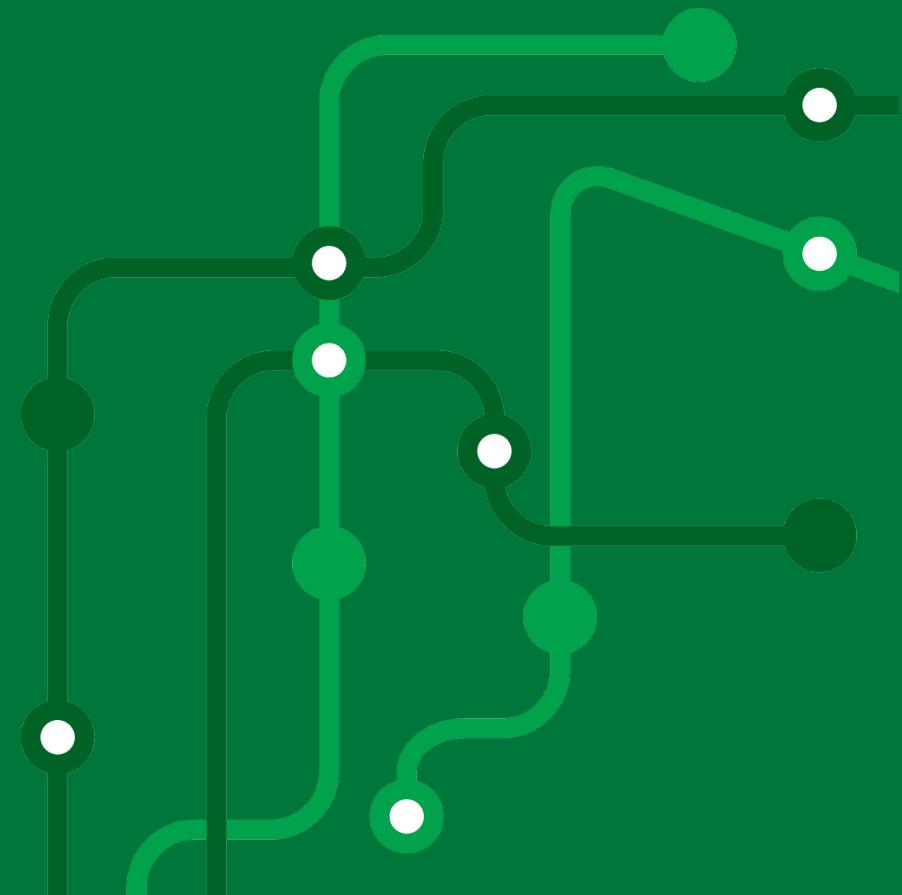


Transport Dashboard

Monthly update

4th August 2022

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



Monthly highlights



Bus passenger numbers in July were **78%** of pre-Covid levels, compared to 76% in June.



Metro passenger numbers in July were **82%** of 2019/20 levels, compared to 82% in June.



Traffic levels are at a similar level to the previous year across the region, with numbers decreasing in places due to school holidays.



Year to date, cycling crossings of the Tyne Bridge are **6% up** on 2021 levels.

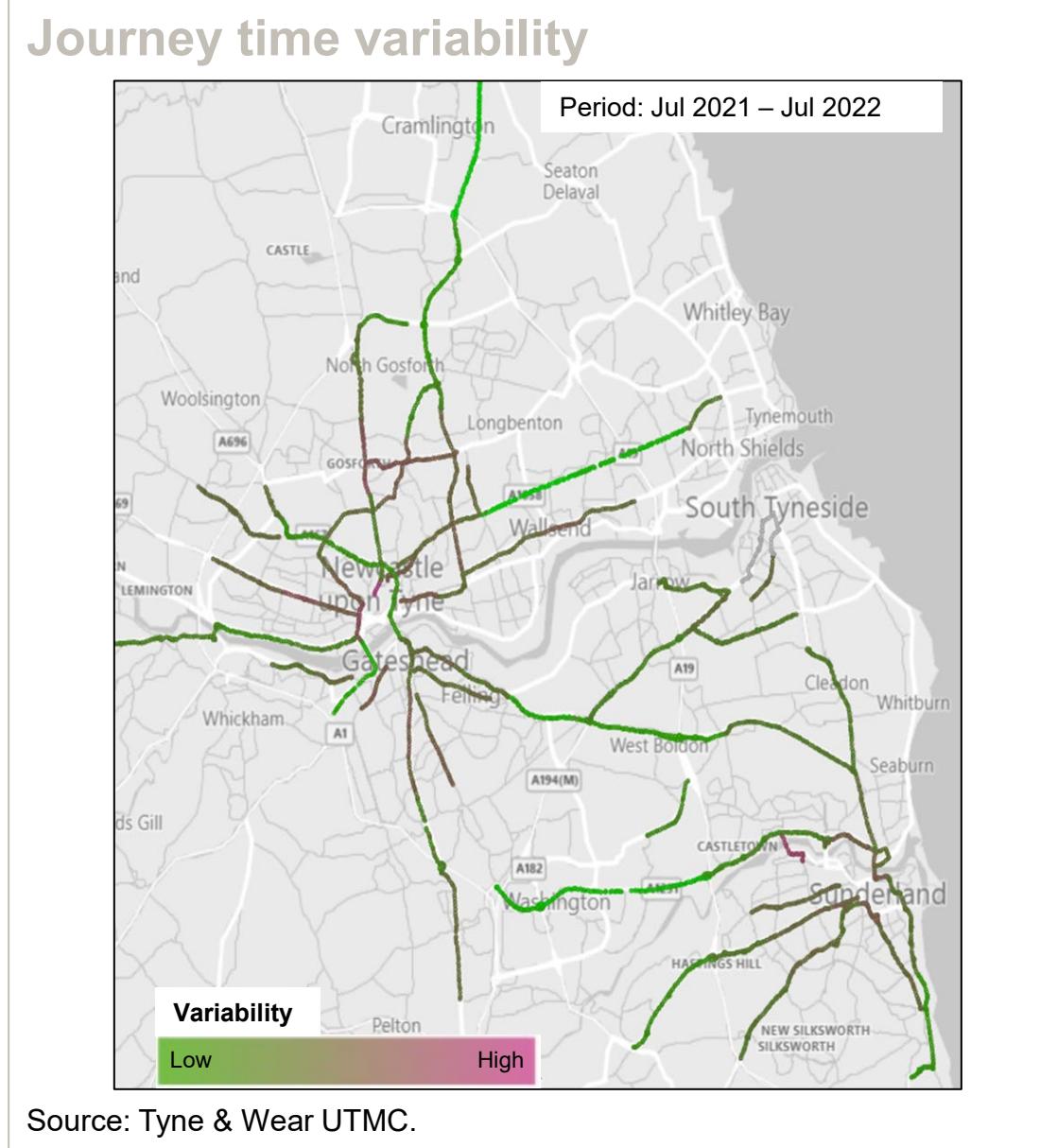
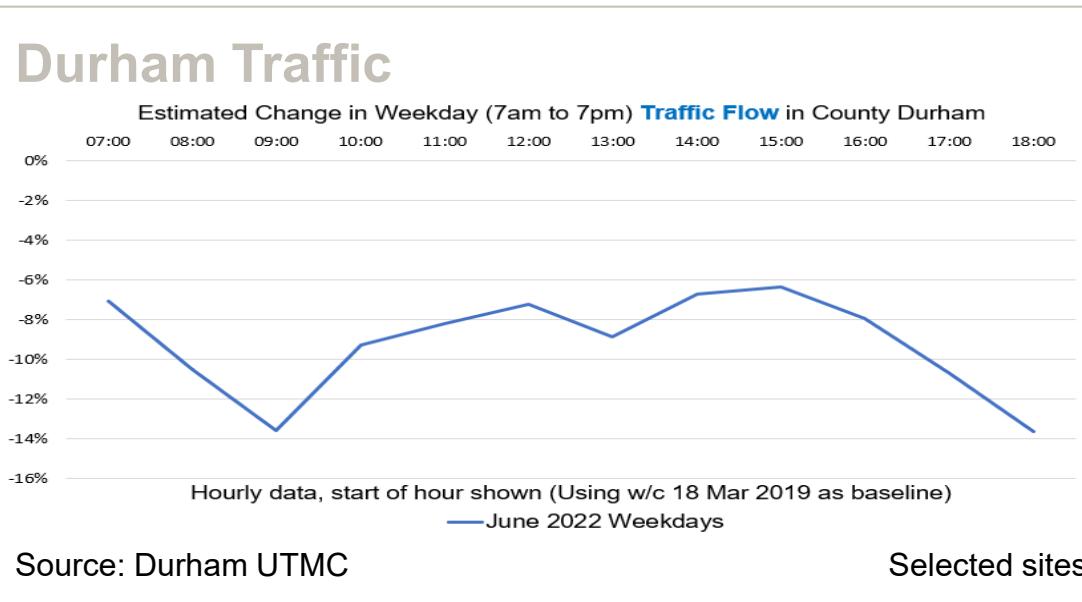
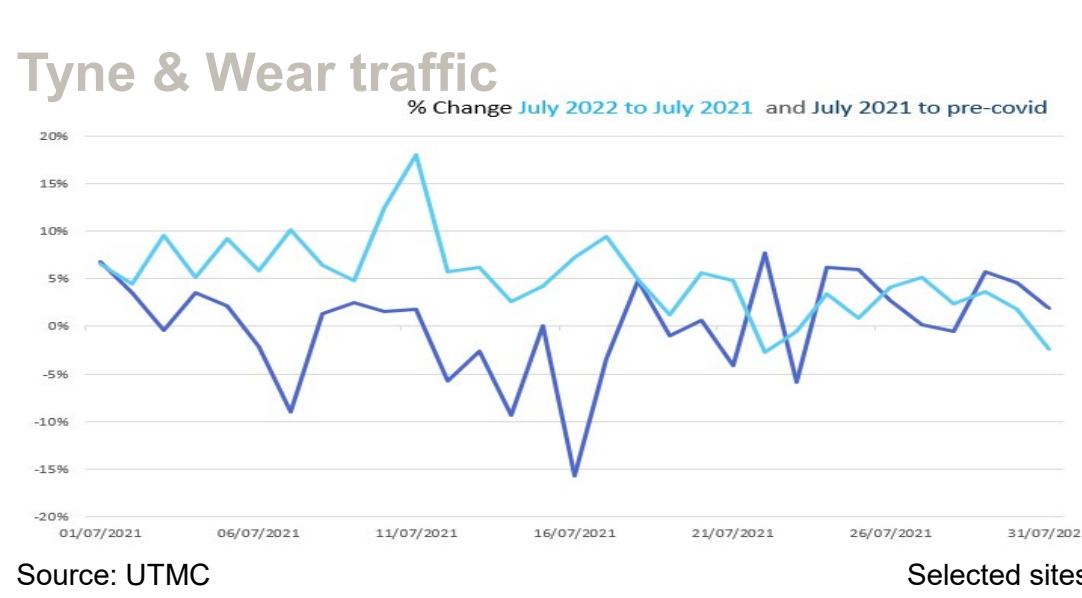


Visits to parks in the region were **up 41%** on a 2020 baseline according to Google mobility data.



Bus punctuality at all timing points for the three largest operators in the region was **85.8%** in the latest period. Covid related staffing issues can negatively affect punctuality figures.

Road traffic



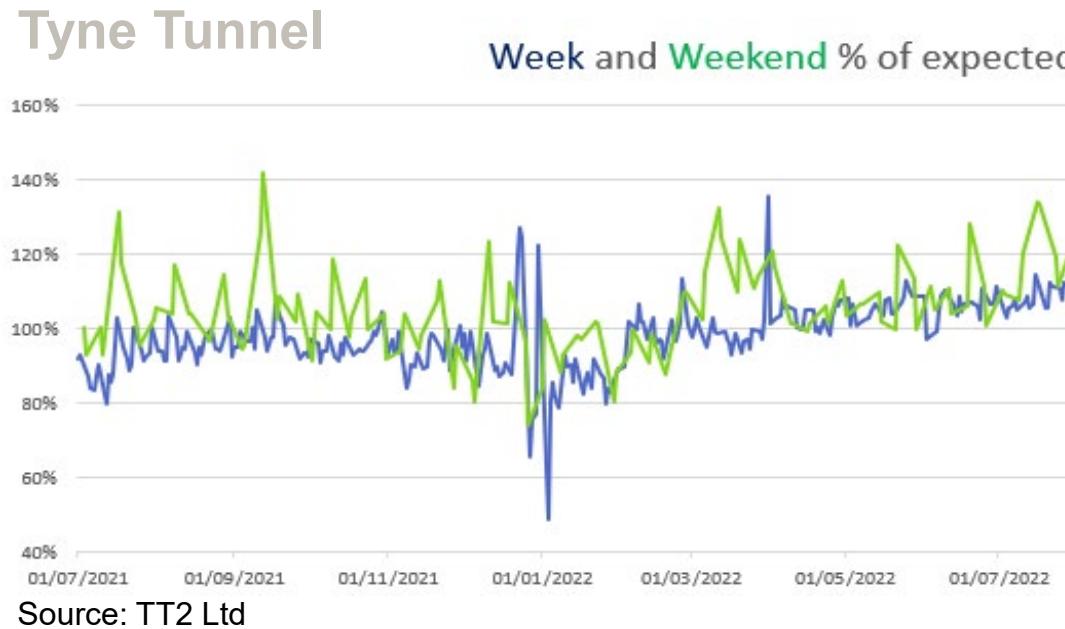
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Transport North East

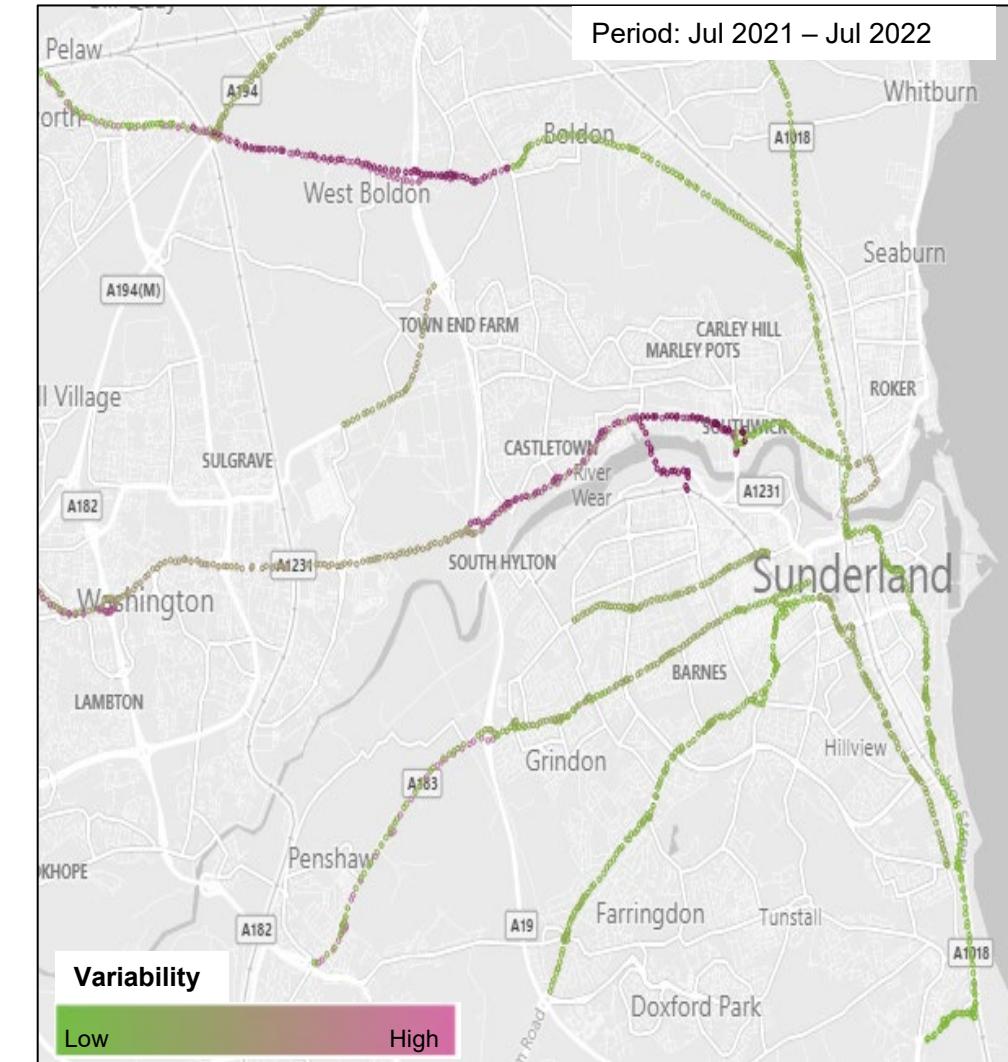
Road traffic

Traffic levels in the Tyne Tunnel have increased to higher than expected in the recent months.

In Tyne & Wear, traffic levels were higher than the previous year until the school summer holidays. As the school holidays started traffic levels have been similar to or slightly higher than 2021, which were at, or slightly above, pre-Covid levels.



Journey speed variability



Source: Tyne & Wear UTMC.

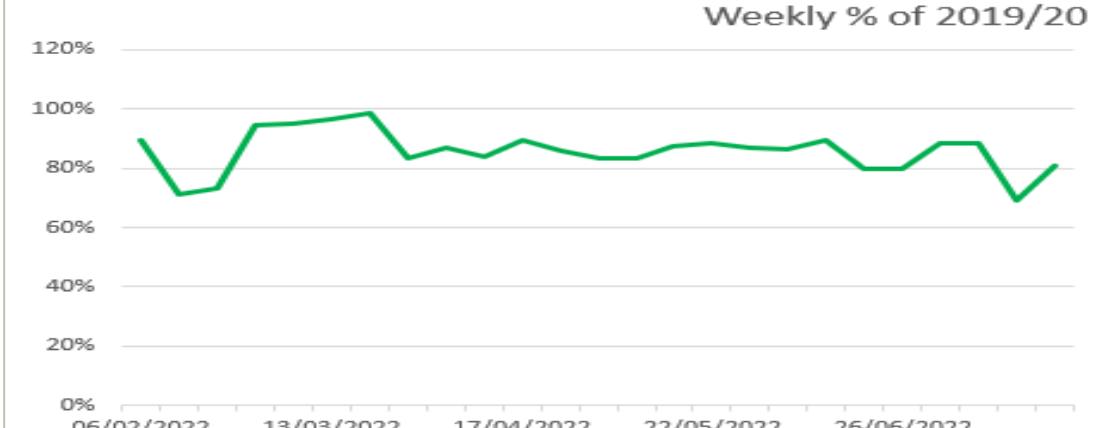
Sustainable transport

Local bus



Source: Bus operators (Confederation of Passenger Transport)

Metro

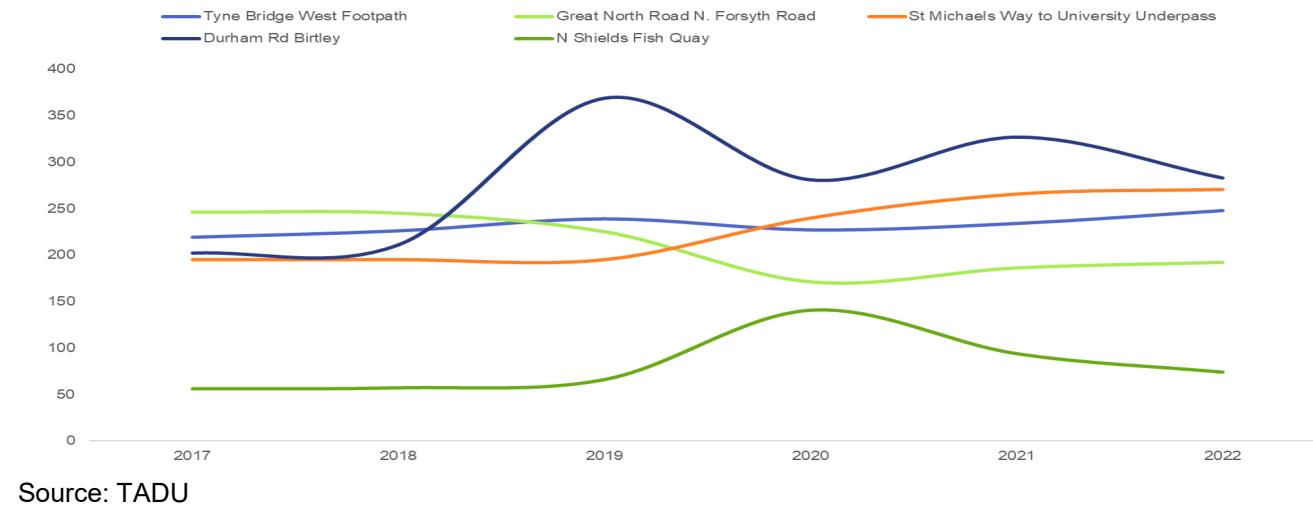


Source: Nexus

Metro passenger levels reflect major line closures between St James and Tynemouth for almost 2 weeks in July as well as disruptions due to hot weather. National Rail strikes in June also meant there were partial line closures.

Bus passenger numbers are now reflected as a % of 2021. There were changes to Covid restrictions from 12th April 2021, and this may explain the percentage change in early 2022 from the 2021 baseline.

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



Source: TADU

Parking

Car Parking

Average Occupancy	Weekday (12pm-2pm)		Weekend (12pm-2pm)	
	Jul-21	Jul-22	Jul-21	Jul-22
Car Park				
Claremont Road	11%	4%	19%	24%
Dean Street	57%	76%	64%	81%
Eldon Garden	44%	48%	46%	60%
Eldon Square	45%	60%	60%	80%
Ellison Place	45%	54%	54%	54%
Grainger Town	16%	27%	12%	32%
Manors	29%	63%	14%	33%
Sage	2%	3%	3%	5%
Quarryfield Road	15%	27%	0.3%	2%

Red = decrease from 2021 and Green = increase from 2021

Source: UTMC

Park and Ride

Average Occupancy	Weekday (12pm-2pm)		Weekend (12pm-2pm)	
	Jul-21	Jul-22	Jul-21	Jul-22
Park and Ride				
Bank Foot Metro	19%	35%	8%	24%
Callerton Parkway Metro	0.2%	1%	0.3%	2%
East Boldon Metro	73%	95%	51%	78%
Fellgate Metro Square	44%	41%	40%	41%
Four Lane Ends Interchange	10%	7%	3%	2%
Heworth Interchange (Long Stay)	10%	25%	5%	18%
Kingston Park Metro	10%	17%	9%	16%
Northumberland Park Metro	5%	9%	3%	7%
Regent Centre Interchange	8%	27%	0.2%	13%

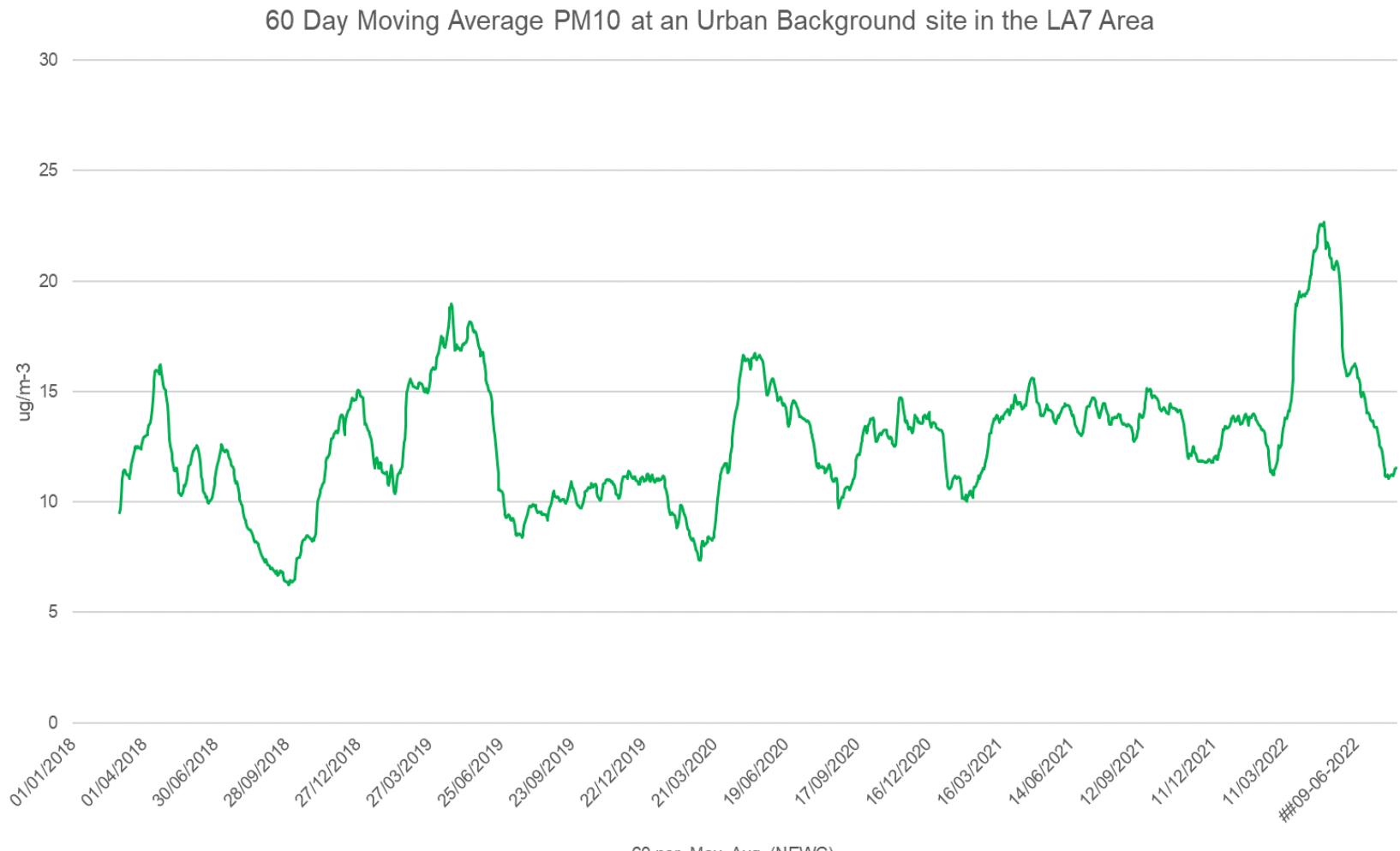
Red = decrease from 2021 and Green = increase from 2021

Source: UTMC

These Park and Ride sites are all at Tyne and Wear Metro sites in the region. Park and Ride sites tend to be away from city centres in a bid to reduce congestion. This differs from the car parks on this slide, which are more central locations.

From these tables, we can see that occupancies in park and ride sites tends to be lower than more central car parking facilities, with the exceptions of Fellgate and East Boldon, however these are comparatively smaller sites.

Air Quality



This graph shows the changes in particulate matter (at size PM10) detected at the Newcastle centre site (located near Haymarket in the city centre) between 2018 and 2022. We can see from the graph that there are seasonal impacts on PM, but that PM rates have seen the peak during this period in 2022.

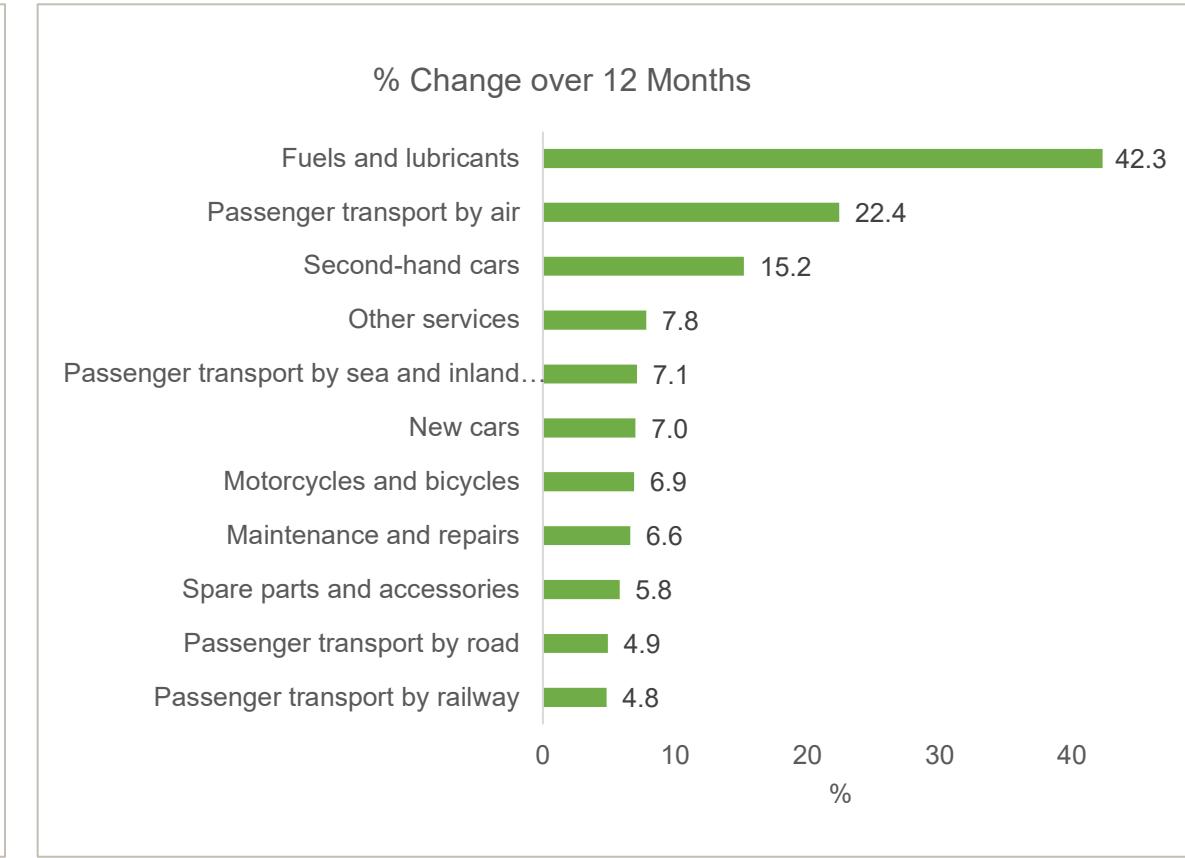
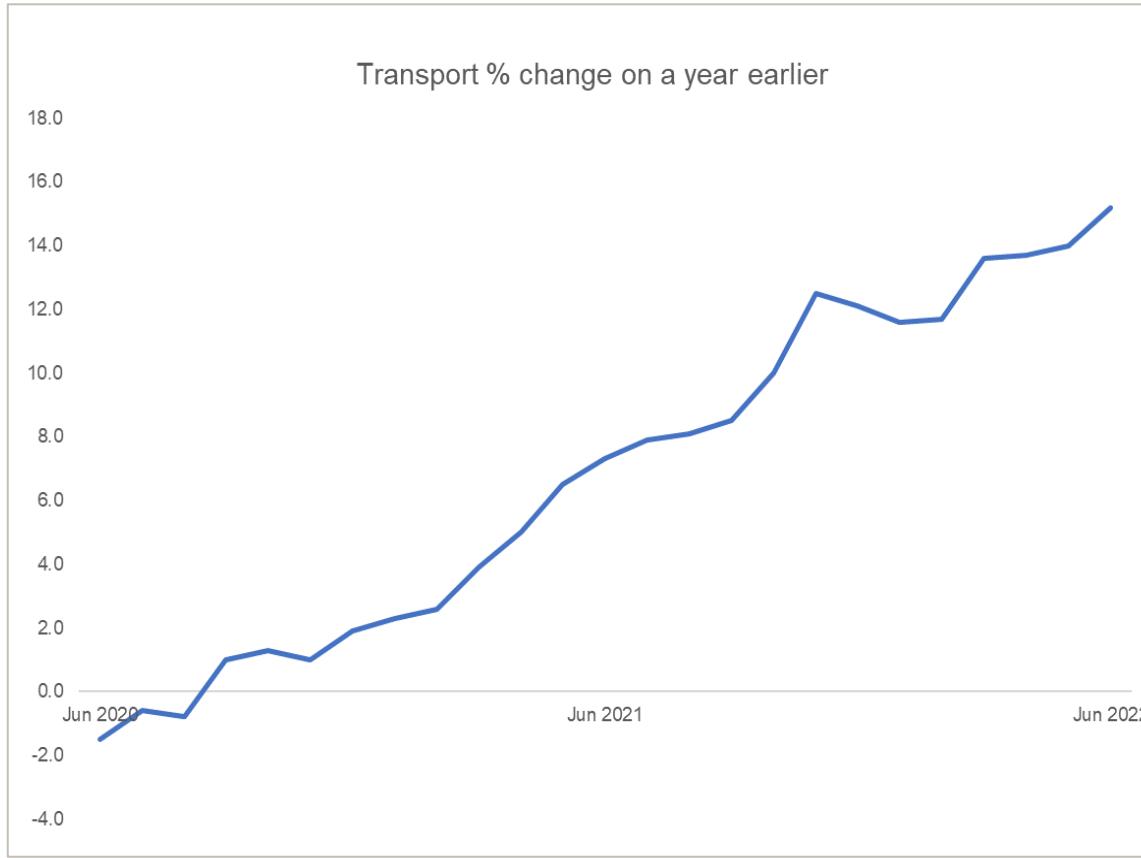
Particulate matter (PM) refers to everything in the air that is not a gas and can have negative impacts on health. Please note, the latter data (marked with a ##) is provisional and may be subject to change.

N.B. The regulatory standard for air quality is no higher than an annual average of 40 $\mu\text{g}/\text{m}^3$ for PM10

Cost of Living and Transport

This is the first of a new feature we will run on transport and the ongoing cost of living crisis. The data on this slide relates to inflation and how this has borne out in different elements of transport nationally in the Consumer Price Index (Source: Office for National Statistics). The first graph shows the overall change in price compared to the same point 12 months ago. The second shows the ranking of different elements which make up the transport category in the Consumer Price Index.

The category of operating personal equipment was the highest % change from 12 months ago. This was mostly driven by the 42.3% rise in fuel and lubricant prices compared to this time last year. The next slide demonstrates an aspect of rising fuel prices on a regional level.



Cost of Living and Transport

This graph focusses on the daily average sales (in litres) by filling station in the North East, North West and Yorkshire and the Humber mapped against the cost of fuel in pence (orange), aggregated as a 7 day moving average. We can see that while there appears to be some decline in fuel sales relative to price, this has not been proportional to the rising cost of fuel over the last 3 months.



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