

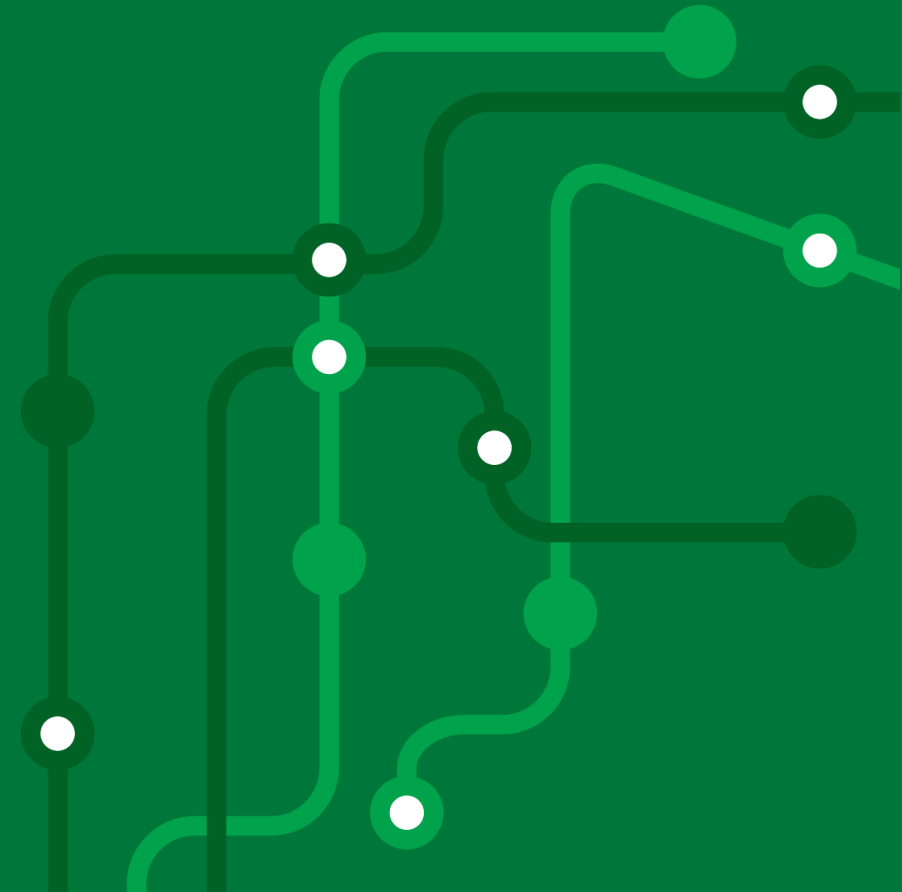
Transport **North East**

Transport Dashboard

Monthly update

7th July 2022

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



Monthly highlights



Bus passenger numbers in June were **76%** of typical levels, compared to 77% in May.



Metro passenger numbers in June were **84%** of typical levels, compared to 85% in May.



Overall traffic levels in Tyne & Wear in June have remained fairly static in comparison to 2021, with some movement back towards pre-Covid 'peak times'



Year to date, cycling numbers at selected sites in the region are **6% up** on pre pandemic levels.



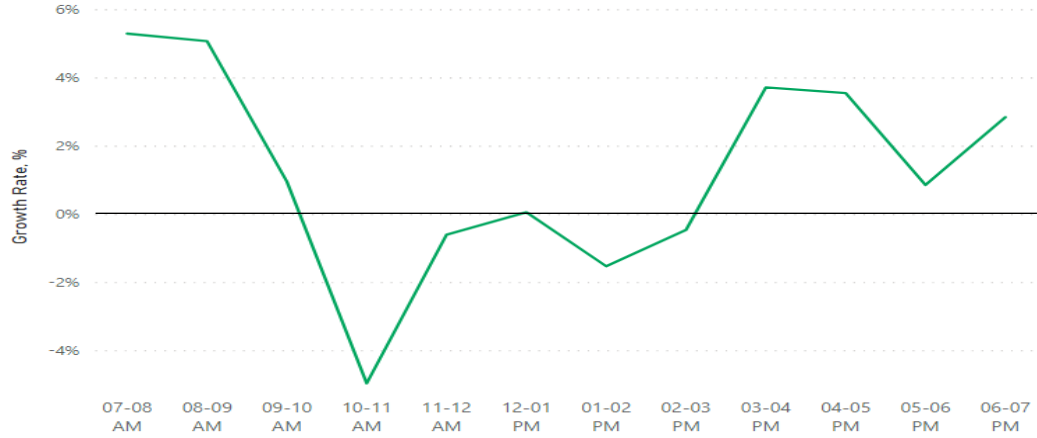
Visits to parks in the region were **up 23%** on a 2020 baseline according to Google mobility data.



This month, Government approved the next phase of works on the new Northumberland rail line.

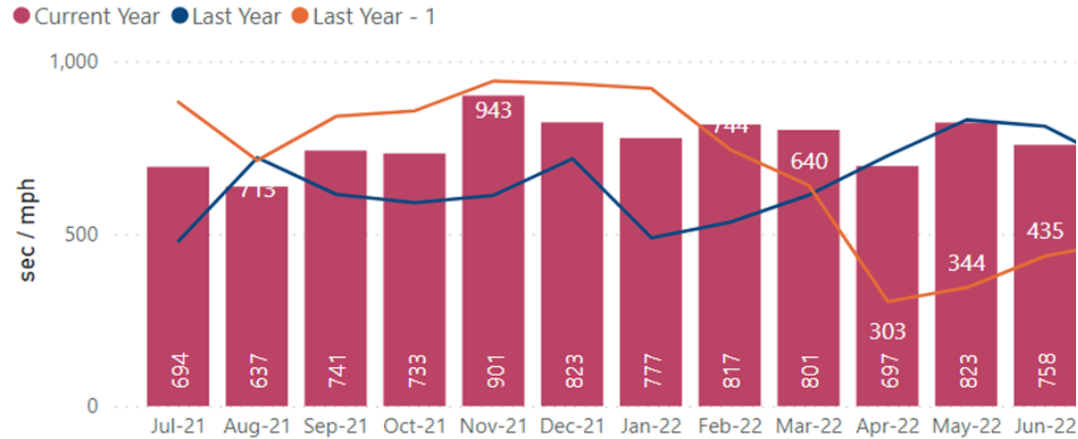
Road traffic

Regional traffic- Growth rate vs June 2021



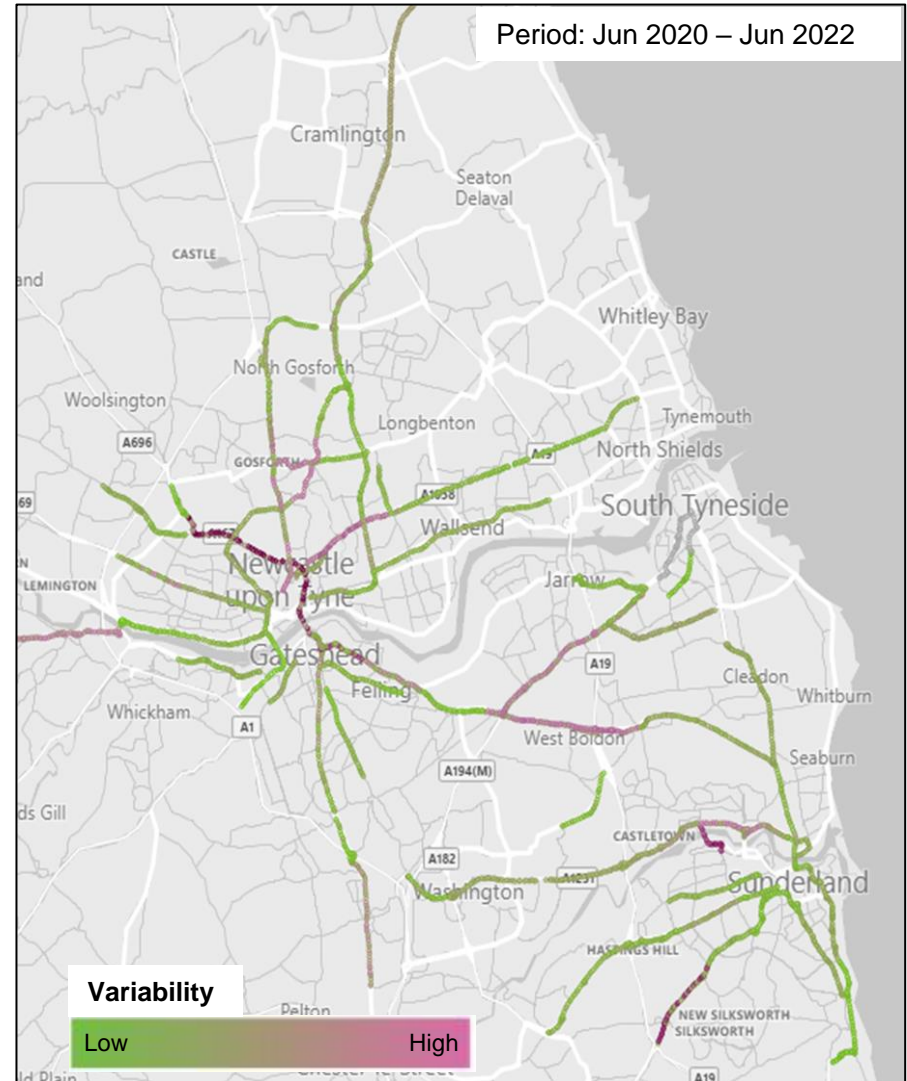
Source: UTMC

Journey time variability by month



Source: UTMC.

Journey time variability



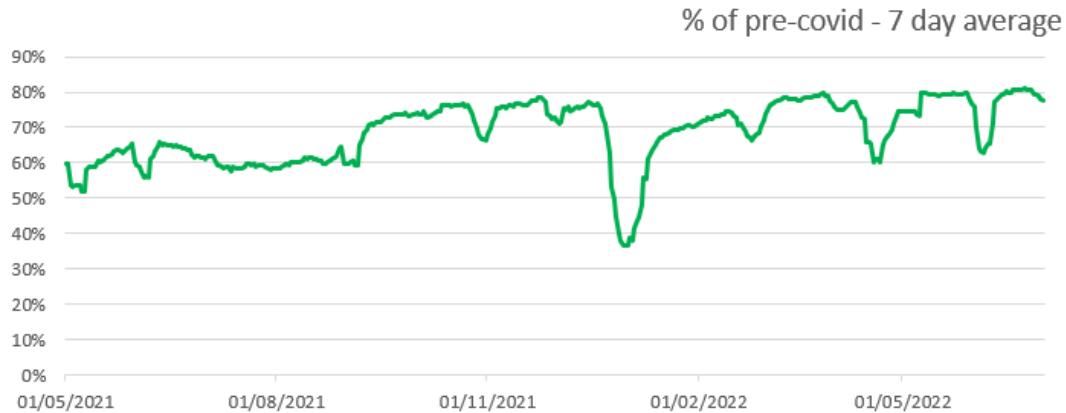
Source: Tyne & Wear UTMC.

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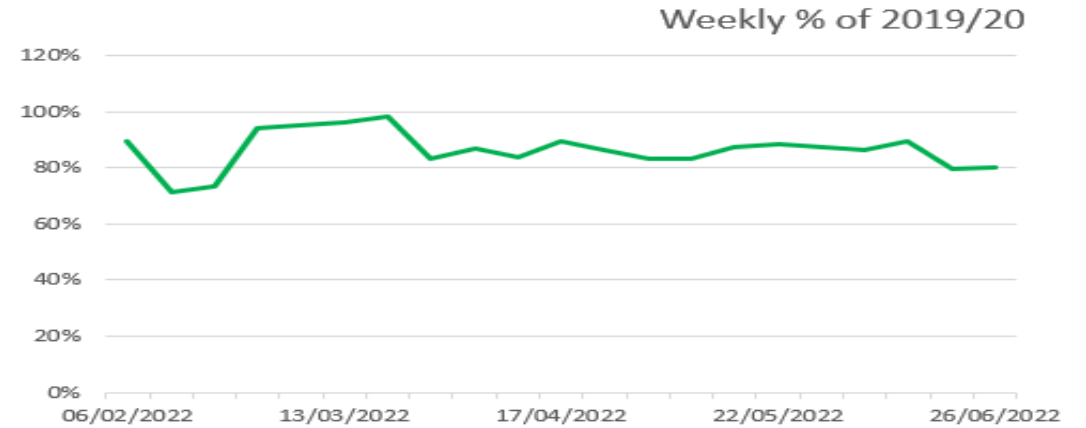
Sustainable transport

Local bus



Source: Bus operators (Confederation of Passenger Transport)

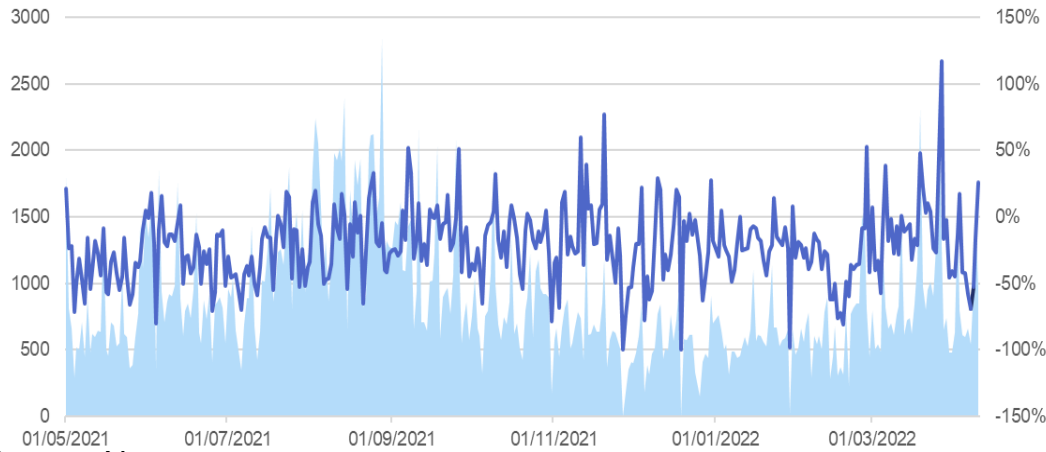
Metro



Source: Nexus

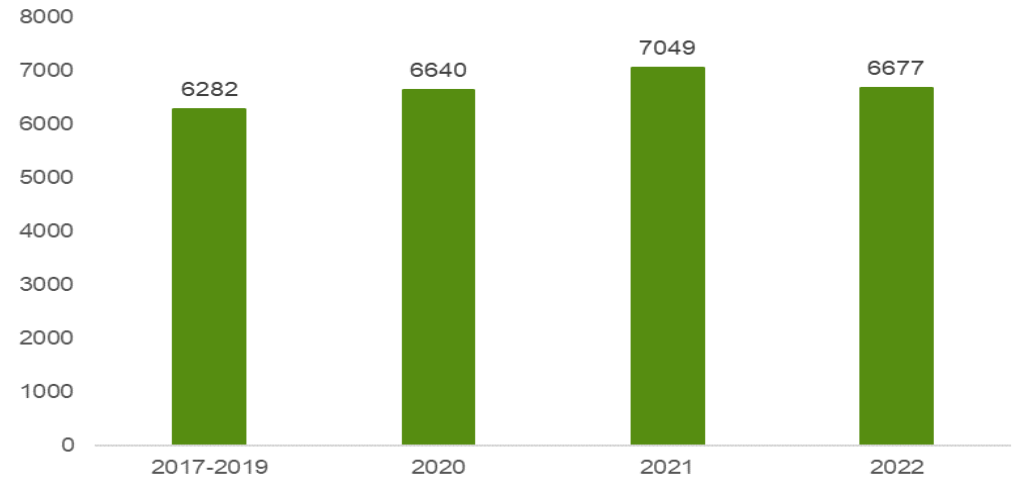
Ferry

Total Journeys and % change relative to typical usage



Source: Nexus

Average Daily (Year to Date) Cycling Traffic Volumes at 26 Selected North East Sites

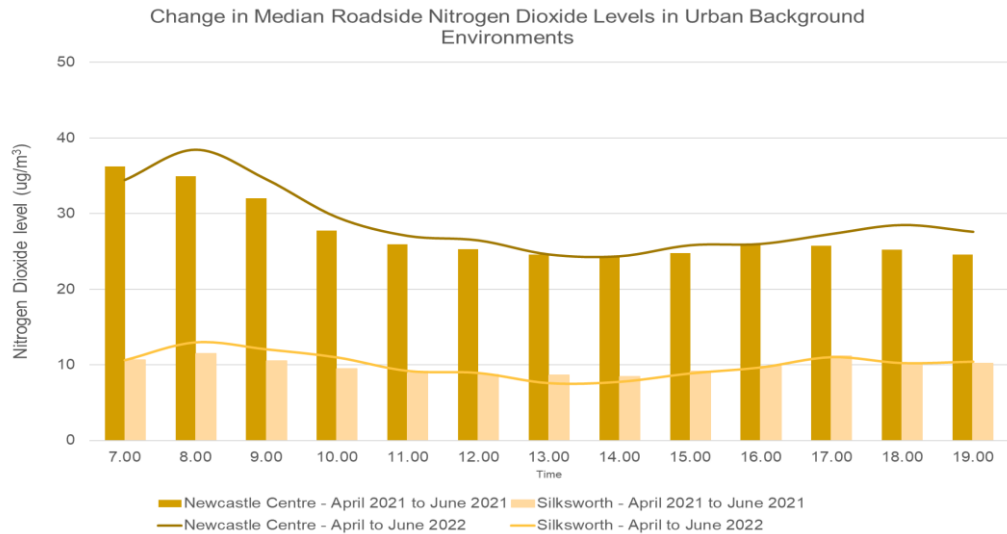
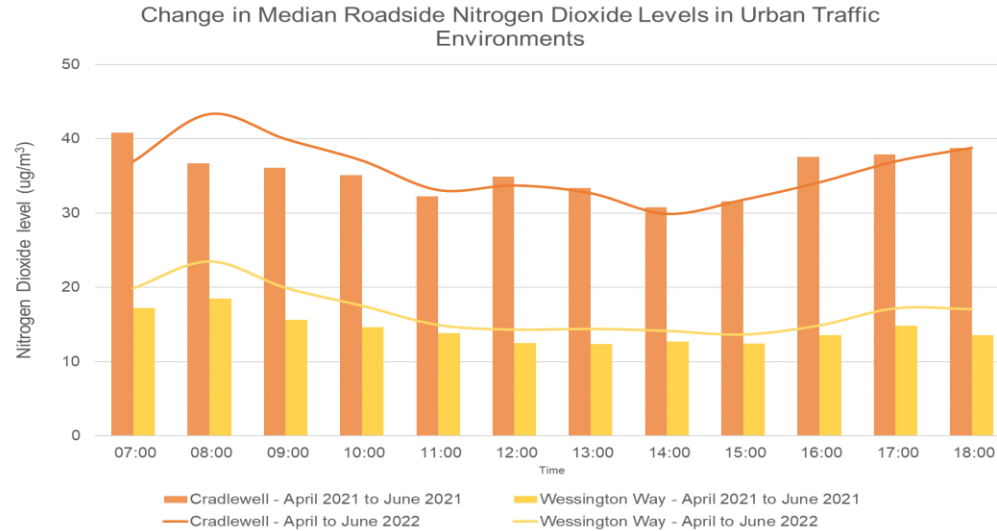


Source: TADU

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Air quality



Source: DEFRA UK-AIR

Car parking

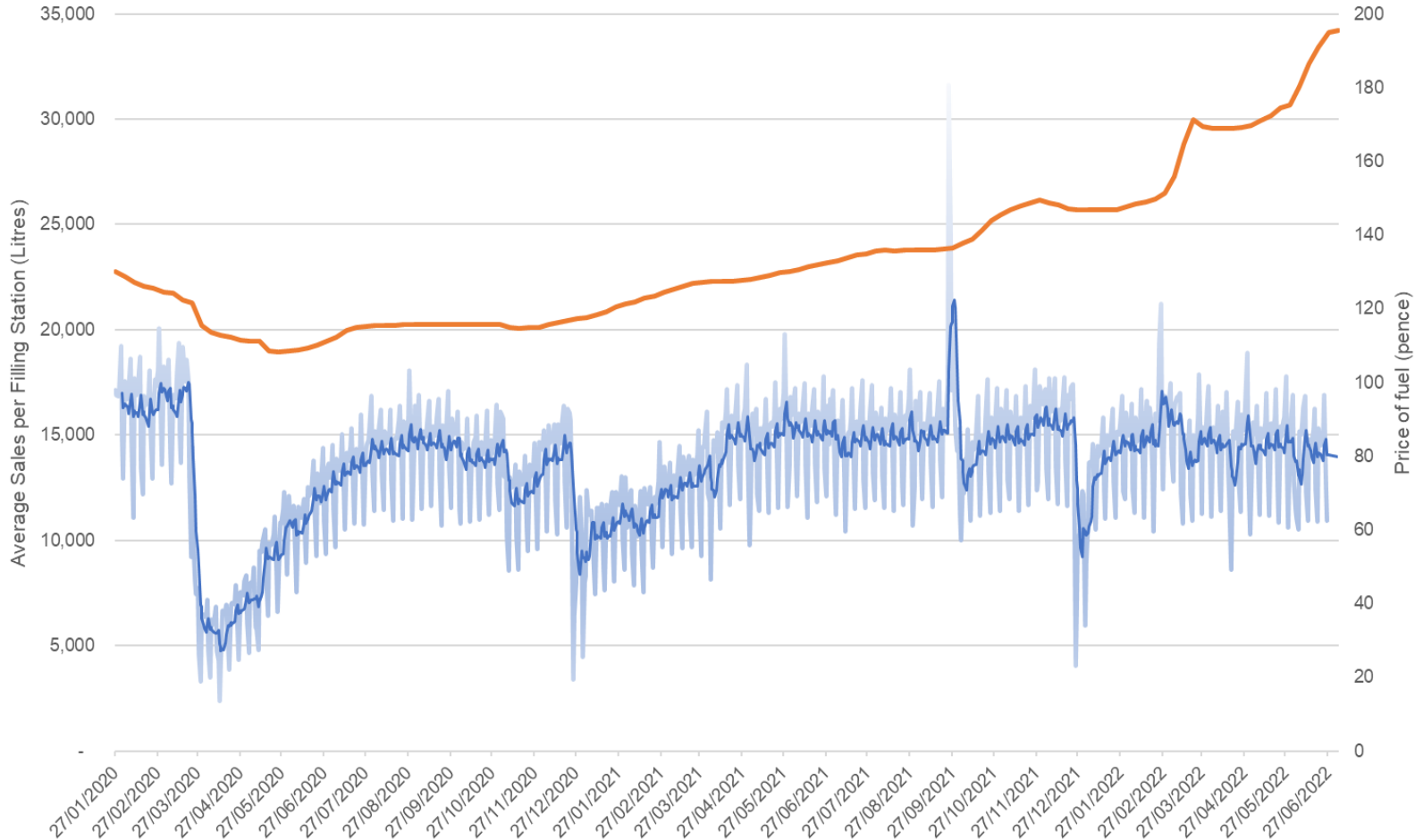
Average Occupancy	Weekday (12pm-2pm)		Weekend (12pm-2pm)	
	Jun-21	Jun-22	Jun-21	Jun-22
Car Park	Jun-21	Jun-22	Jun-21	Jun-22
Claremont Road	39%	6%	30%	23%
Dean Street	66%	72%	59%	74%
Eldon Garden	47%	44%	47%	54%
Eldon Square	45%	54%	53%	77%
Ellison Place	51%	56%	55%	50%
Gateshead Civic Centre	No Data	No Data	13%	No Data
Gateshead College	53%	68%	No Data	No Data
Grainger Town	19%	25%	13%	20%
Manors	35%	46%	18%	18%
Sage	14%	5%	11%	7%
Quarryfield Road	7%	26%	0.5%	1%

Red = decrease from 2021 and Green = increase from 2021

Source: UTMC

Cost of living and transport

7 Day Average Sales per Filling Station (Blue) vs. Weekly Price of Fuel (Orange)



Source: Department for Business, Energy and Industrial Strategy

This month's spotlight feature looks at the cost of living crisis and how this may impact transport in the region.

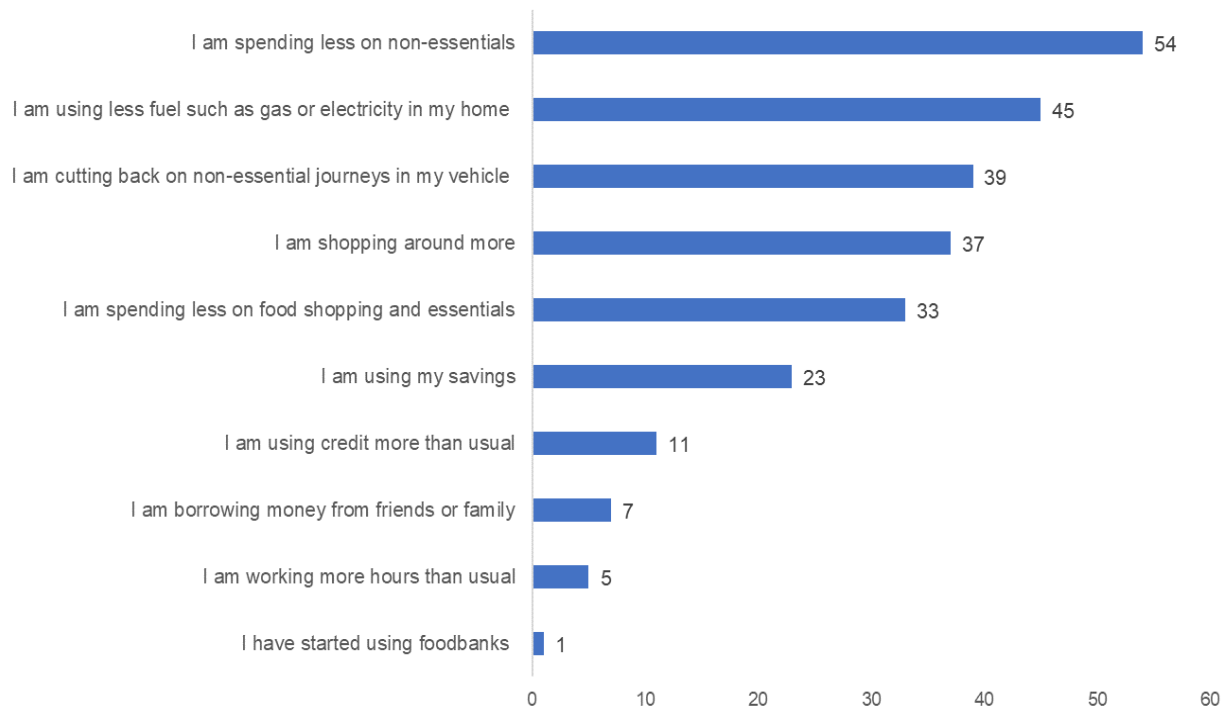
The graph on this slide maps the seven day rolling average of average sales per filling station in litres in the North East, against the weekly average price of fuel (this is a mean figure of petrol and diesel). We can see that while there appears to be some relationship between sales and price, this is not necessarily purely causal. Other factors, such as presumed scarcity in the case of the spike in September 2021, are more likely to be of direct influence. Instead, other areas of life are likely to be impacted such as 46% of adults reporting purchasing less food due to concerns around the cost of living (1).

(1) Office for National Statistics Opinion and Lifestyle Survey- <https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/bulletins/publicopinionsandsocialtrendsgreatbritain/25mayto5june2022>

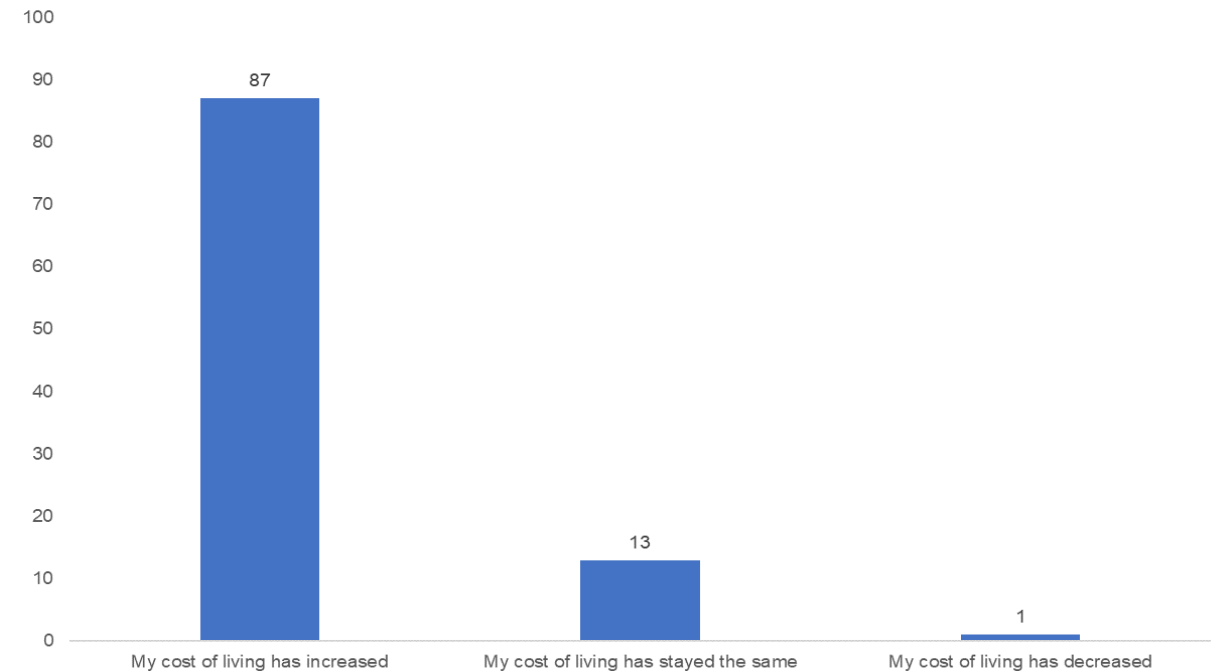
Cost of living and transport

The graphs on this slide show perceptions of short term changes in costs of living and adaptive behaviours in line with this, at the national level. We can see that while rising fuel costs are one of a range of factors, transport is still a vital area of people's lives and it is more likely to be leisure based journeys that will see a decline in prevalence.

Which of the following are you doing because your cost of living has increased?



Over the last month, has your cost of living changed? (%)



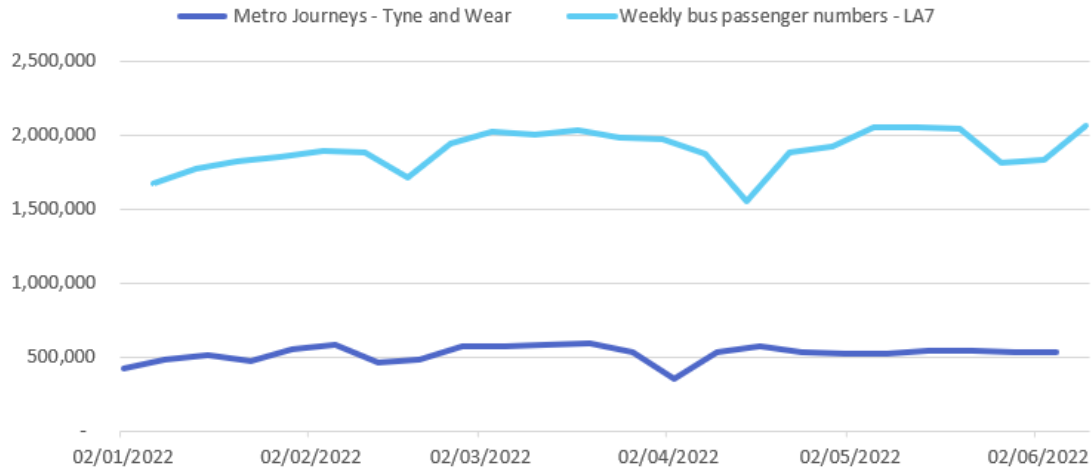
Source: Office for National Statistics 'The rising cost of living and its impact on individuals in Great Britain' dataset.

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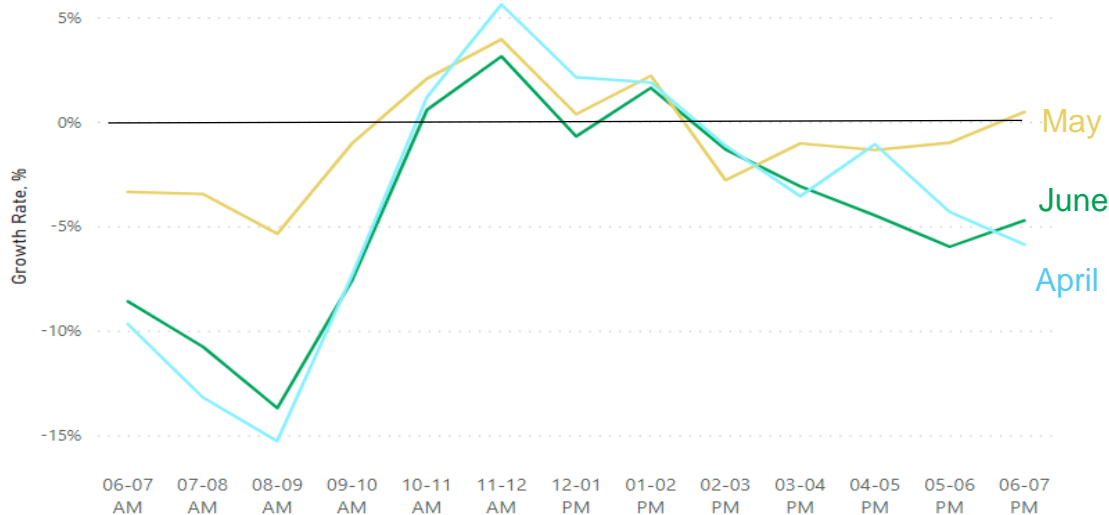
Cost of living and transport

Estimated weekly Metro Journeys and Bus Passengers



As yet, the cost of living crisis has not yet had a particularly noticeable effect on traffic flow and public transport in our region. Estimated weekly patronage for local buses and Metro have not shown sufficient reduction to draw any conclusions about whether people in the North East are reducing their travel.

Estimated weekday change in traffic flow in Tyne & Wear from March 2022



Comparing March 2022 to the latest three months, traffic levels have generally dropped, except between 10am-2pm on weekdays. This reduction in traffic corresponds with increasing fuel prices, although other factors will also have influenced the number of road trips. For example, the school holidays in April might explain the significant decrease in traffic in the morning peak period.

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Sources: Nexus, Confederation of Passenger Transport and UTMC

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