

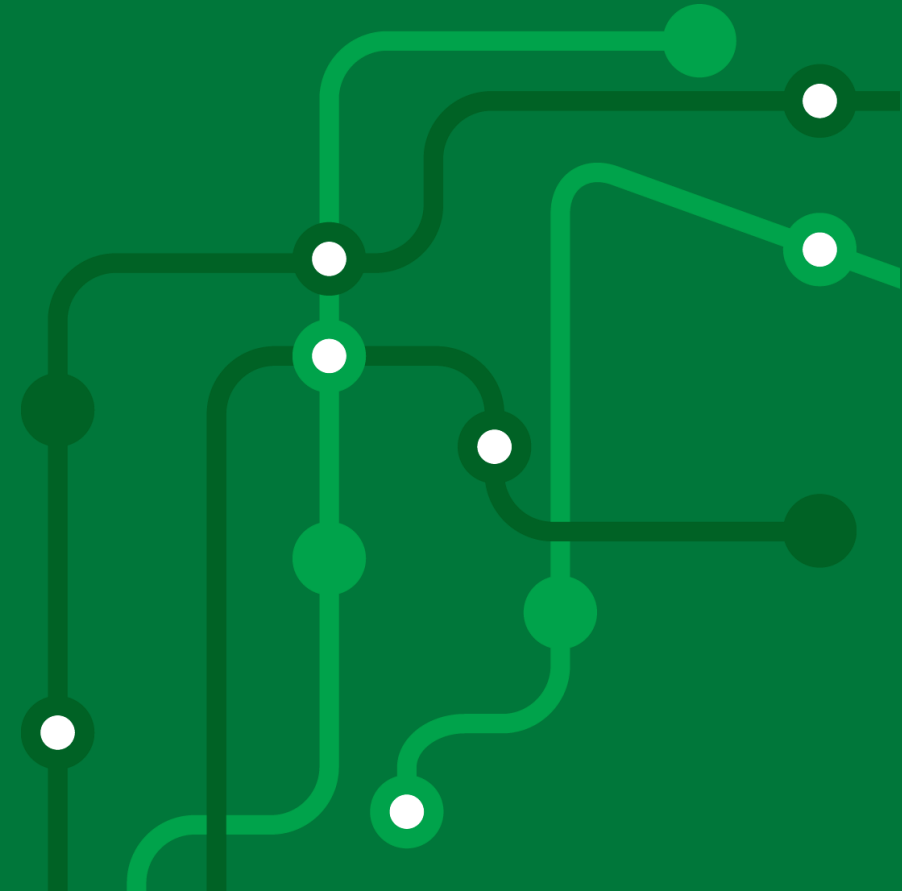
Transport **North East**

Transport Dashboard

Monthly update

3rd February 2022

Moving to a green, healthy, dynamic and thriving North East.



Weekly highlights



Passenger numbers were **31% lower** than 2019 levels, compared to 34% lower the previous week.



Passenger numbers were **15% lower** than 2019 levels, compared to 18% lower the previous week.



Traffic levels were generally slightly lower than pre-covid levels, with Friday being closest to the equivalent week in 2019.



Government announced the launch of an executive agency to oversee active travel called Active Travel England



Walking levels were **15% lower** than 2020 levels.



Between 5PM-6PM traffic speeds **decreased 7%** on average from the previous week.



Average traffic speeds were slower than 2020 both during the week **and** weekend.



'Plan B' COVID-19 measures expired in England on January 27th 2022. This included measures around NHS Covid Passes, face coverings and working arrangements.

Monthly highlights



Bus punctuality at all timing points for the three largest operators in the region was **88%** in the latest period. Covid related staffing issues can negatively affect punctuality figures.



Passenger numbers in January were **74%** of typical levels, compared to 90% in December.



Traffic levels in Tyne & Wear have remained **similar** to 2019 levels in December.



In the Transport Focus January surveys, **8%** of respondents from the NE had travelled by train in the previous 7 days.



In January, national cycling levels were **slightly lower** than January 2020.



Retail footfall numbers in January were **87%** of 2020 levels, compared to 125% in December.



This month changes in the Highway Code came into force, aimed at improving the safety of those walking, cycling or riding horses.



Visits to workplaces were **23% down** compared to 2020 baseline.*

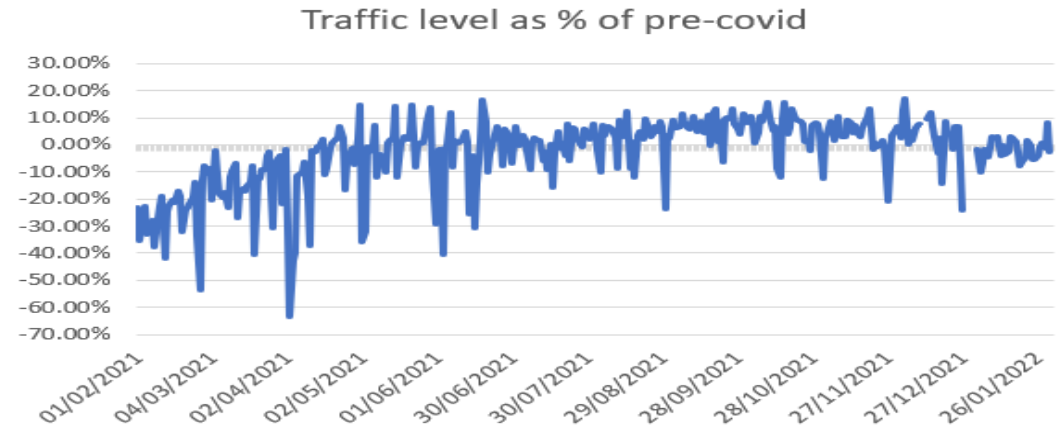
*Average from Google Mobility Index

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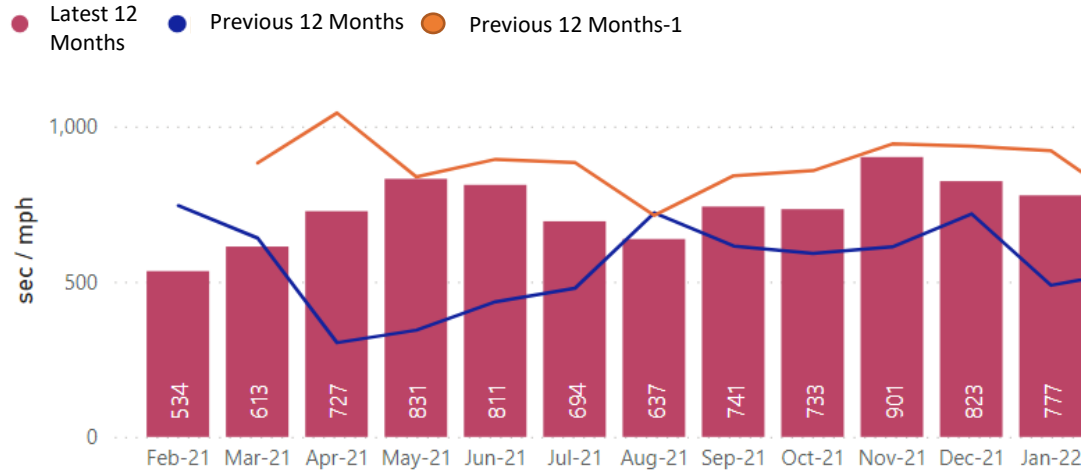
Road traffic

Regional traffic

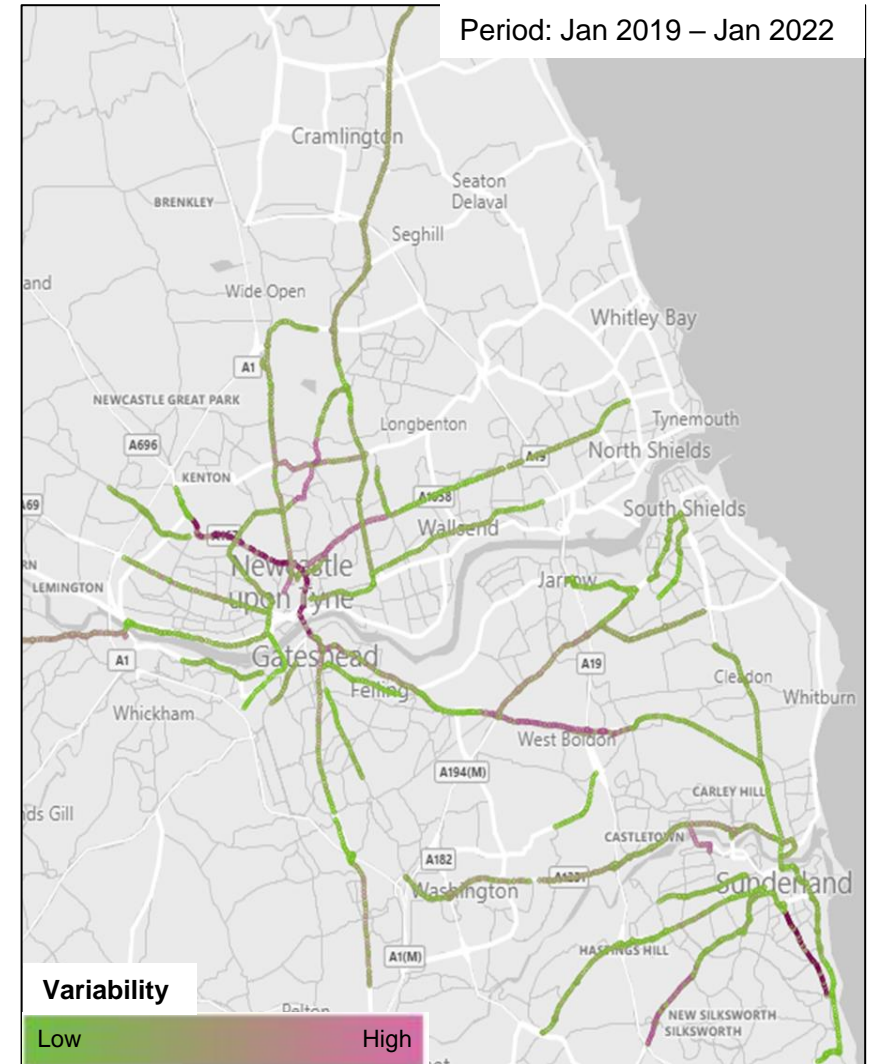


Source: UTMC

Journey time variability by month



Journey time variability



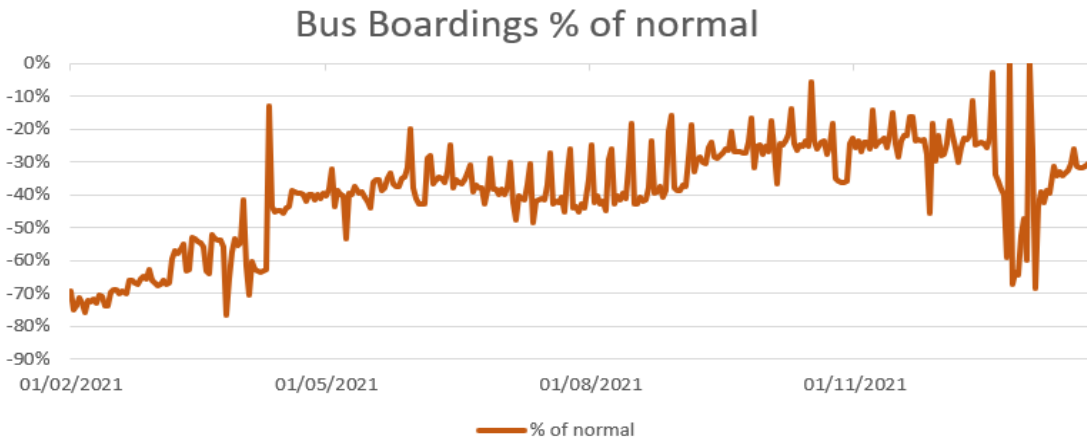
Source: Tyne & Wear UTMC.

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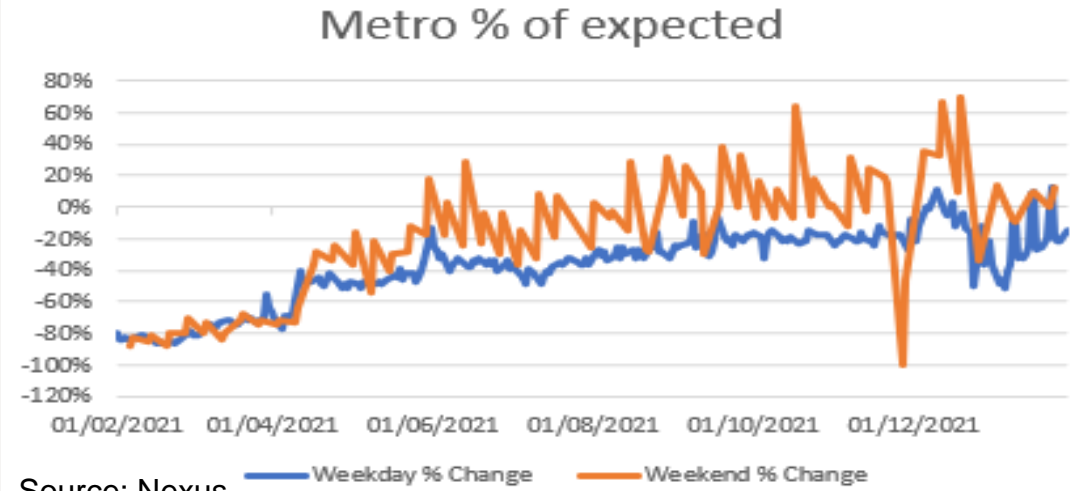
Sustainable transport

Local bus



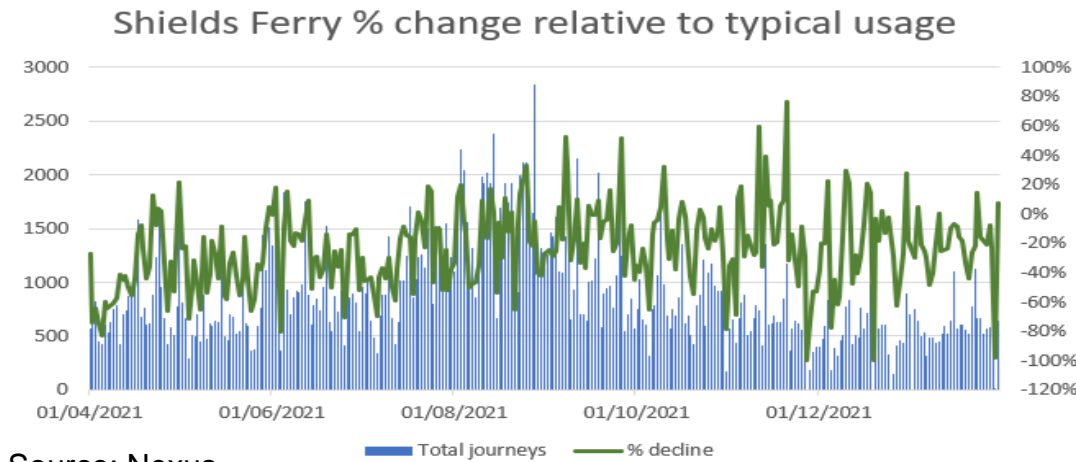
Source: Bus operators (Confederation of Passenger Transport)

Metro



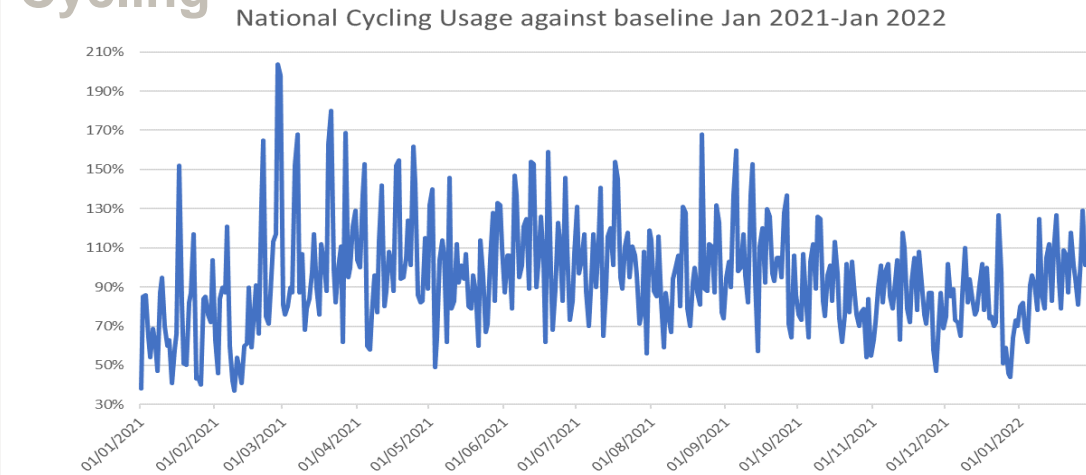
Source: Nexus

Ferry



Source: Nexus

Cycling



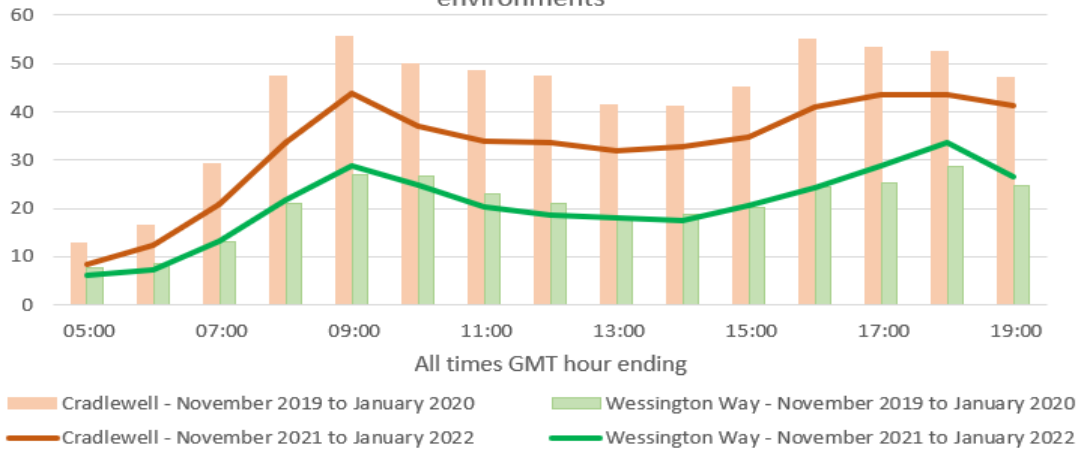
Source: Department for Transport

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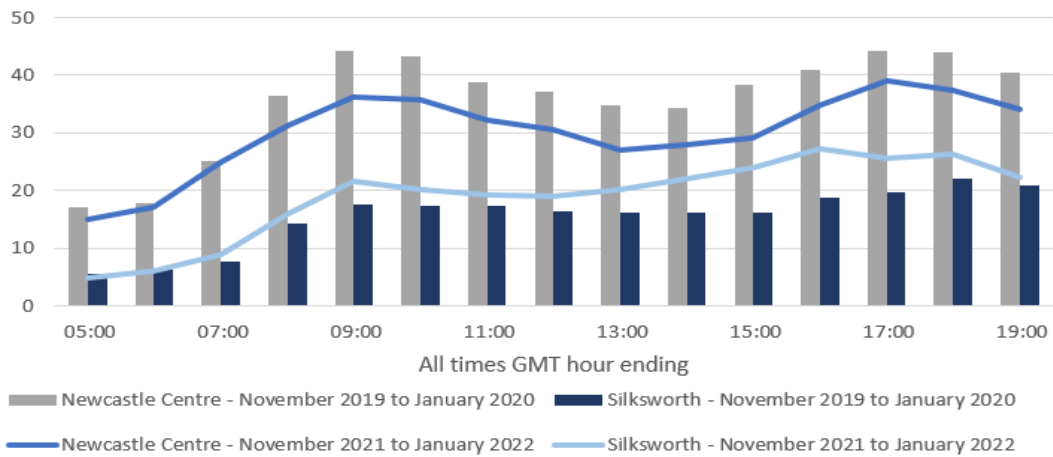
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Air quality

Median roadside Nitrogen Dioxide levels in urban traffic environments



Median roadside Nitrogen Dioxide levels in urban traffic environments



Source: DEFRA UK-AIR

Car parking

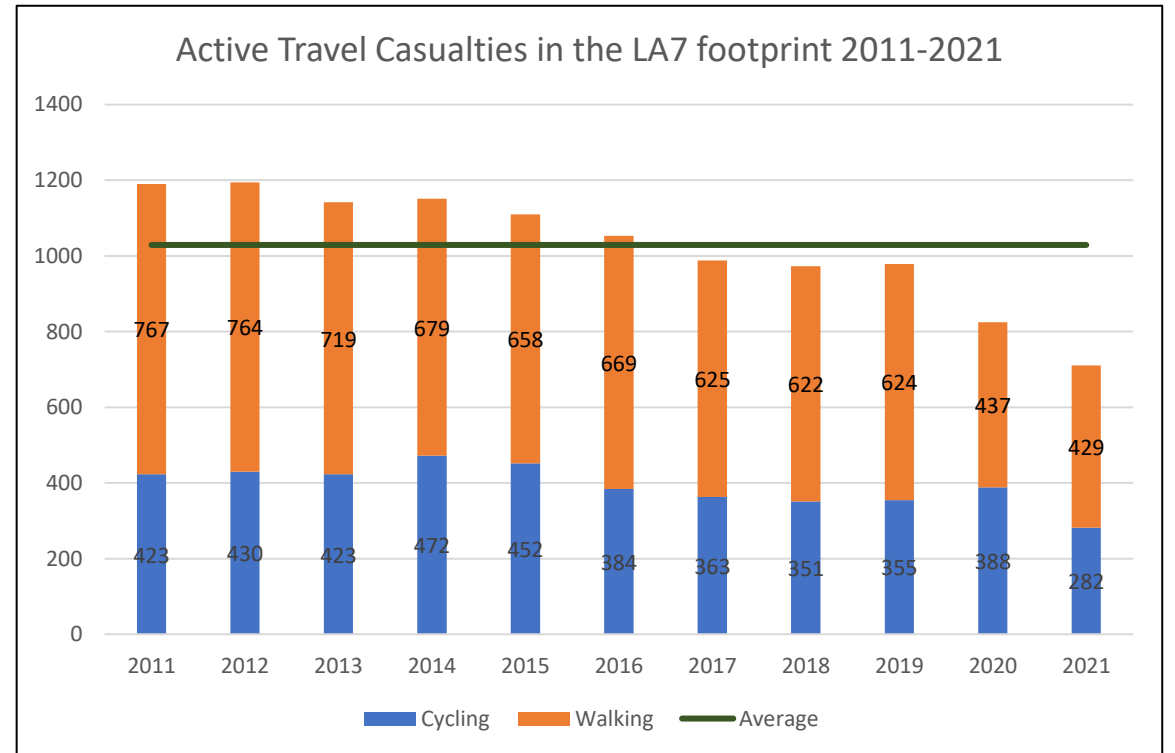
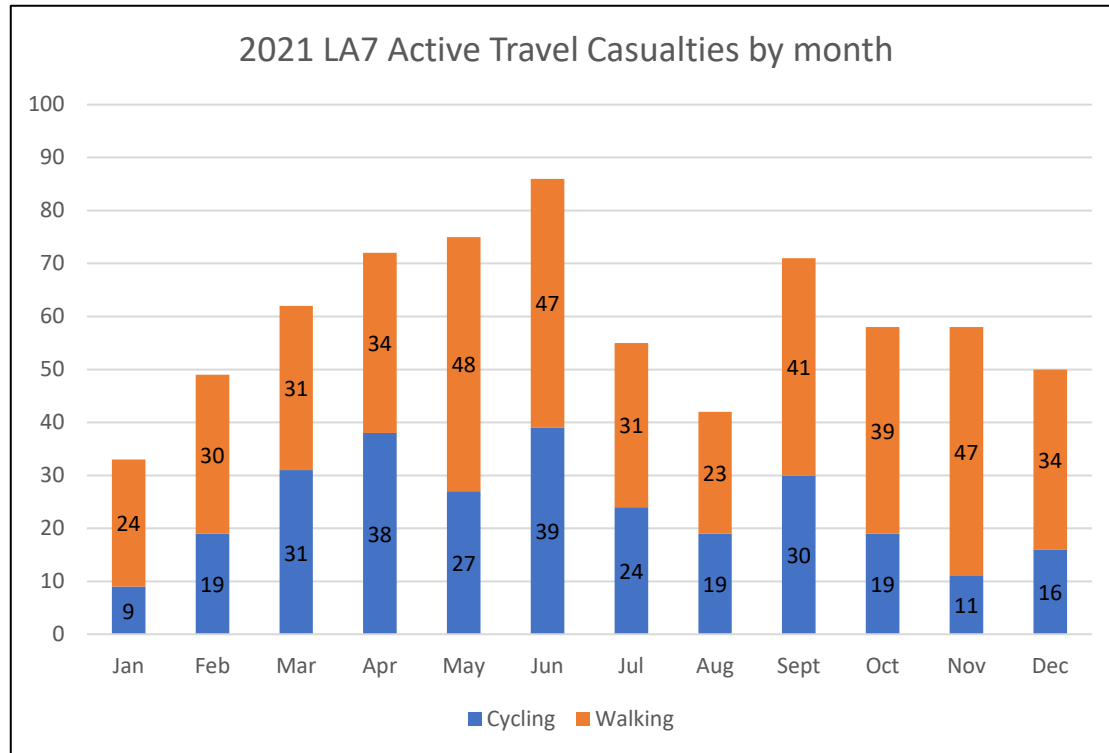
Average occupancy	Weekday (7am-7pm)		Weekend (7am-7pm)	
	Jan-20	Jan-22	Jan-20	Jan-22
Car park	Jan-20	Jan-22	Jan-20	Jan-22
Baltic	36%	8%	32%	No data
Claremont Road	35%	10%	32%	14%
Dean Street	70%	57%	61%	58%
Eldon Garden	45%	31%	45%	32%
Eldon Square	33%	23%	52%	38%
Ellison Place	32%	24%	27%	23%
Gateshead Civic Centre	58%	4%	3%	No data
Gateshead College	57%	90%	No data	No data
Grainger Town	41%	16%	22%	13%
Manors	34%	15%	13%	11%
Sage	62%	5%	21%	12%
Quarryfield Road	1%	12%	0.1%	0.5%

Red = decrease from 2020 and Green = increase from 2020

Source: UTMC

Active Travel Casualties in the LA7 Footprint

The active travel road casualties (of all severities) between 2011-2021 and a monthly rate for 2021 are presented below. These figures depict both pedestrian and cycling casualties. 62% of active travel casualties between 2011-2021 involved pedestrians, whereas 38% involved cyclists.



Source: TADU

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