

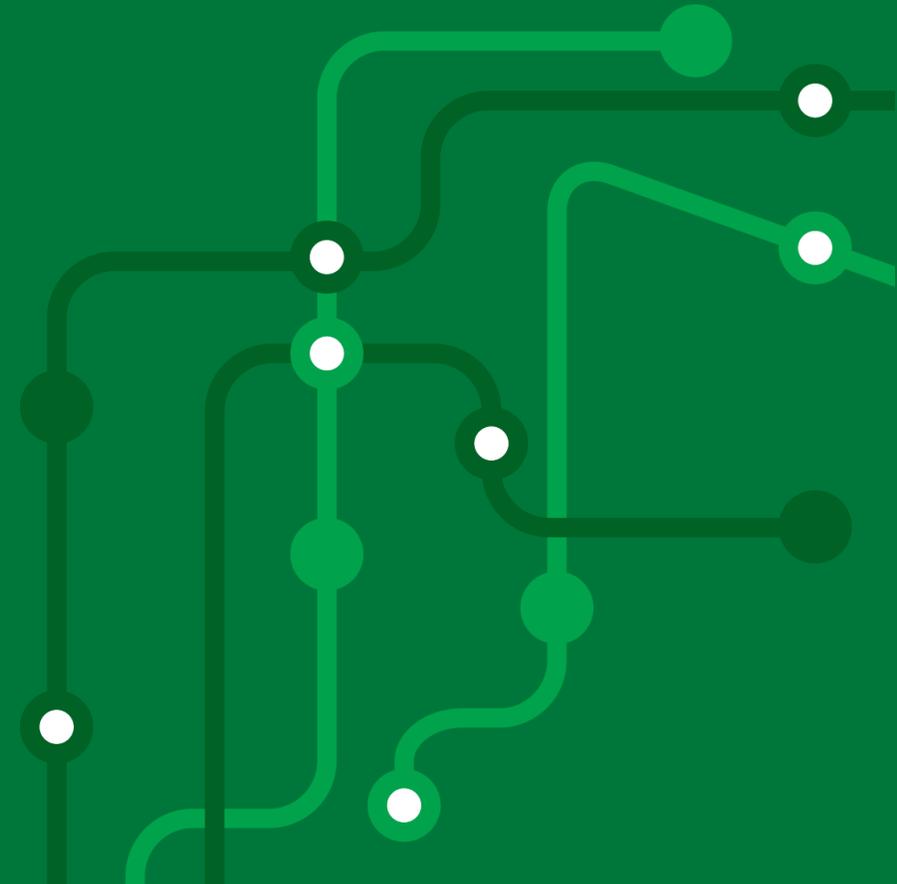
Transport **North East**

Transport Dashboard

Monthly update

10th November 2022

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



Monthly highlights



Bus passenger numbers in October were estimated to be **84%** of pre-Covid levels, compared to 79% in September.



Metro passenger numbers in October were **84%** of 2019/20 levels, compared to 80% in September.



Traffic levels in October were generally below the same period in 2021.



Year to date, average daily cycling numbers on John Dobson Street are **10% up** on 2021 levels.



Visits to workplaces in the region were **down 15%** on a Feb 2020 baseline according to Google mobility data.

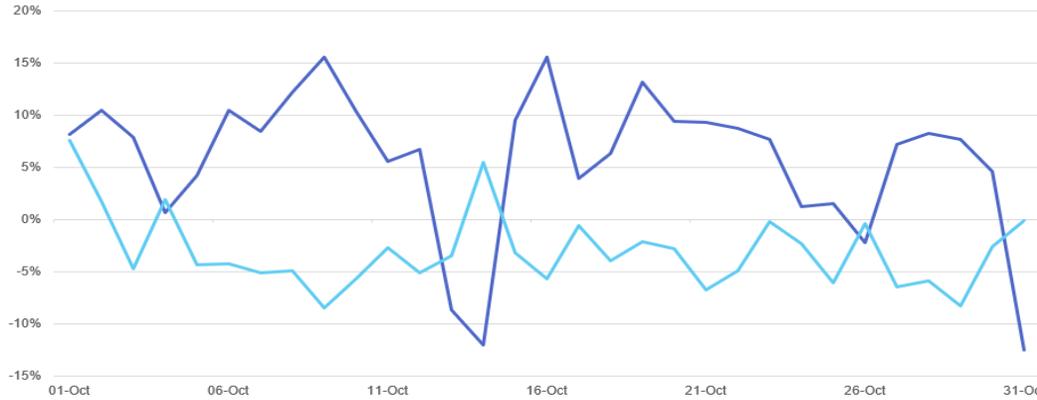


Bus punctuality at all timing points for the three largest operators in the region was **85%** between April and October 2022. Covid related staffing issues can negatively affect punctuality figures.

Road traffic

Tyne & Wear traffic

% Change **October 2022 to October 2021** and October 2021 to pre-covid

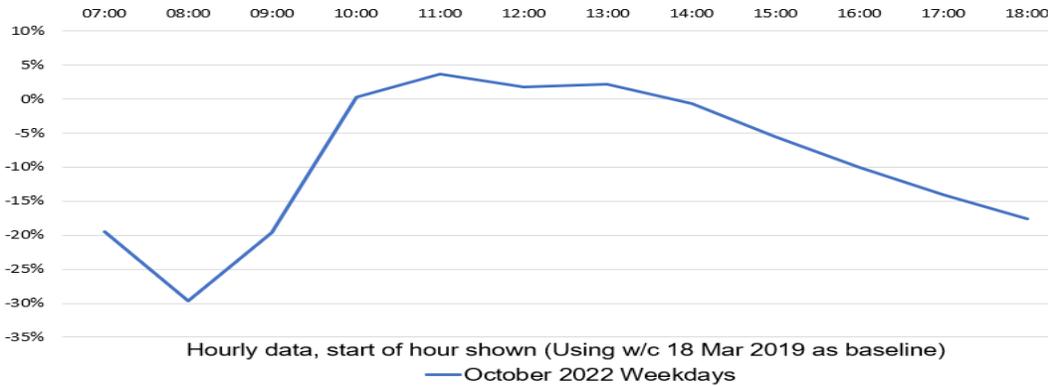


Source: UTMC

Selected sites

Durham traffic

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



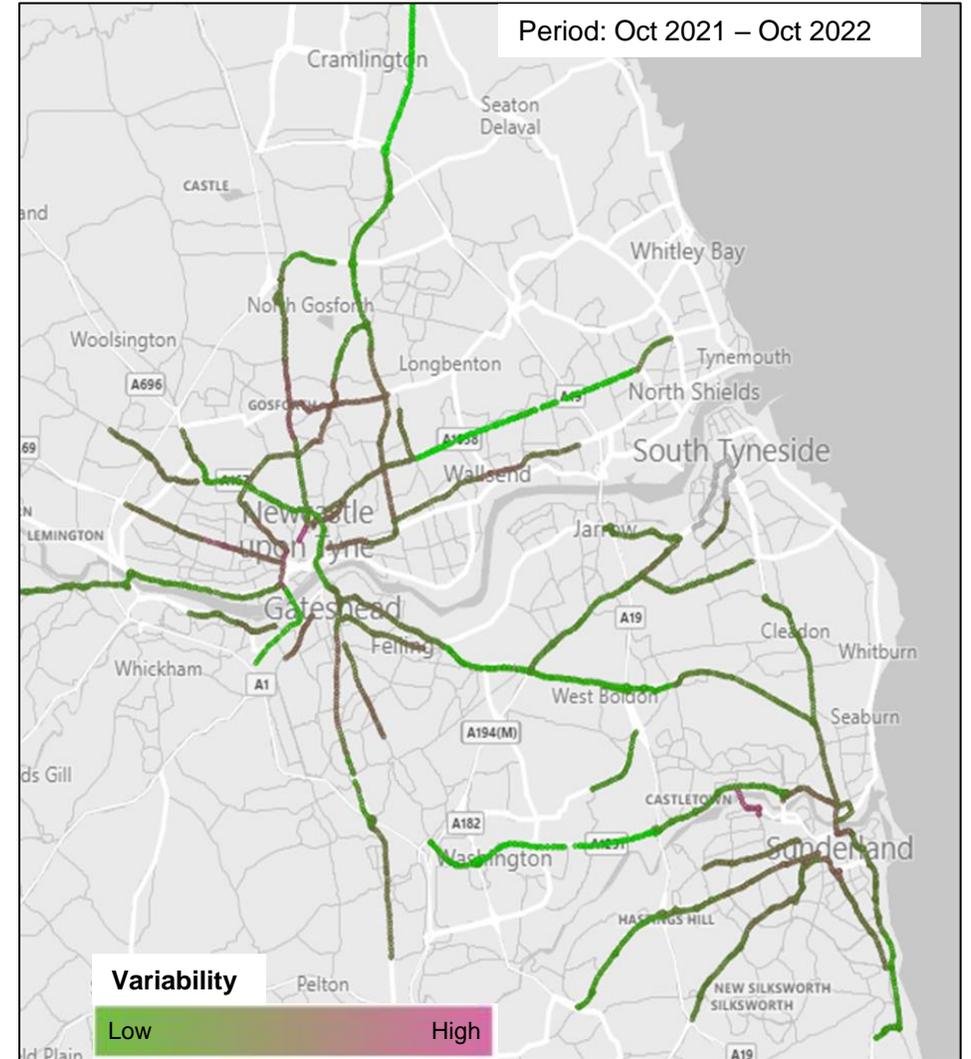
Hourly data, start of hour shown (Using w/c 18 Mar 2019 as baseline)

— October 2022 Weekdays

Source: Durham UTMC

Selected sites

Journey time variability



Source: Tyne & Wear UTMC.

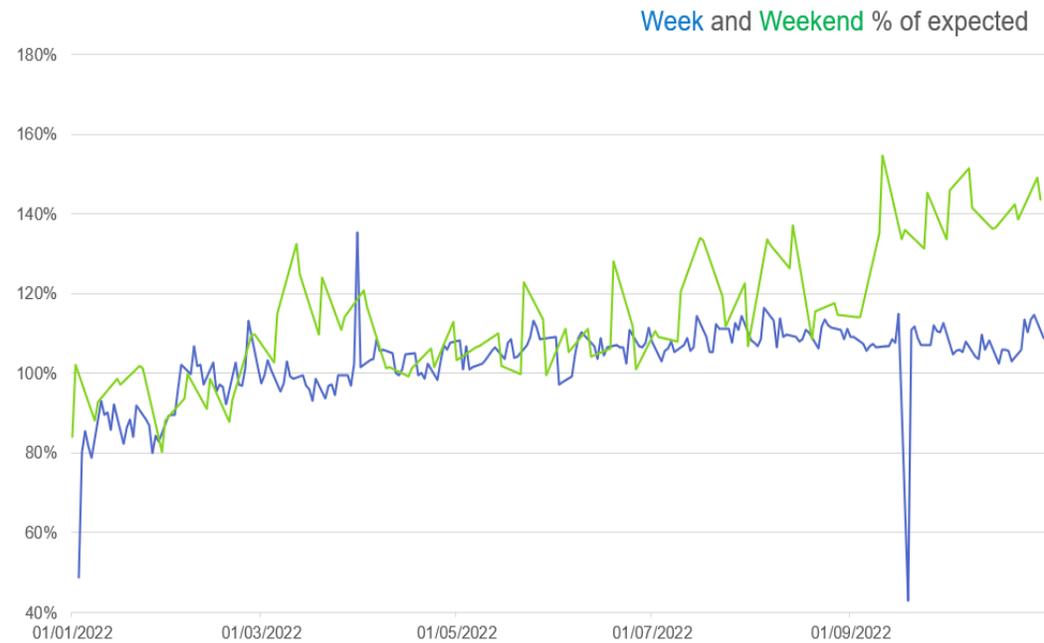
Moving to a green, healthy, dynamic and thriving North East.

Transport North East

Road traffic

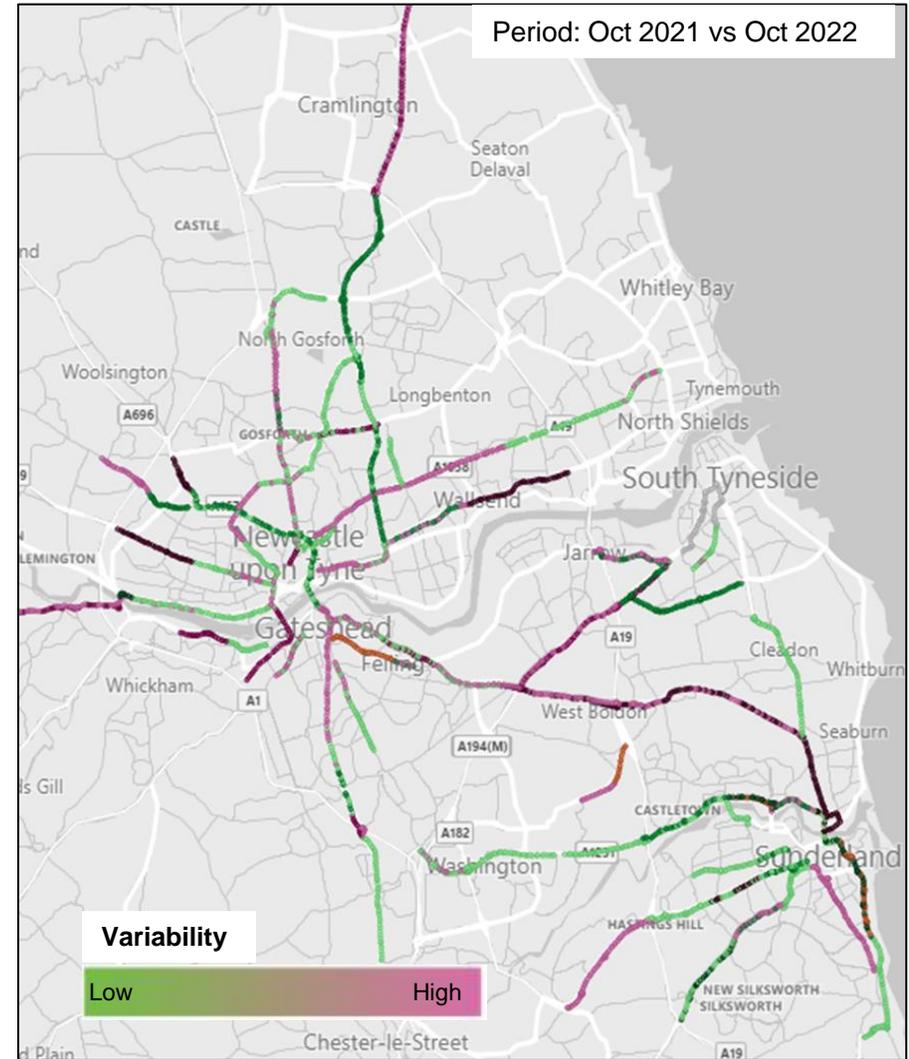
Traffic levels in the Tyne Tunnel have increased to higher than expected in the recent months particularly at the weekend. The extra bank holiday in September is represented as a large dip in traffic numbers

Tyne Tunnel



Source: TT2 Ltd

Journey speed variability



Source: Tyne & Wear UTMC.

Sustainable transport

Local bus



Source: Bus operators (Confederation of Passenger Transport)

Metro

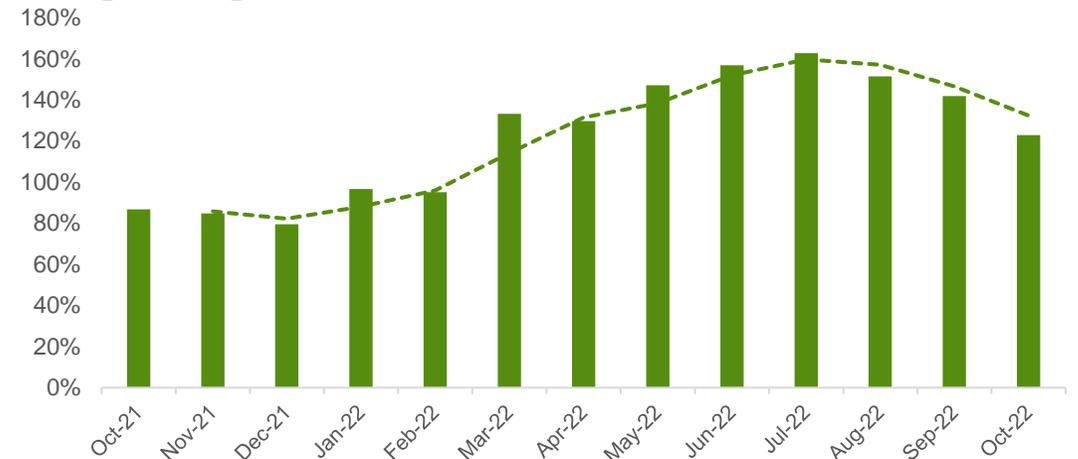


Source: Nexus

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 compared to baseline- with 2 month rolling average



Source: Department for Transport

Parking

Car Parking

Average Occupancy	Weekday		Weekend	
	Oct-21	Oct-22	Oct-21	Oct-22
Car Park				
Claremont Road	7%	4%	7%	7%
Dean Street	59%	65%	62%	66%
Eldon Garden	31%	28%	38%	31%
Eldon Square	24%	32%	42%	48%
Ellison Place	15%	13%	14%	12%
Grainger Town	17%	22%	14%	16%
Manors	24%	27%	10%	16%
Sage	11%	22%	11%	36%
Quarryfield Road	8%	6%	0.3%	1%

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

Park and Ride

Average Occupancy	Weekday		Weekend	
	Oct-21	Oct-22	Oct-21	Oct-22
Park and Ride				
Bank Foot Metro	13%	23%	10%	12%
Callerton Parkway Metro	1%	25%	0.3%	16%
East Boldon Metro	59%	63%	55%	48%
Fellgate Metro Square	21%	41%	25%	27%
Four Lane Ends Interchange	6%	12%	2%	4%
Heworth Interchange (Long Stay)	7%	18%	4%	10%
Kingston Park Metro	6%	23%	7%	34%
Northumberland Park Metro	4%	6%	3%	3%
Regent Centre Interchange	5%	13%	0.3%	0.4%

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. This month, we present daily averages of the full day, instead of traditional peak times.

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 28 day moving average. We can see that while there appears to be some decline in fuel sales relative to price, this has not been directly proportional to the rising cost of fuel in recent months.

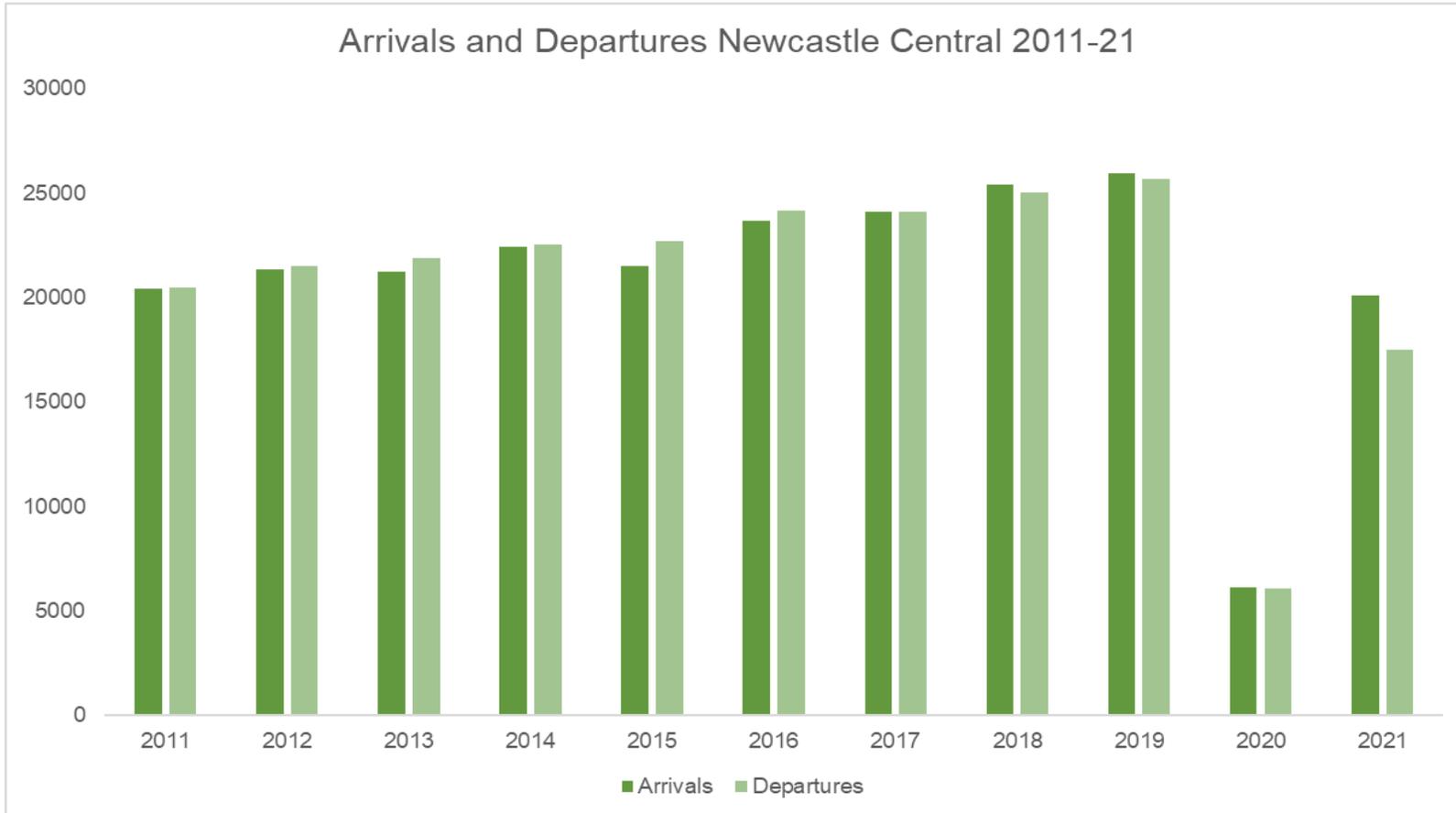


Moving to a green, healthy, dynamic and thriving North East.

Transport North East

Rail Patronage

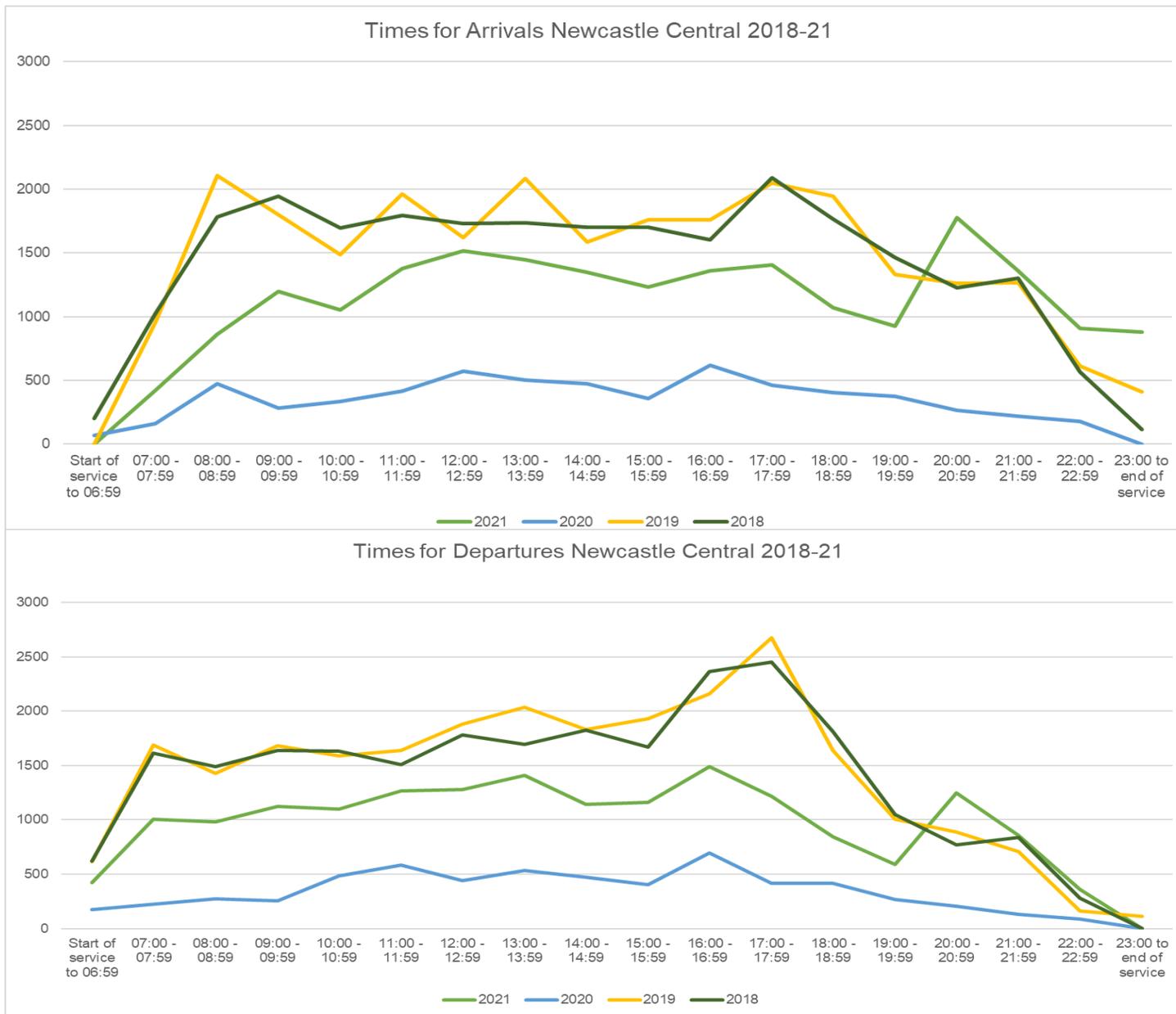
This month, our spotlight feature looks at rail arrivals and departures from Newcastle Central station on average Autumn weekdays. The first slide looks at the daily average arrivals and departures between 2011-2021. The second slide looks at passenger volume for arrival and departure times across four years.



In this graph, we can see some recovery for arrival and departures in 2021, although volumes have not returned to previous levels. There has also been a bigger gap between arrivals and departures than had been seen in previous years

Source: Department for Transport

Rail Patronage



In these graphs, we can see arrivals and departures by time over the course of an average Autumn weekday. Both arrival and departure trends in 2021 show some changes from pre-pandemic behaviours. 2018 and 2019 behaviours show distinct peaks, most notably departures between 17:00 and 17:59. We can now see less defined peaks in 2021, aside from arrivals into the station between 20:00 and 20:59, which is the peak period in this year.

Source: Department for Transport

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

Transport North East

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

Transport North East