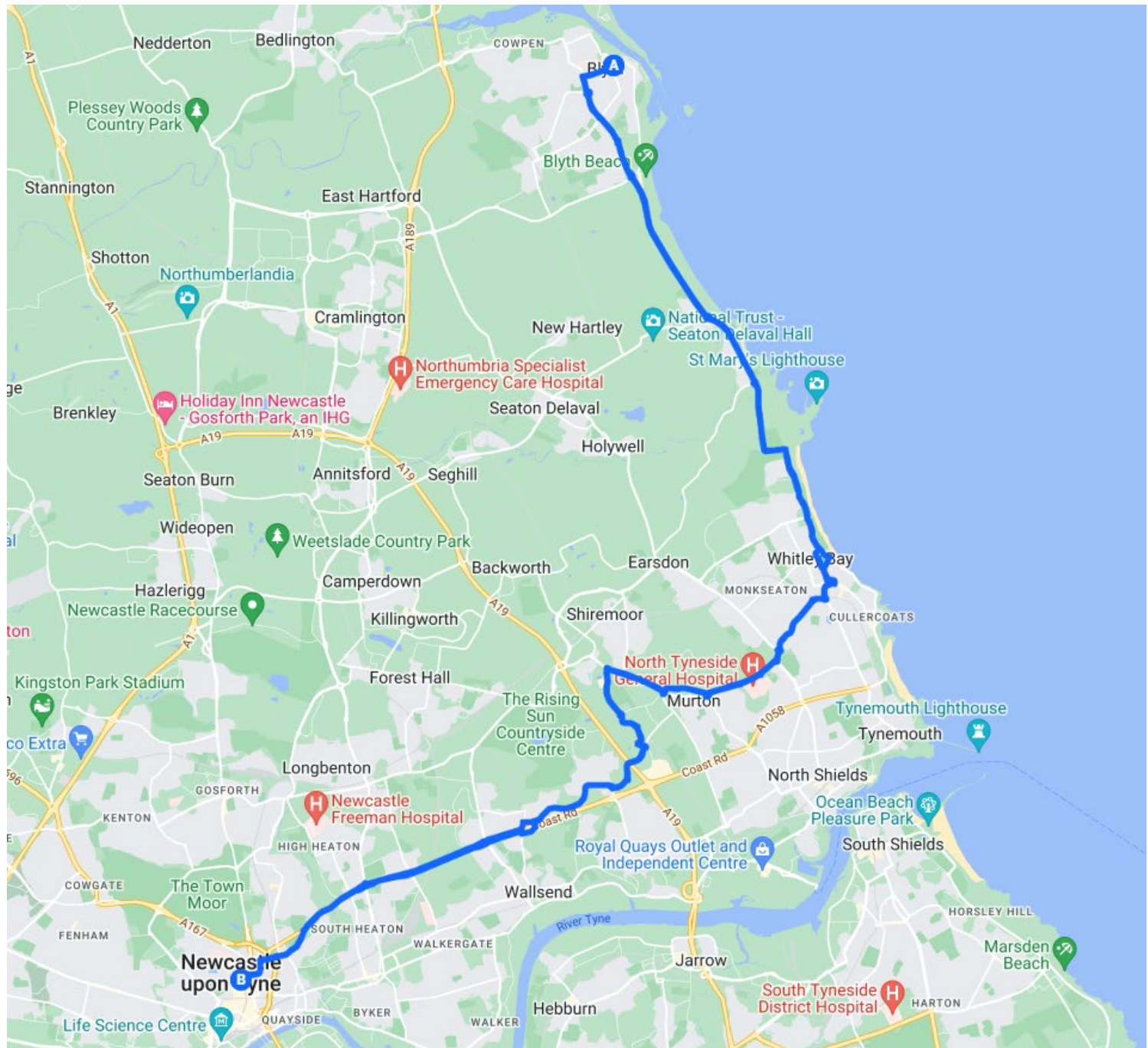
Appendix C3: Route 307 Newcastle Haymarket – North Shields – Newcastle Haymarket



Appendix C4: Route 308 Newcastle Haymarket – Blyth Bus Station – Newcastle Haymarket



Appendix C5: Route 309 Newcastle Haymarket – Blyth Bus Station – Newcastle Haymarket



North East Joint Transport Committee

Date: 21 February 2022
Subject: JTC Revenue Budget Update
Report of: Chief Finance Officer

Executive Summary

The JTC agreed its revenue budget for 2023/24 and revised budget / outturn forecast for 2022/23 at its meeting on 17 January 2023.

Subsequent to the preparation of the reports for the meeting, announcements were received about the receipt of revenue grant funding which Transport North East will administer on behalf of the region.

This report seeks agreement to update the budget for 2022/23 and 2023/24 for these grants to enable use of the funding to commence without delay. The proposals in this report do not affect the Transport Levies agreed at the meeting on 17 January 2023 and subsequently endorsed by the NECA Leadership Board and NTCA Cabinet.

The Active Travel Capability Fund (£1.414 million) will provide revenue funding for design and engagement on a range of active travel infrastructure schemes and the delivery of a region-wide programme of training, information and e-bike trials. It is forecast that £0.236 million will be defrayed in 2022/23 and £1.170 million will be defrayed in 2023/24.

The City Region Sustainable Transport Settlement (CRSTS) revenue grant (£5.682 million in 2022/23, £2.841 million in 2023/24 and £2.841 million in 2024/25) supports the delivery of the CRSTS capital programme in addition to building transport planning and delivery capacity. It is proposed that in the first instance revenue funding is utilised to develop, assure and manage the CRSTS programme. In terms of the initial allocation it is forecast that £0.293 million will be defrayed in 2022/23 and £6.187 million will be defrayed in 2023/24.

Recommendations

The North East Joint Transport Committee is recommended to:

- i) Agree the inclusion of the Active Travel Capability Fund grant and City Region Sustainable Transport Settlement revenue grant in the JTC revenue budget for 2022/23 and 2023/24.

1. Background Information

- 1.1 The JTC agreed its revenue budget for 2023/24 and revised budget for 2022/23 at its meeting on 17 January 2023.
- 1.2 Subsequent to the preparation of the reports for this meeting, announcements were received about the receipt of revenue grant funding which Transport North East will administer on behalf of the region. This report provides an update to the budget for 2022/23 and 2023/24 to allow delivery to commence.

2. Proposals

Active Travel Capability Fund

- 2.1 In early January 2023, Active Travel England (ATE) launched the Active Travel Capability Fund and announced that the North East region would receive its full £1.414m allocation. This one year revenue settlement will fund design and engagement on a range of active travel infrastructure schemes as set out in the North East Transport Plan, Active Travel Strategy and Local Cycle and Walking Infrastructure Plans. It will also see the delivery of a region-wide programme of training, information and trials of e-bikes across the region brought together under the Go Smarter Go Active initiative.
- 2.2 The programme of activity was devised with input from each Local Authority and will see grant funding allocated towards:
- Updating or finalising 17 Local Cycling and Walking Infrastructure Plans;
 - Advancing the design and engagement of 39 active travel schemes, taking forward a pipeline for future capital funding;
 - Delivering a package of cycle training across all age groups regionwide, including e-bike training;
 - Upgraded secure city centre parking;
 - Grants available for cycle parking and facilities at workplaces;
 - Trials of cargo bikes in the community and cycle hire facilities at stations; and
 - Training around active travel design guidance.
- 2.3 Transport North East is working closely with Local Authority partners in the delivery of the programme, with funding expected to be committed and ideally spent over the course of the next 12 months.
- 2.4 The proposed use of the £1.414m grant is shown in the table below.

Table 1: Active Travel Capability Fund

Measure	Total Grant
	£m

Local Cycling and Walking Infrastructure Plans	0.099
Scheme planning and design	0.940
Public engagement and consultation	0.038
Data and evidence collection	0.040
Bespoke training for LA officers and members	0.020
Organisational travel planning and engagement	0.031
Grants	0.029
Cycle Training	0.099
Cycle Loan and Share Schemes	0.017
Cycle maintenance training	0.008
Cycle security measures	0.010
Active travel communications/marketing	0.083
Total	1.414

City Region Sustainable Transport Settlement

- 2.5 Following the recent agreement of the minded-to devolution deal with Government, the region has received £5.682m City Region Sustainable Transport Settlement revenue grant from the Department for Transport.
- 2.6 Revenue funding is provided to support the delivery of the CRSTS capital programme. The payment of £5.682m is the first of three covering financial years 2022/23 (£5.682m), 2023/24 (£2.841m) and 2024/25 (£2.841m).
- 2.7 Use of the revenue funds is restricted to supporting the development of the CRSTS capital programme and building long-term local transport planning and delivery capacity. It must only be used for transport purposes and should not be spent on any activity which is already funded.
- 2.8 It is proposed that the revenue funding is utilised to:
- Develop the CRSTS programme – including procuring support to produce the business case required to unlock capital funds and develop the schemes that will form the CRSTS programme;
 - Assure the CRSTS programme – providing consultancy support to scrutinise schemes and meet assurance framework associated costs;
 - Manage the CRSTS programme – resource for programme management and oversight of the delivery of the CRSTS programme.

- 2.9 It is important that TNE work at pace on behalf of the JTC to progress both the business case required to unlock CRSTS capital funds and to develop the schemes which will sit within the CRSTS programme to the point that they are capable of delivering upon a Mayor coming into office in May 2024. It is therefore proposed that CRSTS revenue funding is prioritised as follows:

	2022/23	2023/24	2024/25	Total
	£m	£m	£m	£m
Programme level business case for CRSTS	0.110	0.990	0.000	1.100
Scheme level business case development	0.183	3.477	0.000	3.660
Programme Management, Assurance, Monitoring and Evaluation	0.000	1.320	0.660	1.980
Metro Expansion – South of Tyne and Wear Loop Outline Business Case	0.000	0.400	0.000	0.400
Total	0.293	6.187	0.660	7.140

- 2.10 The total amount of CRSTS revenue funding which will be paid to the North East over the three-year period is £11.364m (£5.682m received so far with two further payments of £2.841m). The above proposals seek to allocate £7.140m of the CRSTS funding. Further proposals will therefore be brought forward for the balance of remaining CRSTS revenue funds (£4.220m) at the appropriate stage of need and development.

Summary

- 2.11 *Table 3: Summary of amendment to 2022/23 and 2023/24 JTC Revenue Budget*

	2022/23 Revised Budget	2023/24 Budget	Total
	£m	£m	£m
Capability Fund	0.236	1.178	1.414
CRSTS Revenue	0.293	6.187	6.480
Total	0.529	7.365	7.894

3. Reasons for the Proposals

3.1 This report is to update the JTC budgets for 2022/23 and 2023/24.

4. Alternative Options Available

4.1 Option 1 – the North East Joint Transport Committee may accept the recommendations set out in the report.

4.2 Option 2 – the North East Joint Transport Committee may suggest amendments or alternative proposals to be considered. Option 1 is the recommended option.

5. Next Steps and Timetable for Implementation

5.1 An update on the forecast of outturn against the 2022/23 budget will be presented to the JTC at its next meeting, and regular updates against budget presented to the committee during the 2023/24 financial year.

6. Potential Impact on Objectives

6.1 The budgets presented in this report are aligned to the achievement of the Transport policy objectives of the JTC. They allow a balanced budget to be established in 2023/24 and include a strategy to enable the delivery of services over the medium term.

7. Financial and Other Resources Implications

7.1 The financial and other resource implications are set out in the body of the report.

8. Legal Implications

8.1 There are no legal implications arising from this report.

9. Key Risks

9.1 Appropriate risk management arrangements are put in place in each budget area by the delivery agencies responsible. Reserves are maintained to help manage financial risk to the authority.

10. Equality and Diversity

10.1 There are no equality and diversity implications arising from this report.

11. Crime and Disorder

11.1 There are no crime and disorder implications arising from this report.

12. Consultation/Engagement

12.1 The 2023/24 budget was subject to consultation with JTC, JTC Overview and Scrutiny Committee and officer groups.

12.2 Individual schemes which may be supported through the funding will be subject to proportionate consultation as appropriate.

13. Other Impact of the Proposals

13.1 There are no other impacts arising from this report.

14. Appendices

14.1 None

15. Background Papers

15.1 JTC Budget 2023/24 – Report to JTC 17 January 2023
<https://northeastca.gov.uk/wp-content/uploads/2023/01/2023.01.17-JTC-Agenda-Pack.pdf>

16. Contact Officers

16.1 Eleanor Goodman, NECA Finance Manager,
eleanor.goodman@northeastca.gov.uk, 0191 433 3860

17. Sign off

- The Proper Officer for Transport:
- Head of Paid Service:
- Monitoring Officer:
- Chief Finance Officer:

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North East Joint Transport Committee

Date: 21 February 2023

Subject: Transport Plan Progress Report

Report of: Managing Director, Transport North East

Executive Summary

This report provides an update on progress made across a number of Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving North East.'

The North East Combined Authority has been successful in its bid on behalf of the North East region for funding from the Levelling Up Fund second round. Funding will help deliver electric buses, charging infrastructure for the buses and further electric vehicle charging infrastructure. A total of £19.5 million was awarded to the North East Combined Authority.

The North East has received an allocation of £1.4m from Active Travel England's Capability Fund. This one-year revenue settlement is intended to fund the design and engagement on a range of active travel infrastructure schemes and will require an amendment to the 22/23 and 23/24 budgets agreed at the last meeting of the JTC.

In January the region received £5.682m of revenue funds from the Department of Transport in respect of the City Region Sustainable Transport Settlement (CRSTS), following the signing of the North East devolution deal with Government. Revenue funding will support the development of the CRSTS capital investment programme and help build longer-term local transport planning and delivery capacity.

Bus Recovery Grant funding, paid by central Government to support bus operators since the pandemic, is currently set to end on the 31 March 2023. At present no announcement has been made from the Department for Transport (DfT) on if this funding will be extended. Bus operators have signalled that major cuts to services are likely if it is not extended, potentially as much as 20% of the existing commercial bus network.

The Enhanced Bus Partnership statutory consultation ended on 8 February. Subject to consideration of the consultation outcomes, the Plan and Scheme will be presented to JTC as a separate report for formal sign off.

The Active Travel Strategy is currently undergoing a period of consultation. An online survey, in person and online events are taking place to allow the views and suggestions of North East residents to be incorporated into the strategy.

We are awaiting the imminent arrival of the first of the new Metro fleet to the North East following testing in the Czech Republic.

Recommendations

The Joint Transport Committee is recommended to note the contents of this report.

1. Background Information

- 1.1 The North East Transport Plan sets out a vision of ‘moving to a green, healthy, dynamic and thriving North East’ through the delivery of transport improvements under seven policy areas. Recent developments in the transport field are discussed below, organised by policy area.

2. Public transport, travelling by bus, Metro, ferry and on demand public transport

2.1 Bus travel

Enhanced Partnership – We await formal confirmation from the government that it will make available £163.5m of Bus Service Improvement Plan (BSIP) funding. This funding is needed to support the introduction of our Bus Enhanced Partnership, which was subject to a period of statutory consultation between 11 January and 8 February 2023. The Enhanced Partnership will see the introduction of improved fares and services across the region.

£2 fare cap – This DfT funded scheme began in January 2023 and will continue till the end of March. The scheme mainly affects long-distance journeys in the North East, as most city-region journeys fall within the cap. Early monitoring shows modest ridership growth (between 2-3%) in some parts of the region, although little effect is seen on shorter, cheaper journeys.

Bus Recovery Grant (BRG) – BRG funding, which is funding that Central Government pay direct to bus operators to support them throughout the COVID-19 pandemic with patronage falling significantly, is set to end on the 31 March 2023. At present no announcement has been made from the Department for Transport (DfT) on if this funding will be extended. We believe that if the funding is not extended then further cuts to bus services will be implemented. These cuts, which could be as much as 20% of the existing commercial bus network, will put even greater pressure on Nexus, Durham and Northumberland County Councils who provide socially necessary bus services in the region. It should be noted that these pressures are compounded by the service cuts that were implemented throughout 2022.

2.2 Metro

New trains – The first of the new fleet of 46 Metro trains is due to arrive in the North East in a few weeks, following testing in the Czech Republic.

3. Connectivity beyond our boundaries

- 3.1 Transport for the North (TfN) update – Transport North East and other partner authorities have been providing feedback on the latest draft version of TfN’s second Strategic Transport Plan. Following further revision, the Plan will be taken to TfN

Board for approval in March. This will be followed by public consultation on the Plan after the May elections, prior to final publication in January 2024.

TfN's fourth annual conference will take place in Newcastle on 6 March at the Crowne Plaza Hotel. It will provide an opportunity for speakers from across the North to discuss the major economic challenges and opportunities facing the North of England in 2023, and the role that TfN can play in conjunction with partners to help address these challenges through improved transport connectivity.

3.2 Rail

Damage to Network Rail infrastructure and impact on Metro – A Network Rail infrastructure problem resulted in the Metro service being suspended for several weeks between Central Sunderland and its terminus at South Hylton, with a reduced frequency in the rest of the city. Normal services resumed on 13 January. The closure aroused significant concern and a BBC News article featured interviews with business owners in South Hylton who had seen a drop in trade as a result of the closure. This is one of a number of issues that have caused disruption and frustration amongst rail users in the region and the Chair of the JTC wrote to the Rail Minister in December to express the Committee's concern about local rail performance.

Northern Rail issues – The last period performance figures show improvement, but service levels are still poor as services are still hampered by the disruption of strikes and relatively high levels of staff sickness. Northern Rail wrote to Councillor Gannon to give an update on their performance following a timetable change on the 11th of December 2022. For the period covering mid-October to mid-November (Rail Period 8) Northern were reporting an overall cancellations level of 7%, whereas for 8 – 18 January overall cancellations have reduced to 2.9%.

In a recent ORR publication covering rail passenger usage between April 2021 and March 2022, the North East recorded the highest percentage of journeys of any region compared with two years ago at 82%.

Northern Rail timetable changes – The next industry timetable changes take place on 21 of May 2023. Services will remain broadly the same in the region, with the exception being the introduction of an additional semi-fast service between Middlesbrough and Newcastle (anticipated in the summer) once platform infrastructure work by Network Rail is complete at Hartlepool station.

Industrial action – The Associated Society of Locomotive Engineers and Firemen (ASLEF) union implemented industrial action on the 1 and 3 of February, these strikes affected 15 train companies. In the North East there were no services running for Cross Country, Northern and TransPennine. LNER ran an extremely limited service between London and Edinburgh.

The Rail, Maritime and Transport workers union (RMT) have not announced any further upcoming strike action, however members are currently working to rule (doing no more work than the minimum requirements of their contract).

Members of the Transport Salaried Staffs' Association (TSSA) "voted overwhelmingly" (85%) on 16 December to accept the latest pay offer made by Network Rail.

Unite members employed by Network Rail in electric control rooms (including York) have accepted the latest pay and conditions offer.

Budget cuts – Train Operating Company budgets are set to be cut by 10% for 2023/24, this is likely to lead to service reductions in the North East despite rail patronage and revenue in the region remaining strong.

4. Making the right travel choice

- 5.1 Go Ultra Low taxi project – It is expected that the final two chargers in Newcastle and North Tyneside will go live this Spring with orders being placed for connections. Delays are owing to legal agreements and the capacity of the supply chain to act.

The framework agreement with the supplier of the infrastructure is due to expire in February 2023 and it is proposed to extend this contract. Officers met recently with the Office for Zero Emission Vehicles regarding monitoring and evaluation of the project and is working with an existing provider CENEX to undertake data gathering on EV numbers within the Taxi fleet and projections as well as a further phase of engagement with the trade.

- 5.2 Active Travel Strategy – The Active Travel Strategy is currently undergoing a period of public consultation. The consultation will run until March 5th 2023 and includes an online survey and in person and online events.

The strategy outlines a regional ambition to ensure that over half of all short journeys in the region will be made using active travel modes by 2035.

The consultation page can be found here: [North East Active Travel Strategy Public Consultation - Transport North East](#)

- 5.3 Capability Fund – The North East has received an allocation of £1.4m from Active Travel England's Capability Fund. This one-year revenue settlement is intended to fund the design and engagement on a range of active travel infrastructure schemes set out in the North East Transport Plan and Local Cycle and Walking Infrastructure Plans. It will also see the delivery of a region wide programme of training, information and trials of e-bikes across the region brought together under the Go Smarter Go Active initiative. The budgets agreed at the last JTC meeting will need to be updated to reflect this funding and a separate report on the Agenda today covers this.

Levelling Up Fund - In August 2022, the North East Combined Authority submitted a bid of £19.5m into the second round of the Government's Levelling up fund. The bid will fund the delivery of zero emission buses and their complimentary infrastructure and 92 electric vehicle charging stations across the region. This bid was appraised by Government officials and ministers and on 19 of January 2023, officers were notified that the bid had been successful. Officers are now working to deliver the bid in consultation with JTC.

City Regional Sustainable Transport Settlement - In January the region received £5.682m of revenue funding from the Department of Transport in respect of the City Region Sustainable Transport Settlement (CRSTS), following the signing of the North East devolution deal with Government.

This payment is the first of three, which will cover the financial years 22/23, 23/24 and 24/25. Revenue funding for the financial years 23/24 and 24/25 will be half the level received in 22/23. The total amount of revenue funding associated with CRSTS to be paid to the North East over the next three financial years stands at £11.364m.

Usage of revenue funds is restricted to supporting the development of the CRSTS capital investment programme and building longer-term local transport planning and delivery capacity.

6. Private transport: travelling by car and using road infrastructure

- 6.1 A19 Junctions North of Newcastle – The first meeting of the National Highways Stakeholder Reference Group in relation to the above scheme took place on 19 January. The aim of the group is to assist NH in developing options and strengthening the business case for the scheme with the aim of it being selected for delivery as part of the Road Investment Strategy 3. The meeting was attended by a range of stakeholders with an interest in the junctions.

Call for Evidence - Strategic Road Investment in England – Transport North East have submitted a response to the House of Commons Transport Committee call for evidence on the current Road Investment Strategy 2 (RIS2). Our response comments on lessons that can be learnt from the delivery problems that have affected the current RIS2 programme, the need to improve provision for non-motorised users and to encourage active travel and zero emission vehicles. We also restate the need for an early decision on the A1 Morpeth to Ellingham dualling scheme, a decision on which was due in December 2022 but which has now been further postponed to September 2023.

7. Transport Usage Trends

- 7.1 Across the region public transport usage remains below pre-pandemic levels, with bus passenger numbers at 81% and Metro passengers at 92% of their pre-pandemic baselines in December.

8. Reasons for the Proposals

- 8.1 This report is for information purposes.

9. Alternative Options Available

- 9.1 Not applicable to this report.

10. Next Steps and Timetable for Implementation

- 10.1 Next steps are set out under the respective items, where applicable.

11. Potential Impact on Objectives

- 11.1 Successful delivery of the various transport schemes and investment proposals outlined in this document will assist the JTC in delivering its objective to maximise the region's opportunities and economic potential.

12. Financial and Other Resources Implications

- 12.1 The report provides an update and overview of progress against the seven Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving north-east.'
- 12.2 The North East Transport Plan includes proposed / required investment totalling £7 billion to achieve the aims and ambitions of the JTC, the majority of which is dependent on future funding decisions by central government. The financial and other resource implications aligned to the plan were agreed as part of the Transport Budget and Levies 2021/22 report to the JTC on 19 January 2021 and in subsequent reports to augment and amend the budget as appropriate.

13. Legal Implications

- 13.1 There are no legal implications arising directly from this report.

14. Key Risks

- 14.1 Appropriate risk management arrangements are in place for each programme of work overseen by the delivery agencies responsible.

15. Equality and Diversity

- 15.1 Successful delivery of schemes to improve public transport, walking and cycling will help to address transport-related social exclusion and create a fairer society.

16. Crime and Disorder

- 16.1 There are no specific crime and disorder implications associated with this report.

17. Consultation/Engagement

17.1 Many of the schemes and proposals outlined in this report have been, or will be, the subject of engagement with appropriate stakeholders or the wider public.

18. Other Impact of the Proposals

18.1 No specific impacts.

19. Appendices

19.1 Progress on Key Performance Indicators.

20. Background Papers

20.1 None.

21. Contact Officers

21.1 Tobyn Hughes, Managing Director, Transport North East

Tobyn.hughes@nexus.org.uk

22. Sign off

- 22.1
- The Proper Officer for Transport:
 - Head of Paid Service:
 - Monitoring Officer:
 - Chief Finance Officer:

23. Glossary

23.1 All abbreviations or acronyms are spelled out in the report.

Appendix 1

Progress on Key Performance Indicators

<u>KPI</u>	<u>Direction of travel</u>	<u>Key insight</u>
<u>Sustainable Travel</u>	Increase	Data in the National Travel Survey for 2021 shows that 38% of

<p>33% of journeys made by public transport, walking and cycling.</p> <p>Data Source: DfT National Travel Survey 2019, published August 2020.</p>		<p>journeys are made by public transport, walking and cycling, which is an increase on the previous year.</p> <p>The sample size for 2021 is significantly smaller than the sample for 2019, so it may be sensible to treat the exact figure with some degree of caution.</p>
<p><u>Public transport accessibility</u></p> <p>45% People within 25 minutes of key employment, education and retail sites by public transport.</p> <p>Data source: Commissioned analysis August 2020</p>	No Change	<p>Data is not yet available to update, however, there have been no major changes to infrastructure.</p>
<p><u>Climate action</u></p> <p>CO2 emissions per capita: 1.7 tonnes CO2 emitted per persona annually using transport.</p> <p>Data source: UK local authority and regional CO2 emissions statistics: 2019, Department for Business, Energy & Industrial Strategy, published June 2021</p>	Decrease	<p>Figures for 2020 have been released and show 1.4 tonnes CO2 emitted per persona annually using transport. It can be expected that 2020 is an unusually low year due to COVID-19 related travel restrictions.</p>

<p><u>Take up of ultra-low emission vehicles (ULEVs)</u></p> <p>0.34% Proportion of licenced vehicles in our region that are classed as ultra-low emission (end of 2019)</p> <p>Data source: Department for Transport vehicle licensing statistics</p>	<p>Increase</p>	<p>1.2% of licenced vehicles in the region are classed as ultra-low emission (Q3 2022).</p> <p>The number of ULEVs registered in the North East increased to 12,134 at the end of Q3 2022.</p>
<p><u>Air quality</u></p> <p>For 2019, the highest, median, hourly nitrogen dioxide reading was 26.9ug/m3 occurring in the morning traffic peak.</p> <p>Data source: Department for Environment Food & Rural Affairs Automatic Urban and Rural Network (AURN)</p>	<p>Decrease</p>	<p>For 2022, the highest, median hourly nitrogen dioxide reading was 22.2ug/m3 occurring in the morning traffic peak.</p>
<p><u>Network performance</u></p> <p>In terms of efficiency, in 2019 our regional network scored 71.8%</p> <p>Data source: Department for Transport congestion data.</p>	<p>No Change</p>	<p>Data is not yet available to update</p>
<p><u>Motor vehicle traffic</u></p>	<p>Decrease</p>	<p>In 2020 the estimated vehicle miles per head was 4,064. We can</p>

<p>Estimated vehicle miles per head in our region in 2019 5,077</p> <p>Data source: Department for Transport Road Traffic Statistics, published August 2020</p>		<p>expect that 2020 will be unusually low due to travel restrictions in place as a result of the COVID-19 pandemic.</p> <p>National Travel Survey data for 2021 has vehicle miles per head reducing from 5,473 in 2019 to 3,900 in 2020 and 3,770 in 2021. The sample size for 2021 is significantly smaller than the sample for 2019, so it may be sensible to treat the exact figure with some degree of caution.</p>
<p><u>Road safety: numbers killed and seriously injured</u></p> <p>Numbers killed and seriously injured (KSI) three year rolling average (2016-17 to 2018-19) 778</p> <p>Data source: Traffic Accident Data Unit</p>	Decrease	<p>In the three-year rolling average from 2018 to 2021 there were 683 KSI.</p> <p>It is important to note that lower traffic volumes in 2020 and 2021 are likely to have contributed to the observed reduction in KSIs.</p> <p>The rolling average covering Jan-Sept 2020-22 is 453, a decrease from 498 covering Jan-Sept 2019-21.</p>
<p><u>Road safety: number of slight injuries</u></p> <p>Number of slight injuries three year rolling average (2016-17 to 2018-19) 3,275</p>	Decrease	<p>The three-year rolling average from 2018 to 2021 was 2,519 slight injuries.</p> <p>It is important to note that lower traffic volumes in 2020 and 2021 are likely to have contributed to the</p>

<p>Data source: Traffic Accident Data Unit</p>		<p>observed reduction in KSIs.</p> <p>The rolling average covering Jan-Sept 2020-22 is 1,638, a decrease from 1,839 covering Jan-Sept 2019-21.</p>
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