Transport North East

Transport Dashboard

Monthly update

7th October 2022

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

Monthly highlights

Bus passenger numbers in September were estimated to be **79%** of pre-Covid levels, compared to 71% in August.

Metro passenger numbers in September were **80%** of 2019/20 levels, compared to 81% in August.

Traffic levels in September varied from slightly below the same period in 2021 to approximately the same levels.

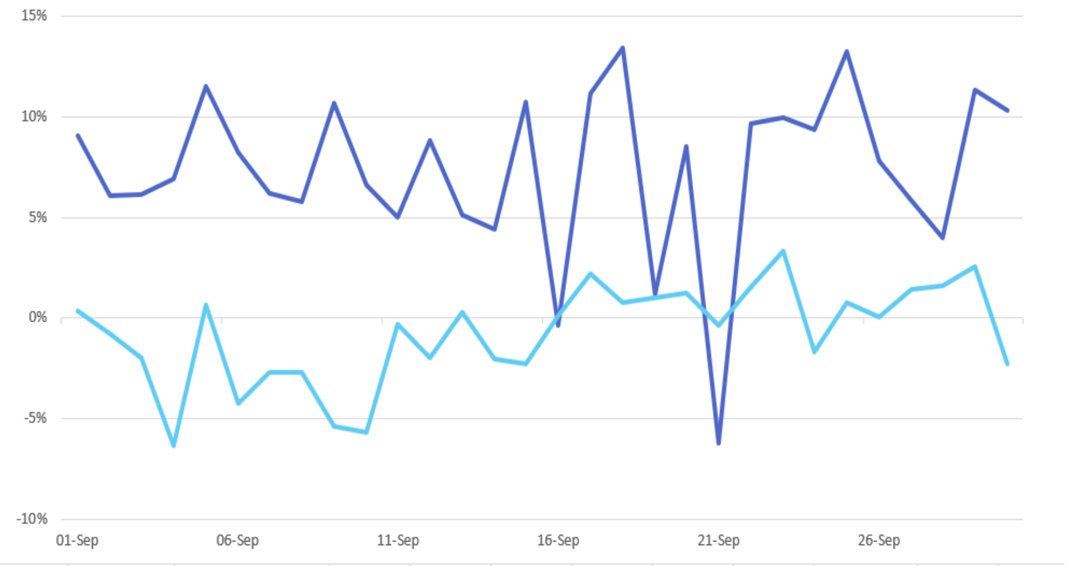
Year to date, average daily cycling numbers on Scotswood Bridge are **30% up** on 2021 levels and are at the same level as 2020.

Visits to parks in the region were **up 24%** 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 **83%** in the latest period. Covid related staffing issues can negatively affect punctuality figures.

Road traffic

Tyne & Wear traffic

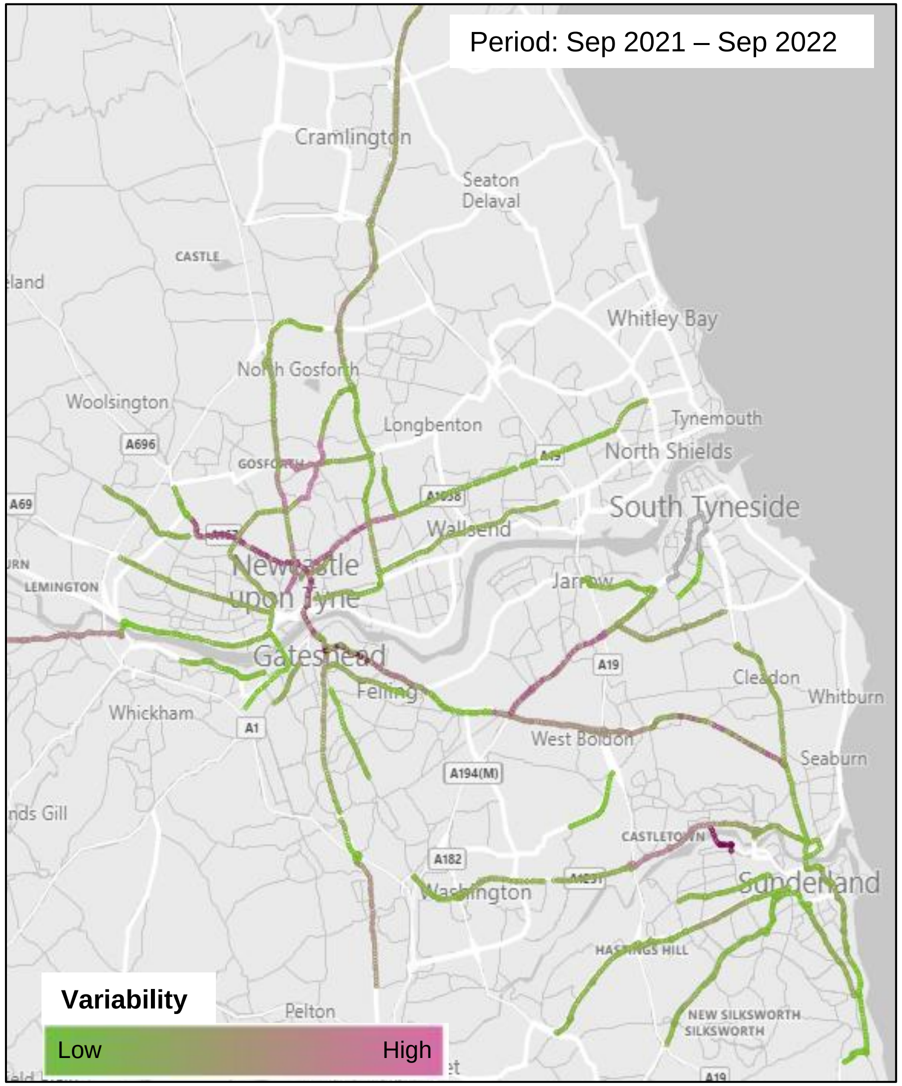


Source: UTMC

Selected sites

Traffic levels in September varied from slightly below the same period in 2021 to approximately the same levels. 2021 levels were generally above pre-covid levels.

Journey time variability

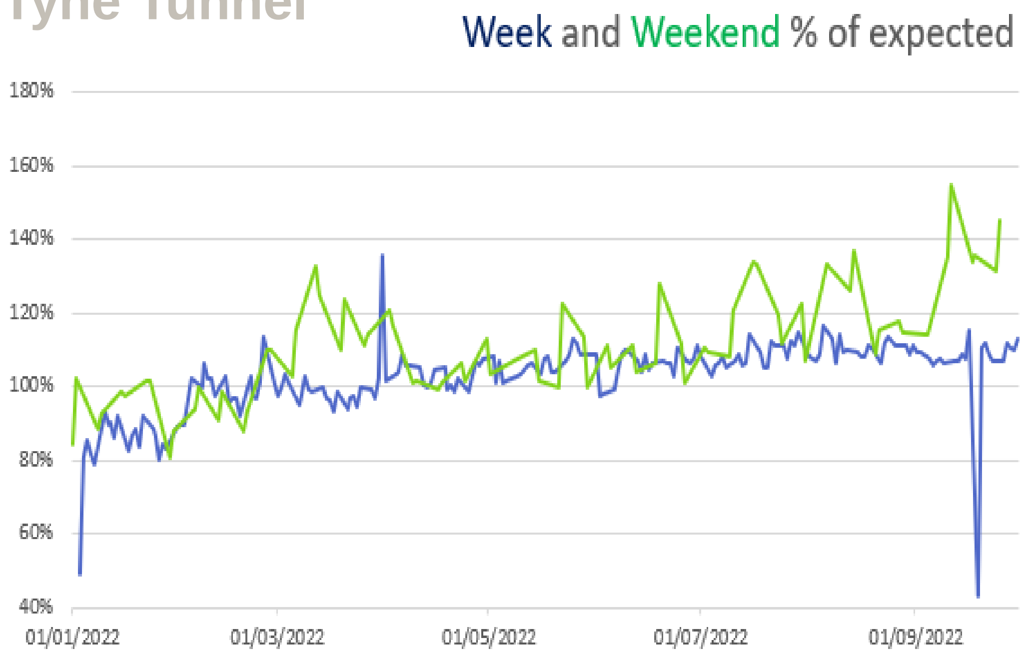


Source: Tyne & Wear UTMC.

Road traffic

Traffic levels in the Tyne Tunnel have increased to higher than expected in the recent months particularly at the weekend. The extra bank holiday in September is represented as a large dip in traffic numbers

Tyne Tunnel



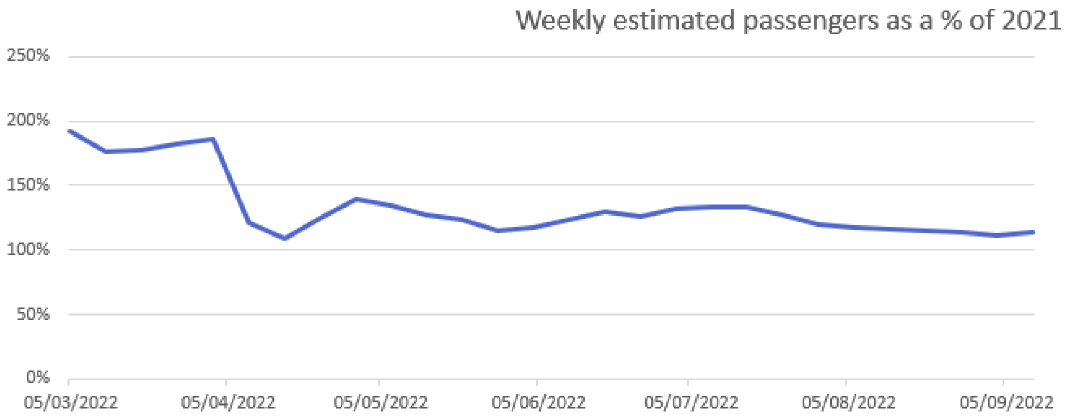
Source: TT2 Ltd

Journey speed variability

Source: Tyne & Wear UTMC.

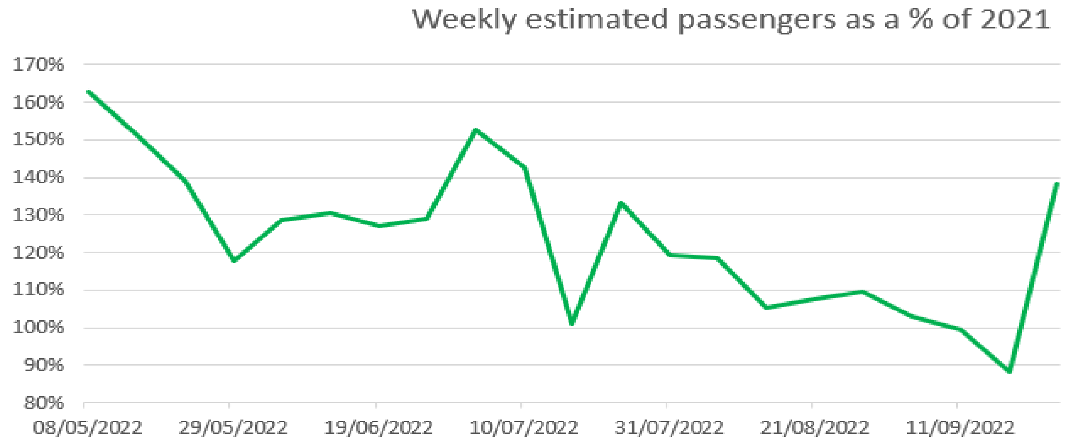
Sustainable transport

Local bus



Source: Bus operators (Confederation of Passenger Transport)

Metro

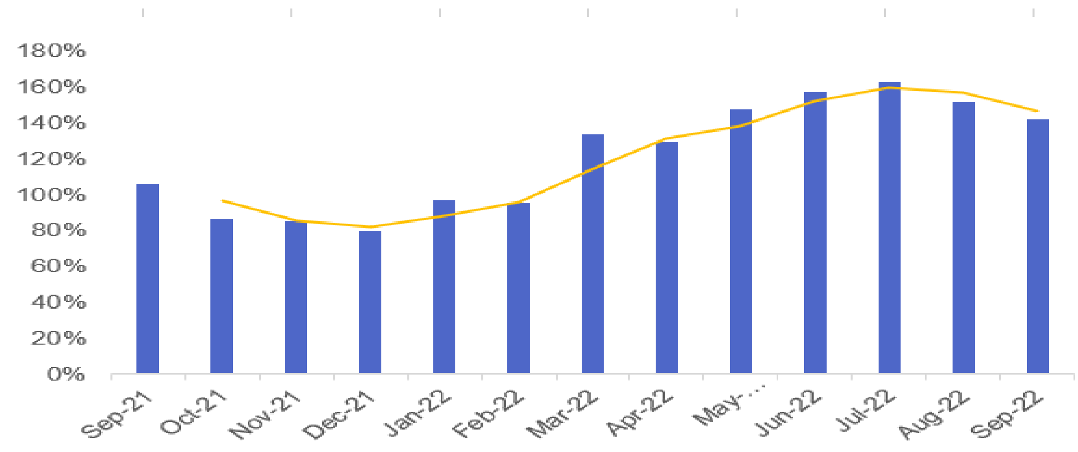


Source: Nexus

Metro passenger levels reflect major line closures between St James and Tynemouth for almost 2 weeks in July as well as Metro Flow line closure starting in September. National Rail strikes have also caused partial line closures.

Bus and Metro passenger numbers are now reflected as a % of 2021. There were changes to Covid restrictions from 12th 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 have mainly been higher than in the equivalent period in 2021.

National Cycling Levels



Source: DfT

Parking

Car Parking

Average Occupancy	Weekday (12pm-2pm)		Weekend (12pm-2pm)	
Car Park	Sep-21	Sep-22	Sep-21	Sep-22
Claremont Road	14%	8%	26%	15%
Dean Street	72%	73%	69%	71%
Eldon Garden	47%	43%	57%	56%
Eldon Square	47%	54%	66%	76%
Ellison Place	54%	47%	58%	38%
Grainger Town	22%	26%	24%	26%
Manors	36%	53%	19%	24%
Sage	3%	2%	6%	3%
Quarryfield Road	27%	17%	1%	1%

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

Park and Ride

Average Occupancy	Weekday (12pm-2pm)		Weekend (12pm-2pm)	
Park and Ride	Sep-21	Sep-22	Sep-21	Sep-22
Bank Foot Metro	29%	31%	25%	28%
Callerton Parkway Metro	5%	1%	13%	11%
East Boldon Metro	92%	90%	68%	71%
Fellgate Metro Square	43%	44%	49%	51%
Four Lane Ends Interchange	14%	4%	7%	5%
Heworth Interchange (Long Stay)	17%	25%	17%	25%
Kingston Park Metro	18%	20%	28%	39%
Northumberland Park Metro	6%	9%	5%	10%
Regent Centre Interchange	7%	32%	3%	6%

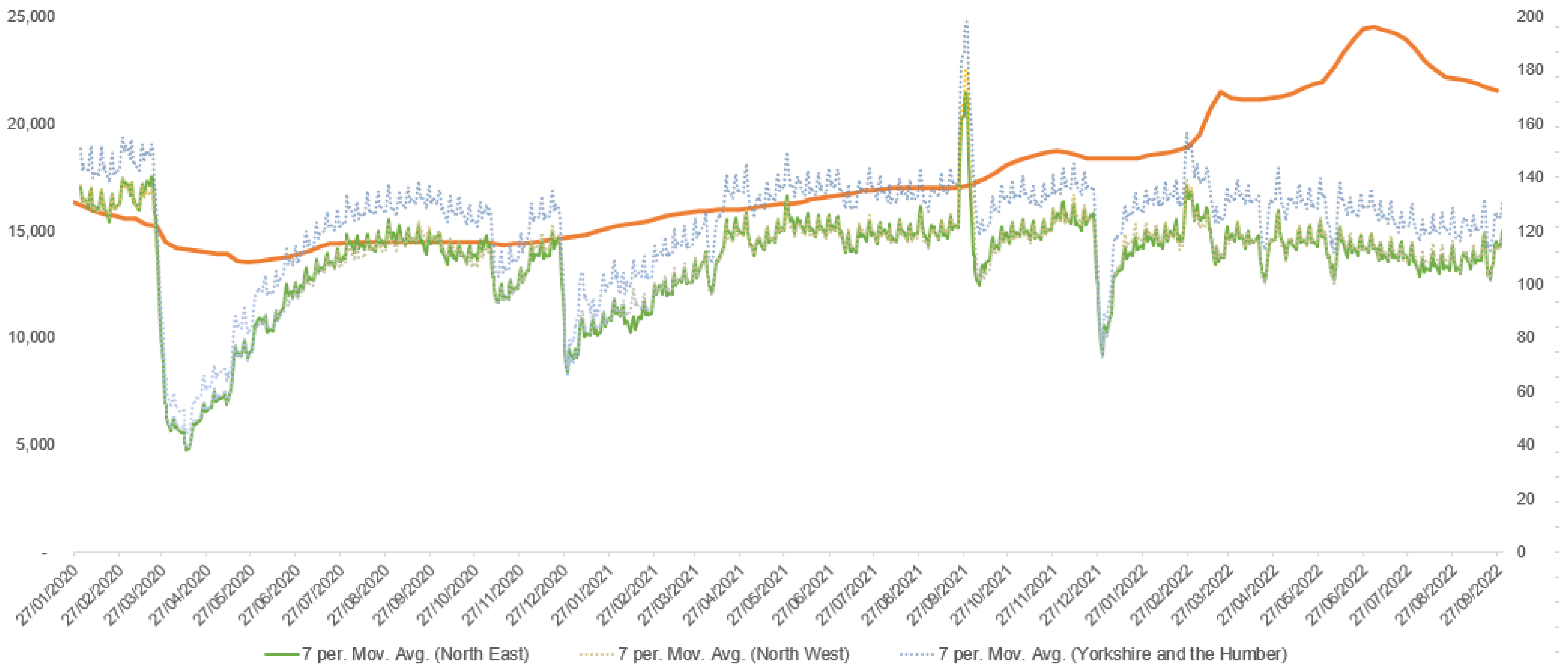
Red = decrease from 2021 and Green = increase from 2021
Source: UTMC

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 cark parking facilities.

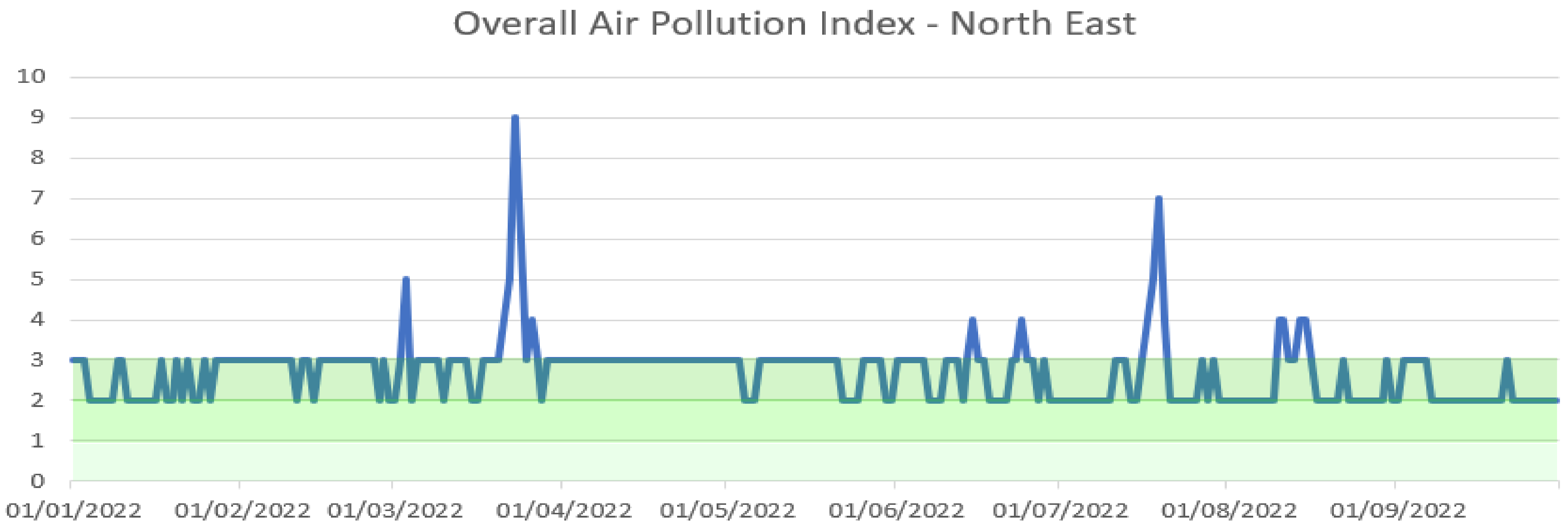
Cost of Living and Transport

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 in recent months.



Source: Department for Business, Energy and Industrial Strategy

Air Quality



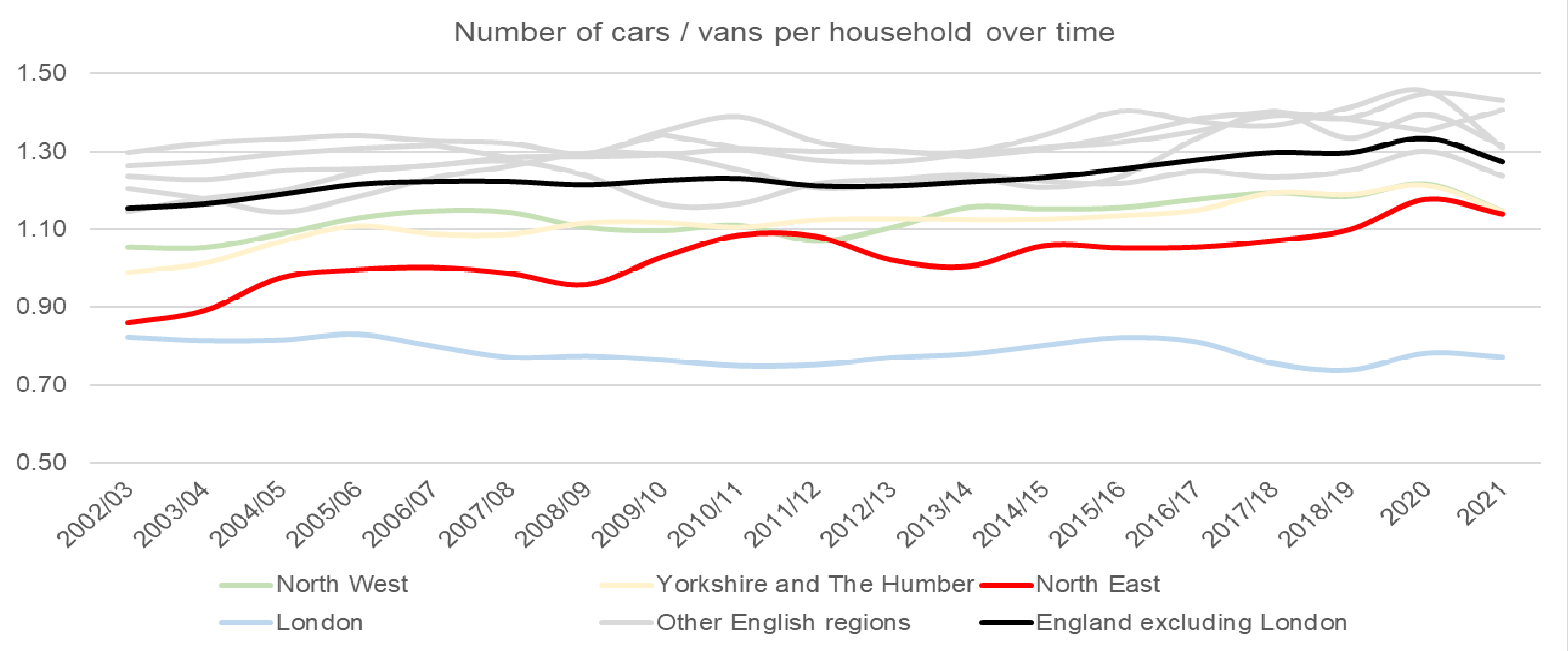
Source: DEFRA

The overall air pollution index for a site or region is determined by the highest concentration of five pollutants

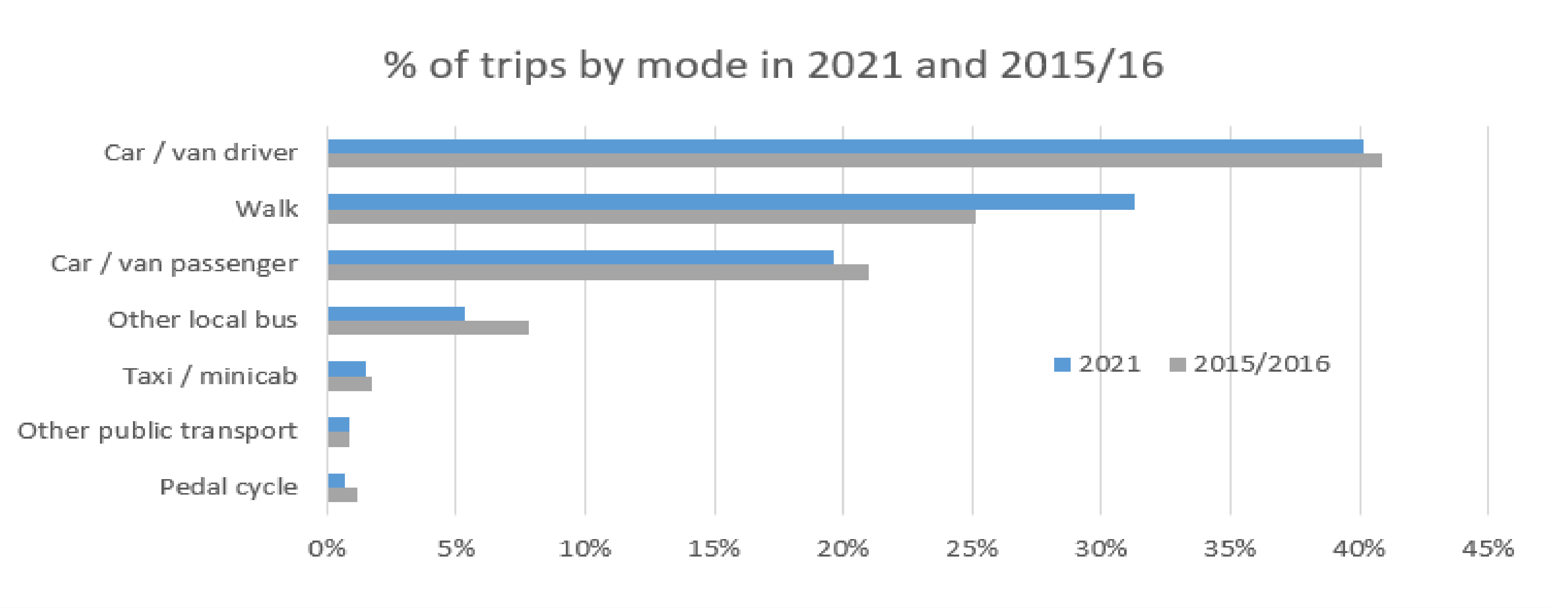
1	2	3	4	5	6	7	8	9	10
Low			Moderate			High			Very High

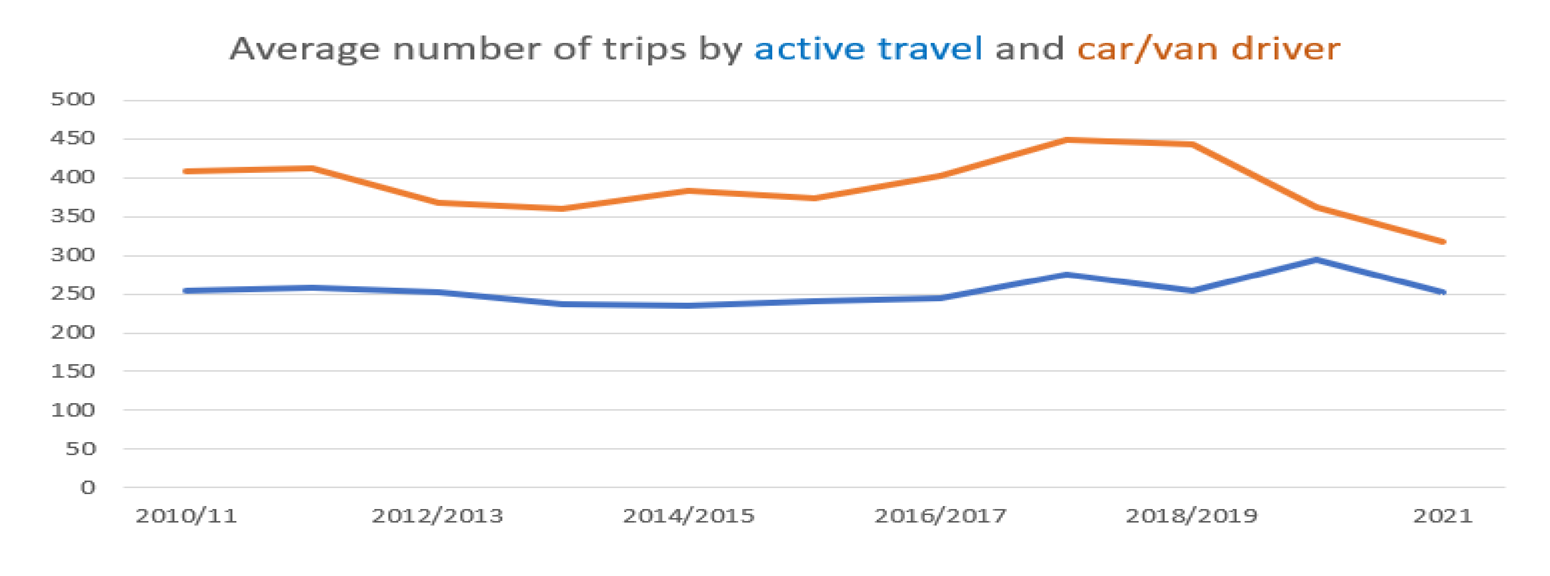
National Travel Survey

This month, our spotlight feature looks at North East transport behaviours in the new National Travel Survey. The graph on this first slide looks at the number of cars or vans available per household in different regions of England. We can see that the North East, while adhering to overall trends towards an increase in the number of cars or vans per household, remains below the average. In 2021, for every 100 households there were 114 cars or vans.



National Travel Survey





It should be noted that the sample sizes in 2021 and 2020 are lower than in previous years, particularly in 2020, the year most affected by the pandemic. Care should therefore be taken in drawing too much inference where differences are small.

The % of trips by car/van as either a driver or passenger are similar between 2015/16 and 2021 with a slight decrease, while the % of trips that are walked had increased.

The average number of trips being taken as a car/van driver has fallen in more recent years, while the number of trips by active travel has stayed relatively stable.

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