

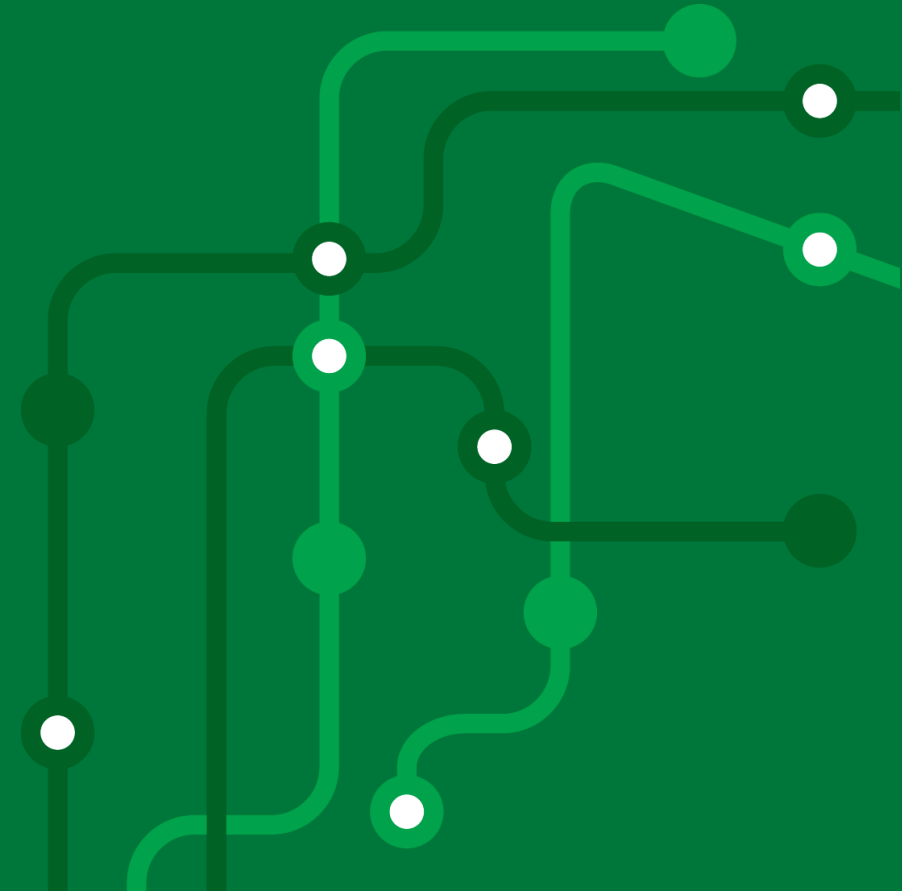
# Transport **North East**

## Transport Dashboard

Monthly update

9th September 2022

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



# Monthly highlights



Bus passenger numbers in August were **71%** of pre-Covid levels, compared to 78% in July.



Metro passenger numbers in August were **81%** of 2019/20 levels, compared to 82% in July.



Traffic levels varied from a similar level to the previous year across the region, to lower than 2021 later in the month.



Year to date, cycling numbers at John Dobson Street are **5% up** on 2021 levels.



Visits to parks in the region were **up 57%** on a Feb 2020 baseline according to Google mobility data.

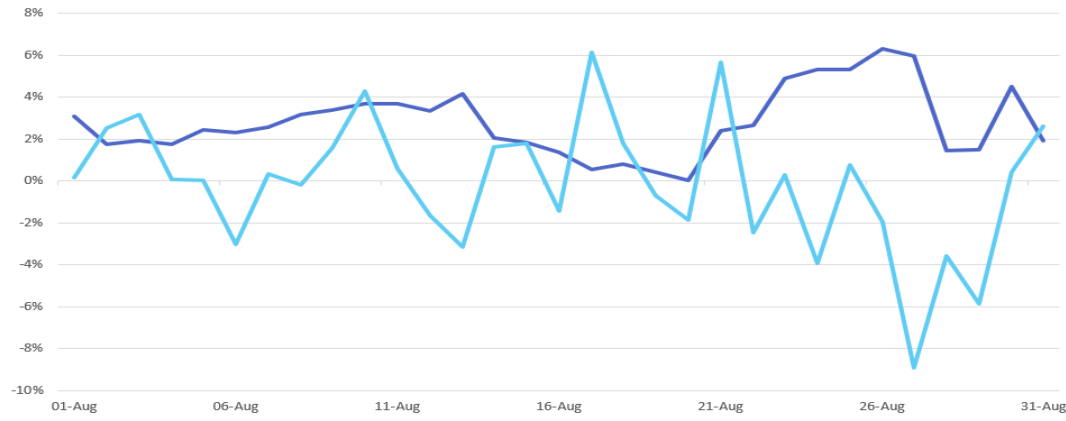


Bus punctuality at all timing points for the three largest operators in the region was **86%** in the latest period. Covid related staffing issues can negatively affect punctuality figures.

# Road traffic

## Tyne & Wear traffic

% Change July 2022 to July 2021 and July 2021 to pre-covid

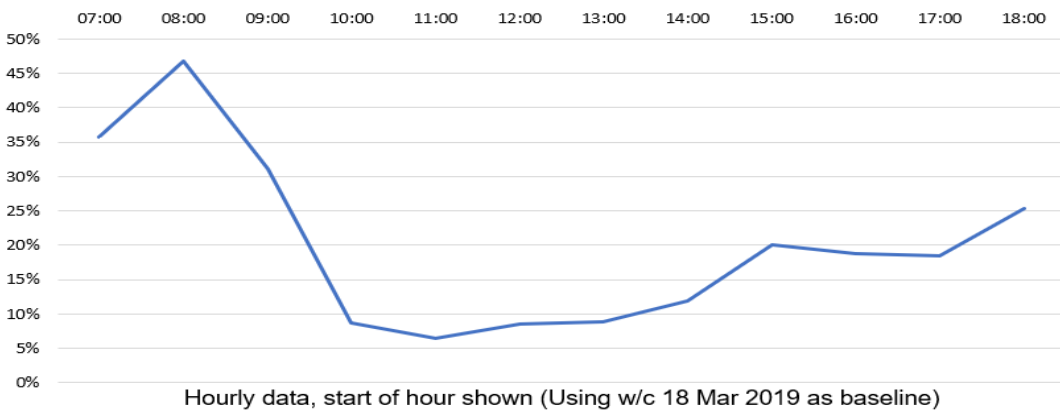


Source: UTM

Selected sites

## Durham Traffic

Estimated Change in Weekday (7am to 7pm) Traffic Flow in County Durham



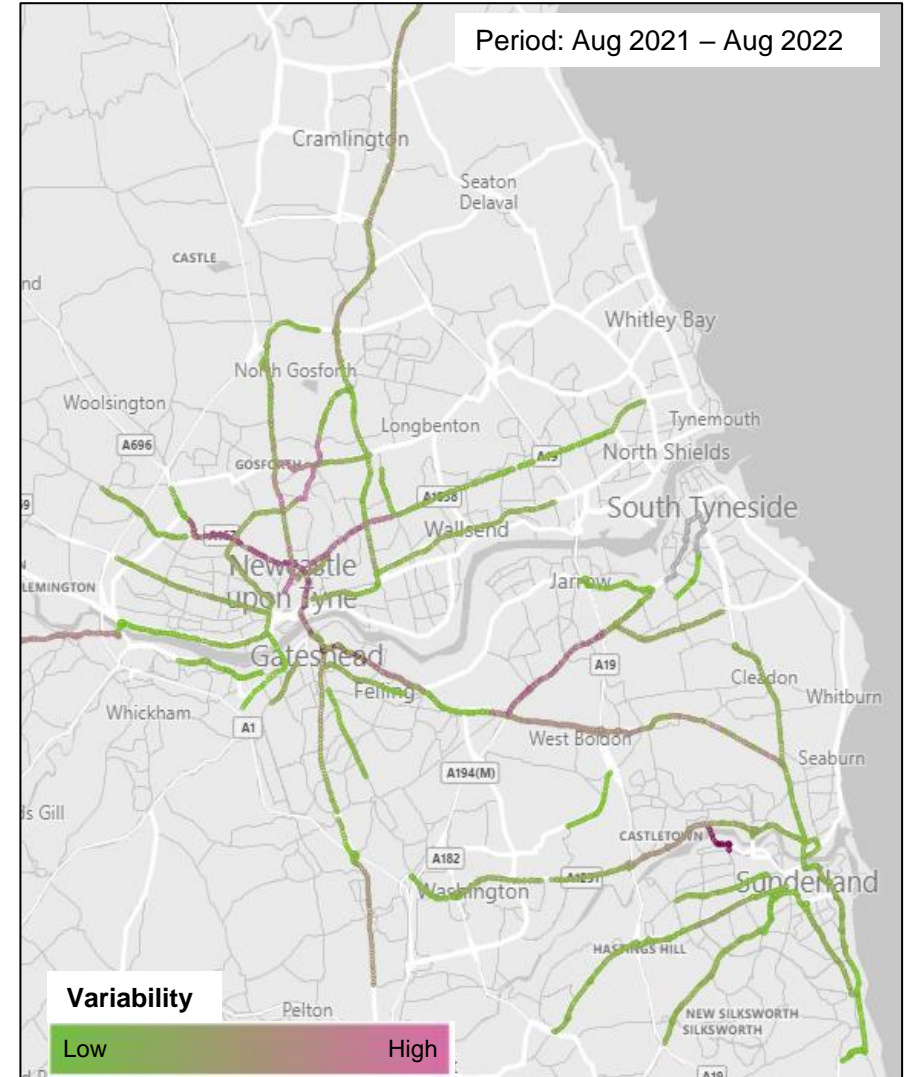
Source: Durham UTM

— August 2022 Weekdays

At 9 Selected sites

## Journey time variability

Period: Aug 2021 – Aug 2022



Source: Tyne & Wear UTM.

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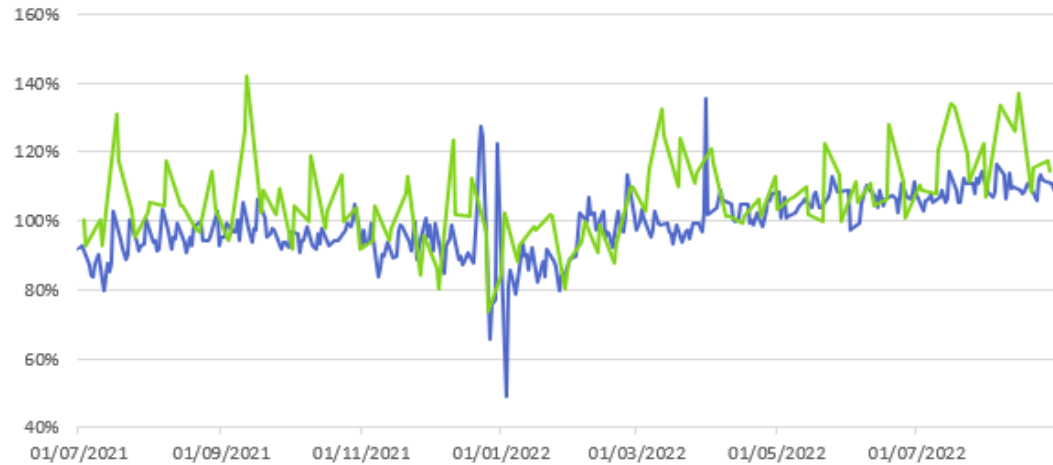
# Road traffic

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

In Tyne & Wear, traffic levels were higher than the previous year at the start of the month, and lower in the latter part of the month.

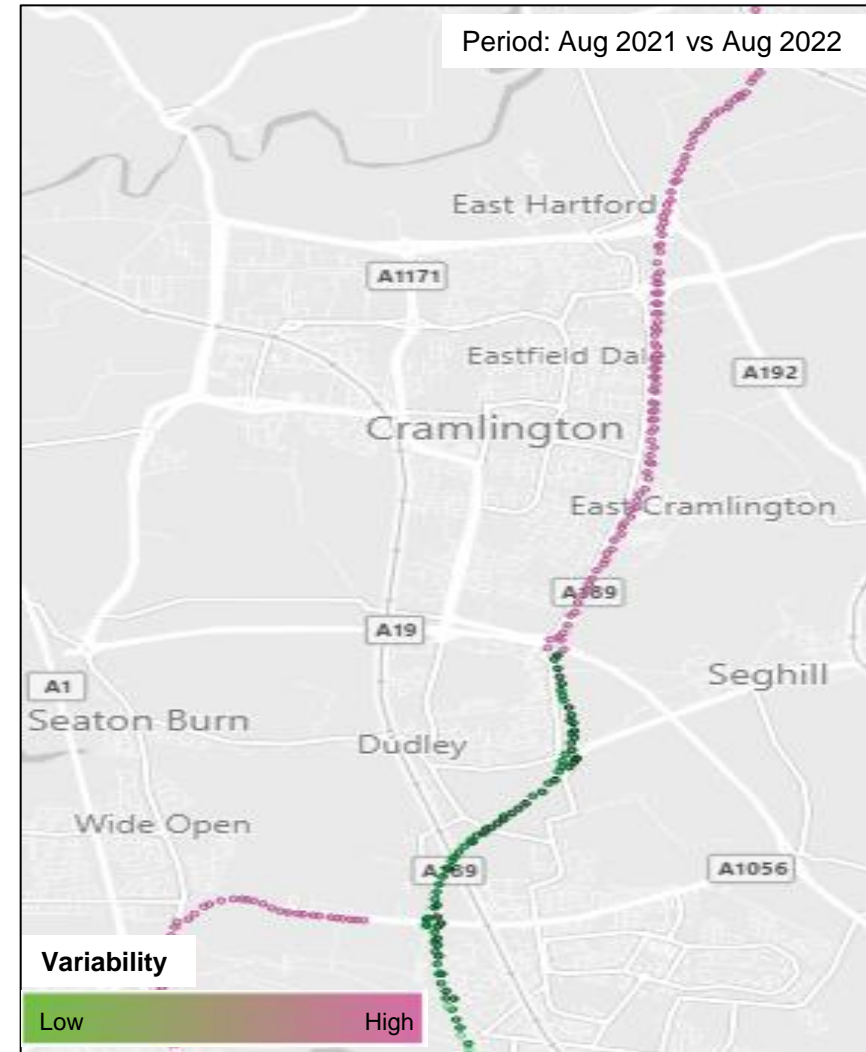
## Tyne Tunnel

Week and Weekend % of expected



Source: TT2 Ltd

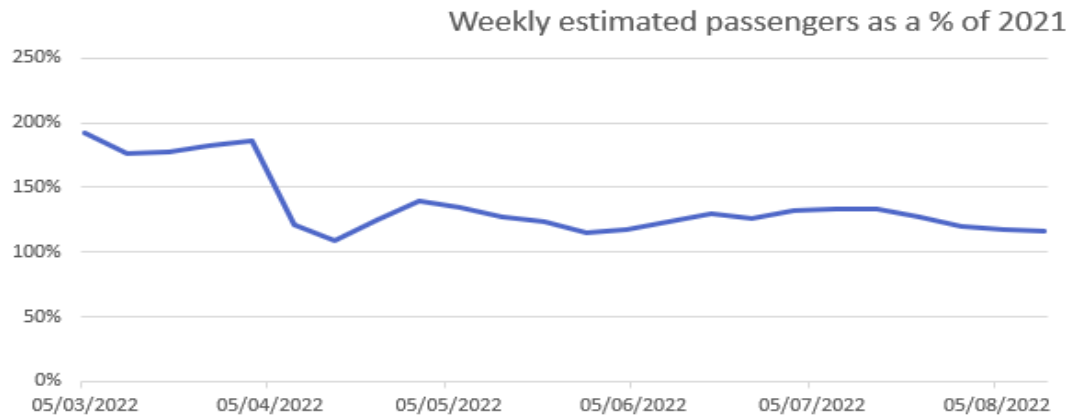
## Journey speed variability



Source: Tyne & Wear UTMC.

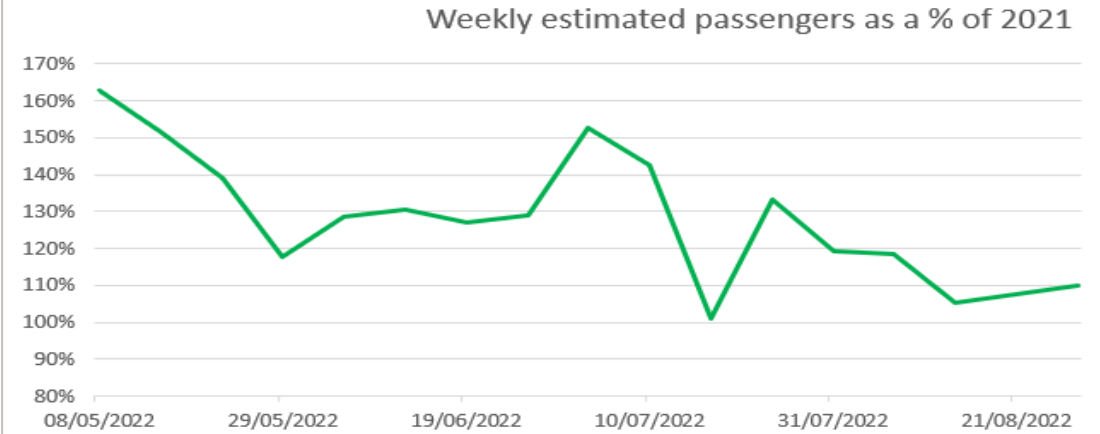
# Sustainable transport

## Local bus



Source: Bus operators (Confederation of Passenger Transport)

## Metro

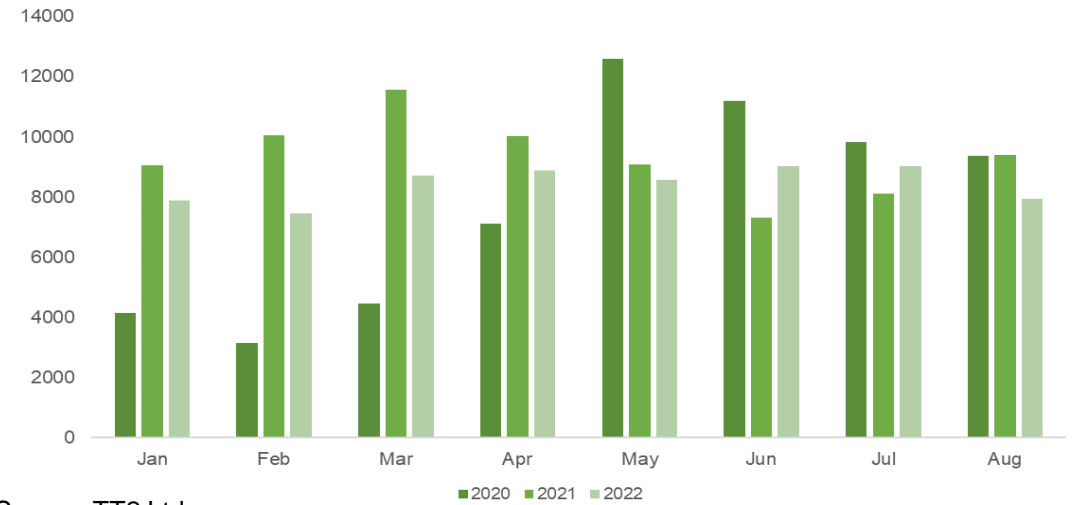


Source: Nexus

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 and Metro passenger numbers are now reflected as a % of 2021. There were changes to Covid restrictions from 12<sup>th</sup> April 2021, and this may explain the higher percentage change in early 2022 from the 2021 baseline. Estimated Metro and bus numbers in 2022 are higher than in the equivalent period in 2021, showing that there is year on year growth.

## Tyne Tunnel Cycling Usage By Month 2020-2022



Source: TT2 Ltd

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# Parking

## Car Parking

Average Occupancy	Weekday (12pm-2pm)		Weekend (12pm-2pm)	
	Aug-21	Aug-22	Aug-21	Aug-22
<b>Car Park</b>				
Claremont Road	20%	11%	27%	27%
Dean Street	62%	73%	68%	77%
Eldon Garden	48%	48%	54%	50%
Eldon Square	52%	61%	69%	75%
Ellison Place	54%	56%	58%	55%
Grainger Town	15%	26%	21%	19%
Manors	39%	47%	21%	22%
Sage	3%	2%	5%	4%
Quarryfield Road	20%	17%	0.4%	1%

Red = decrease from 2021 and Green = increase from 2021  
Source: UTMC

## Park and Ride

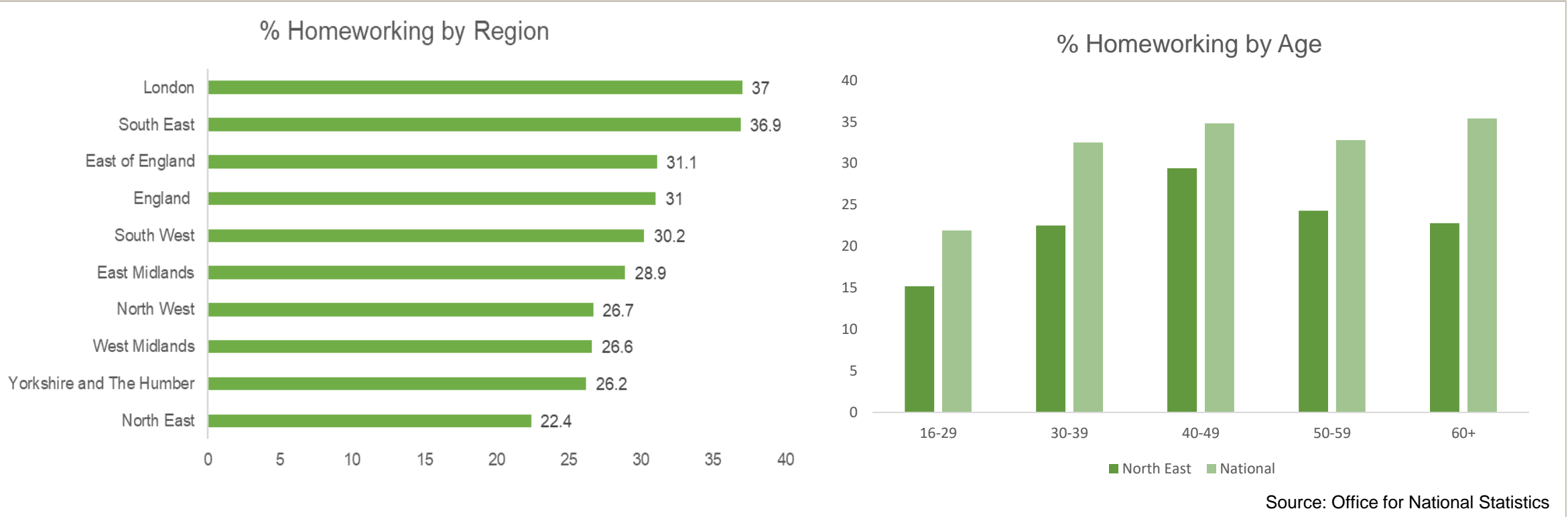
Average Occupancy	Weekday (12pm-2pm)		Weekend (12pm-2pm)	
	Aug-21	Aug-22	Aug-21	Aug-22
<b>Park and Ride</b>				
Bank Foot Metro	25%	31%	9%	12%
Callerton Parkway Metro	0.6%	1%	1%	2%
East Boldon Metro	82%	90%	59%	57%
Fellgate Metro Square	42%	44%	38%	38%
Four Lane Ends Interchange	10%	4%	4%	1%
Heworth Interchange (Long Stay)	12%	25%	9%	12%
Kingston Park Metro	14%	20%	15%	15%
Northumberland Park Metro	5%	9%	4%	4%
Regent Centre Interchange	8%	32%	0.3%	0.3%

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.

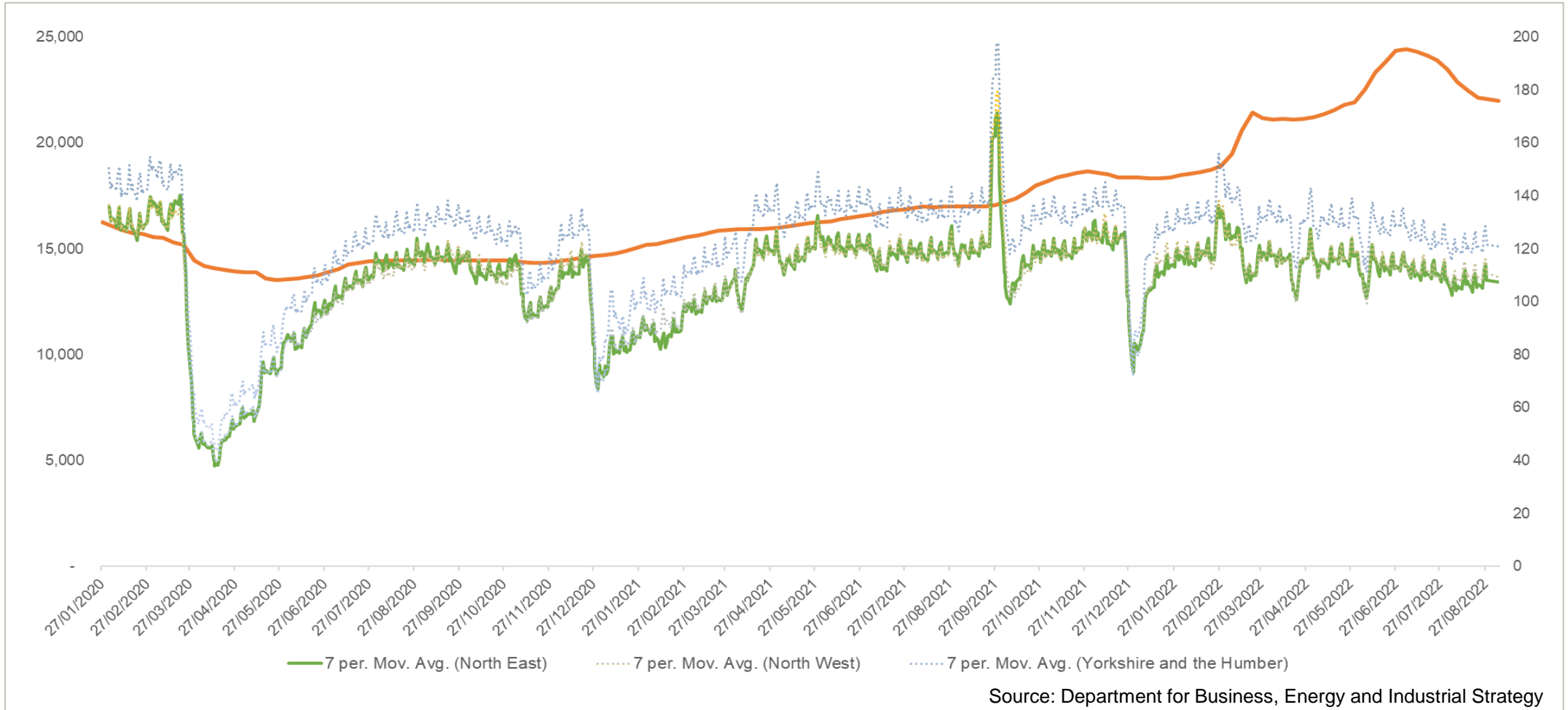
This slide looks at the data regarding homeworking in 2022. The first graph shows us that of all of the regions of England, the North East has the lowest percentage of homeworking. The second compares the regional picture of homeworking by age range to the national average. We can see that all regional age bands are lower than the national average by percentage, with the highest variance at the 60+ (12.6%) and 30-39 (10%) age ranges. 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 and indeed fuel sales appear to be falling alongside prices over the last 2 months.

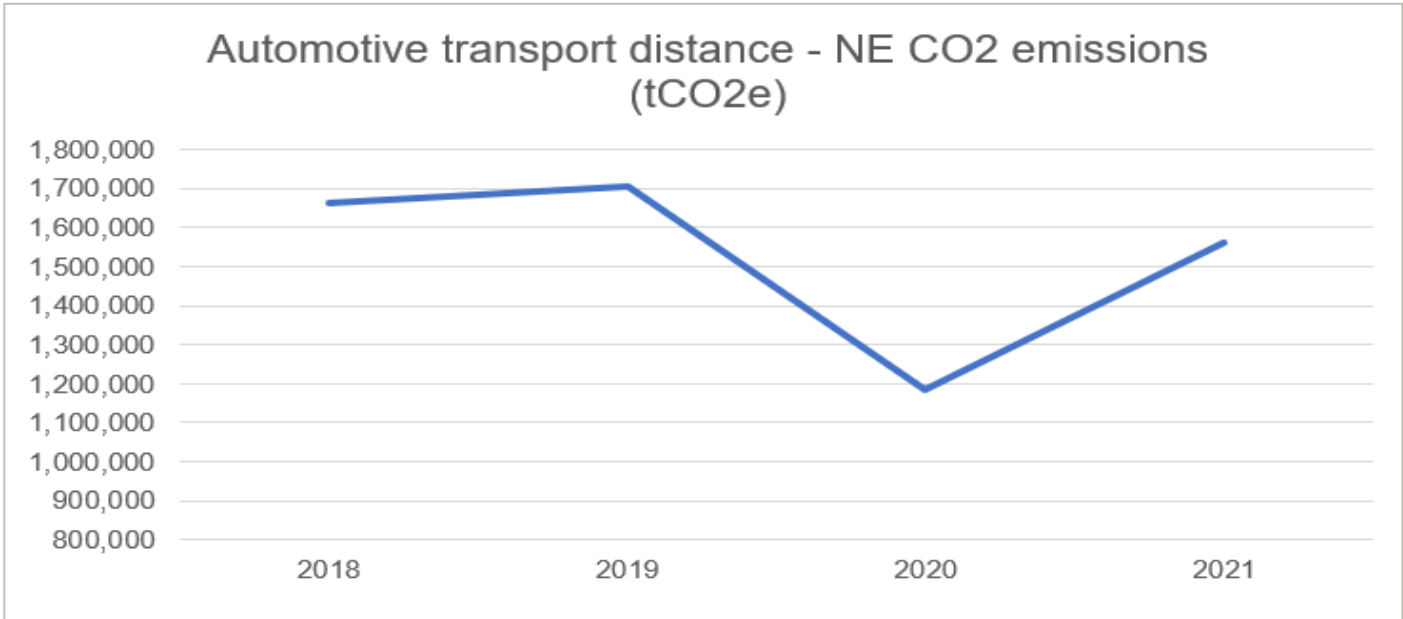
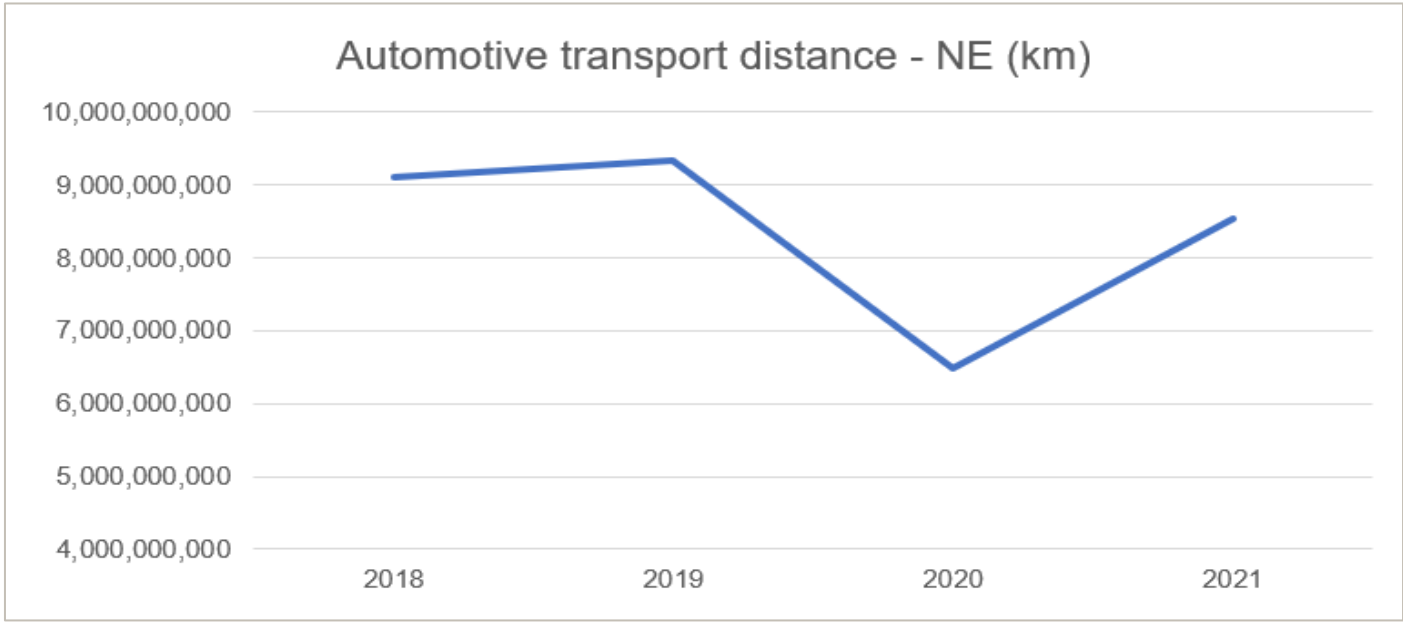


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# Air Quality



Google publish environmental insights for our seven local authority areas, calculated by extrapolation of the total distance travelled for all trips taken, the types of vehicles and average fuel consumption of each mode. The data published is GPC Protocol compliant.

2020 shows a marked dip in distance and emissions, and while 2021 does show an increase from the 2020 levels they are not at the levels of 2018 and 2019.

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