

Tyneside

Walking and Cycling Index 2021



North Tyneside Council



Published May 2022



Foreword

Our vision for walking, wheeling and cycling in Tyneside



It is increasingly clear that we must change the way we travel. All three authorities featured in this report – Gateshead, Newcastle and North Tyneside – have declared a climate emergency and have rigorous plans in place to reduce emissions. This can only happen if active travel – walking and cycling – are to increase. We need active ways of travelling across our areas to be the obvious and safe way to move, whether it be within our city and town centres or within our neighbourhoods.

The Covid-19 pandemic has affected the way in which we travel, with a greater emphasis on utility journeys from the home and within our neighbourhoods, and with a change to the way in which we access services, training, education and jobs.

We know that active travel, be it walking, cycling or wheeling, helps us achieve our collective goals of improving the health of residents, supporting better air quality and contributing to our carbon net zero priorities.

The collaboration of the three councils of Gateshead, Newcastle and North Tyneside on this important report, show us where we are now, as well as identifying the barriers that still exist. We want to live in a region where active travel forms more of our everyday journeys and the results from this report give us additional evidence to put our plans into practice.

The report also shows us that more needs to be done – 27% of women said they do not cycle but would like to; whilst 51% of white people walk at least five days a week compared to 29% of people from ethnic minority groups. We need to ensure representation in travel choices is as inclusive as possible.

As a region we will continue to work towards the aims and objectives of the North East Travel Plan. The region's walking and cycling network has had around £60m investment over recent years both from local funding and from Government. This investment has begun to change how we view active travel.

We need to ensure that our towns, cities and neighbourhoods enable safe and easy cycling and walking for all, with adequate space, good design, crossings, lighting and signage so that cycling and walking become the natural choices for short everyday journeys and combine with public transport for longer travel.

Developing our network is key to unlocking our carbon net zero ambitions. It will boost our economy, increase connectivity across the North East and help us to overcome long-standing health, social and economic inequalities.

We will continue to focus on the movement of people around our region. Bringing the benefit of active travel to as many people as possible feeds into the wider benefit of a healthier and more prosperous North East.

Martin Gannon, Chair Of North East Joint Transport Committee



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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from Tyneside produced in partnership with Gateshead Council, North Tyneside Council and Newcastle City Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,264 residents aged 16 or above in Tyneside. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

Our thanks to the people of Tyneside who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at www.sustrans.org.uk/walkingcyclingindex



Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

Report summary

Tyneside

Populationⁱ

712,788

Survey area

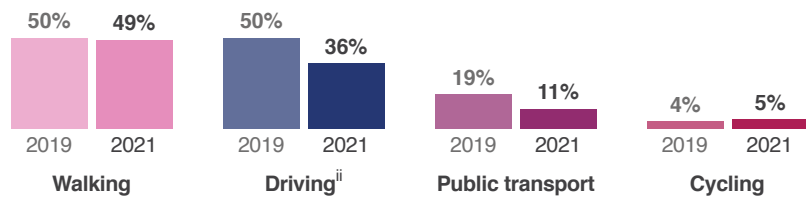


The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Transport use during the coronavirus (Covid-19) pandemic, Department for Transport, June 2020.

Residents who travel by the following modes five or more days a week in Tyneside



Participation in walking, wheeling and cycling on a regular basis has not changed since 2019.

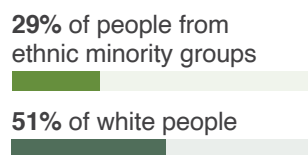
49%
of residents walk at least five days a week
50% in 2019

16%
of residents cycle at least once a week
15% in 2019

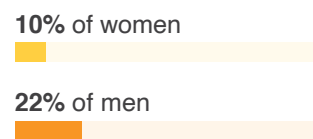
Walking, wheeling and cycling participation is not equal

White people tend to walk much more regularly than others, more men than women cycle regularly, and more young people rate safety for cycling highly.

Proportion of residents who walk at least five days a week



Proportion of residents who cycle at least once a weekⁱⁱⁱ

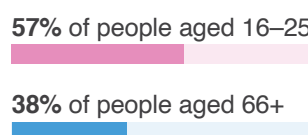


Not all residents feel safe and welcome in their neighbourhood

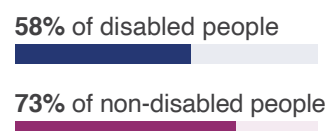
Proportion of residents who think walking safety is good



Proportion of residents who think cycling safety is good



Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood



iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for Tyneside.

ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Tyneside:

+ Prevents

1,722

serious long-term health conditions



Creates

£436.5 million

in economic benefit for individuals and the region



Saves

25,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Tyneside takes up to

150,000 cars off the road^{iv}

However,

108.6 million

journeys up to three miles are driven in Tyneside each year

If **80%** of these journeys were walked or cycled it could save approximately

36,000 tonnes

of greenhouse gas emissions^v

Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

49% on walking

56% in 2019

47% on cycling

49% in 2019

65% on public transport

71% in 2019

29% on driving

43% in 2019

This would help support more liveable neighbourhoods

Among Tyneside residents:

53% support

23% oppose

more cycle tracks along roads, physically separated from traffic and pedestrians

80% support

3% oppose

the creation of more 20-minute neighbourhoods^{vi}

65% support

12% oppose

the creation of more low-traffic neighbourhoods

60% agree

20% disagree

increasing space for people socialising, walking and cycling on their local high street would improve their local area

78% agree

5% disagree

more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

49% agree

21% disagree

closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

v. Based upon each journey being 1.5 miles in length. vi. See definition on page 14.



Walking in Tyneside

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Overall in Tyneside the number of people walking and wheeling regularly (at least five days a week) has stayed about the same since 2019.

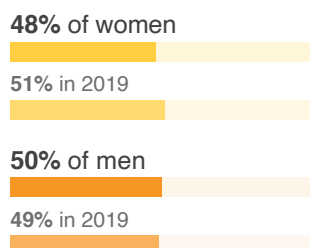
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

93% of all residents walk 94% in 2019

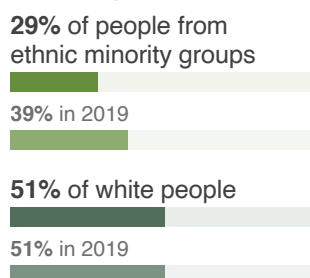
49% of residents walk at least five days a week 50% in 2019

Proportion of residents who walk or wheel at least five days a week

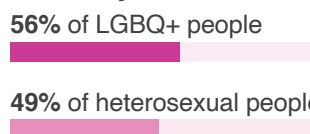
Genderⁱ



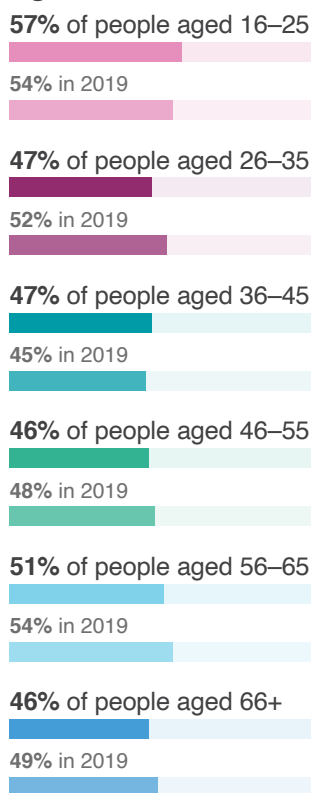
Ethnicity



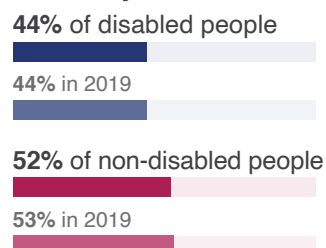
Sexuality



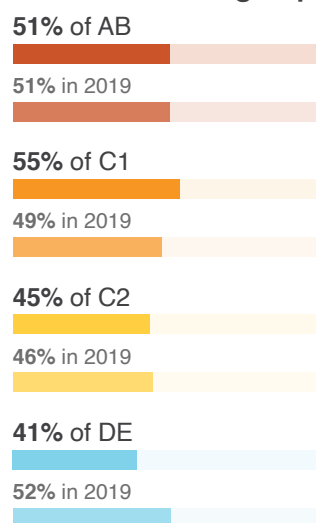
Age



Disability



Socio-economic groupⁱⁱ



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

74% of residents think the level of safety for walking is good

57% of residents think the level of safety for children walking is good

Proportion of residents who think walking or wheeling safety in their local area is good

Gender

72% of women



77% of men



Ethnicity

82% of people from ethnic minority groups



73% of white people



Sexuality

69% of LGBQ+ people



75% of heterosexual people



Age

79% of people aged 16–25



70% of people aged 26–35



73% of people aged 36–45



73% of people aged 46–55



77% of people aged 56–65



73% of people aged 66+



Disability

66% of disabled people



78% of non-disabled people



Socio-economic group

77% of AB



78% of C1



65% of C2



68% of DE



76% of residents think their local area overall is a good place to walk



David McDonald



I love walking. It gets me out in the fresh air. I can hear the birds singing and be amongst people.

I often walk through the park and along the river to Howdon, on the other side of the Tyne Pedestrian and Cyclist Tunnels, and get the bus back.

It was absolutely fantastic when the tunnels reopened. It takes me about 5 to 10 minutes to walk through. Before that there was only a minibus service on the hour or half hour.

The lighting in the tunnel is great. There are help points all along so you can press them and someone will talk to you.

At the time of the shipyards it was absolutely heaving with people walking and cycling through. Now it's very quiet.



Cycling in Tyneside

Cycling participation, safety and satisfaction

Cycling participation

Overall in Tyneside the number of people cycling was similar in 2021 to 2019. **36%** of all residents cycle: this indicates a much larger potential for people to cycle regularly than the current **16%**.ⁱ

Cycling participation is not currently equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ Encouragingly, perceptions of cycling safety have improved since 2019.

36%
of all residents cycle
34% in 2019

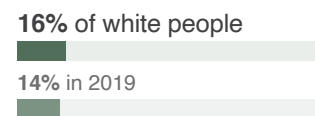
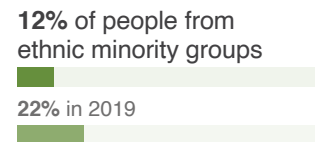
16%
of all residents cycle at least once a week
15% in 2019

Proportion of residents who cycle at least once a week

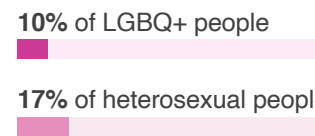
Gender



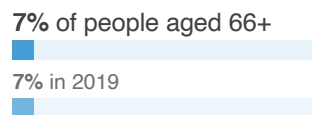
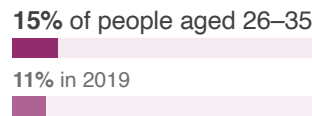
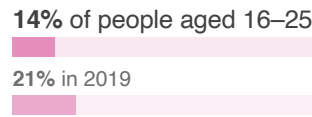
Ethnicity



Sexuality



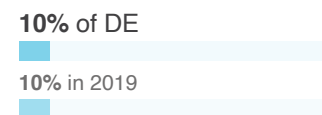
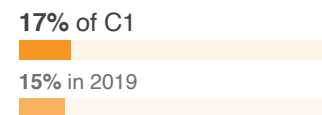
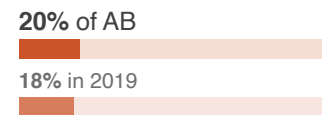
Age



Disability



Socio-economic group



i. Based on people who cycle at least once a week.
ii. See Bike Life, 2019 Tyneside report.

Cycling safety and satisfaction

44%

of all residents think the level of safety for cycling in their local area is good

33% in 2019

35%

of all residents think the level of safety for children cycling is good

20% in 2019

47%

of all residents think their local area overall is a good place to cycle

45% in 2019

Proportion of residents who think cycling safety in their local area is good

Gender

44% of women



31% in 2019



46% of men



36% in 2019

Ethnicity

63% of people from ethnic minority groups



43% in 2019



43% of white people



33% in 2019

Sexuality

48% of LGBTQ+ people



45% of heterosexual people



Age

57% of people aged 16–25



35% in 2019



47% of people aged 26–35

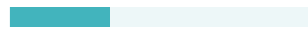


33% in 2019

44% of people aged 36–45



33% in 2019

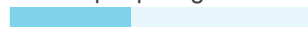


42% of people aged 46–55



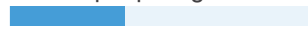
39% in 2019

40% of people aged 56–65



32% in 2019

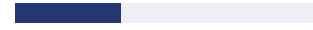
38% of people aged 66+



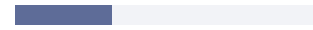
27% in 2019

Disability

35% of disabled people



32% in 2019



49% of non-disabled people



34% in 2019

Socio-economic group

44% of AB



36% in 2019



48% of C1



32% in 2019



38% of C2



33% in 2019



44% of DE



31% in 2019



Charlotte Proud



I have brittle bone disease and I've had around 50 fractures, so I have to be careful. I went to Recyke y'Bike in Newcastle and they helped build up my confidence.

Since I bought a bike I love the freedom, and how good I feel afterwards. Cycling has built up my muscle strength and I've increased strength and fitness. I've gone nearly two years without a fracture. My recent bone scan showed I don't need to start any treatment.

It would be good to have more segregated paths and group rides. Safer spaces to cycle are important.



Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Tyneside produce important health, economic and environmental benefits for everyone.

Tyneside residents walk or wheel 34 times around the world every day

272.7 million

walking and wheeling trips were made in Tyneside in the past year, which adds up to

308 million miles

= **840,000 miles** a day.

This equates to each resident spending

5 days

walking or wheeling continuously in the past year.

Annual walking and wheeling trips by purposeⁱ

Enjoyment or fitness – adults and children (including running):
113,100,000

41%

Destination – adults only (eg work, school, shopping):
141,300,000

52%

School – children only:
18,300,000

7%



Walking and wheeling benefit residents and the local economy in the region

In Tyneside, the net annual economic benefit for individuals and society from all walking and wheeling trips is

£370.5 million

Of this total,

£16.2 million

is from people with a car choosing to walk or wheel for transport in the past year.

26p

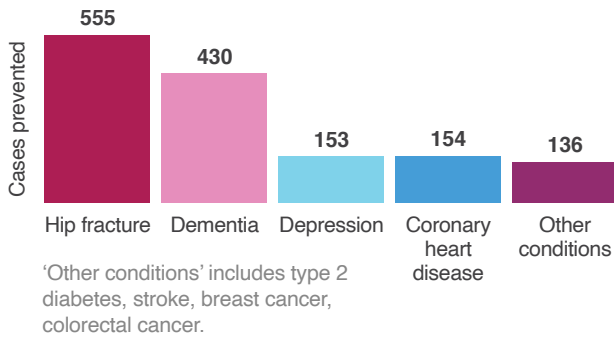
net benefit from each mile walked or wheeled instead of driven



These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

Walking and wheeling unlock health benefits for everyone

Walking in Tyneside prevents 1,428 serious long-term health conditions each year



Saving the NHS in Tyneside

£9.3 million per year

equivalent to the cost of **310,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Tyneside the physical activity benefits of walking

prevent 354 early deaths annually

which is valued at

£1.16 billionⁱⁱ

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

48,000 kg of NO_x

and

6,900 kg of particulates

(PM₁₀ and PM_{2.5})

52% of residents agree the

air is clean in their local area



Walking and wheeling in Tyneside help mitigate our climate crisis

17,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

37,000 people taking flights

from Newcastle to Tenerife.



Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

Walking and wheeling keep Tyneside moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep Tyneside moving for all road users.

140,000 return walking trips

are made daily in Tyneside by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

412 miles

equivalent to the distance from Newcastle city centre to Plymouth.



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



Benefits of cycling

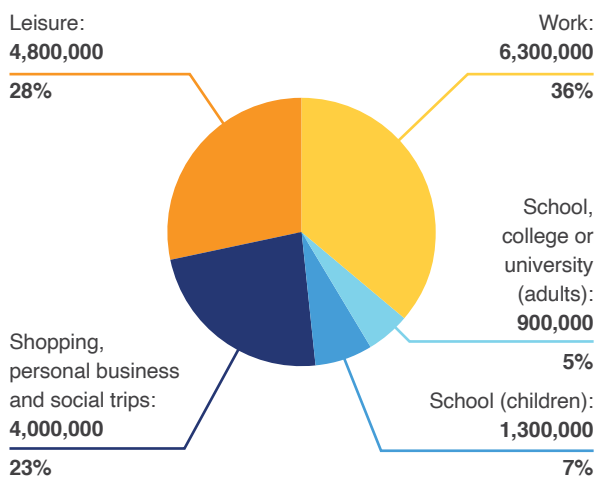
Why everyone gains when more people cycle

Tyneside residents cycle 9 times around the world every day

From 2019 to 2021 there was a reduction in school, college and university trips, and in shopping, personal business and social trips. However, cycling levels increased for work and leisure trips.

Annual cycling trips by purpose in Tynesideⁱ

2021:
17.3 million trips

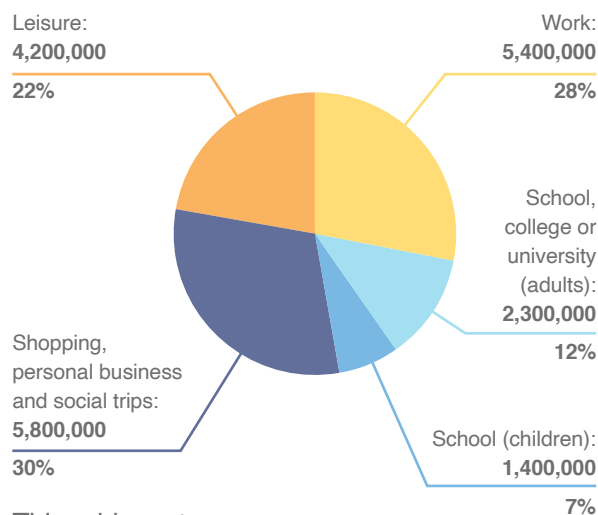


This adds up to

77.3 million miles

= 210,000 miles a day

2019:
19.2 million trips



This adds up to

76.2 million miles

= 210,000 miles a day

Cycling benefits residents and the local economy in the region

In Tyneside, the net annual economic benefit for individuals and society from all cycling trips is

£66 million

£72.1 million in 2019

Of this total,

£31.1 million

£43 million in 2019

is from people with a car choosing to cycle for transport in the past year.

£1.15

net benefit from each mile cycled instead of driven

£1.39 in 2019



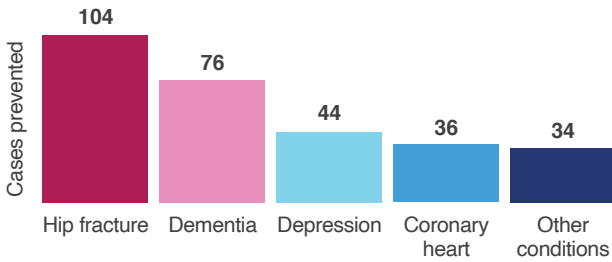
These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

ⁱ Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.

Cycling unlocks health benefits for everyone

Cycling in Tyneside prevents 294 serious long-term health conditions each year

270 in 2019



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Tyneside

£1.9 million per year

£1.7 million in 2019

57,000 in 2019



equivalent to the cost of **63,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Tyneside the physical activity benefits of cycling

prevent 27 early deaths annually

27 in 2019

which is valued at

£88.9 millionⁱⁱ

£82.6 million in 2019

People cycling more instead of driving improves air quality, saving annually:

14,000 kg of NO_x and

18,000 kg in 2019

2,100 kg of particulates (PM₁₀ and PM_{2.5})

2,500 kg in 2019

52% of residents agree the air is clean in their local area



Cycling in Tyneside helps mitigate our climate crisis

9,000 tonnes in 2019

7,500 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



19,000 people in 2019

16,000 people taking flights

from Newcastle to Tenerife.

Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

Cycling keeps Tyneside moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep Tyneside moving for all road users.

15,000 in 2019

12,000 return cycling trips

are made daily in Tyneside by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

36 miles

equivalent to the distance from Newcastle city centre to Hartlepool.

44 miles in 2019



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



Walking solutions

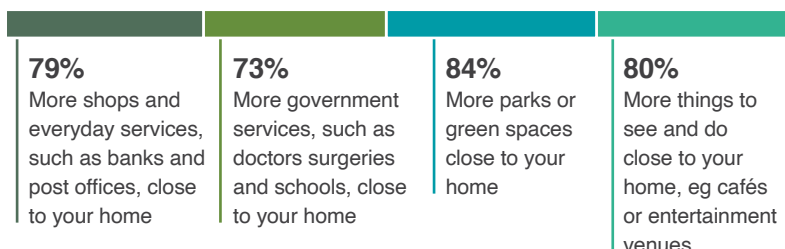
What would help make walking and wheeling better?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



64%

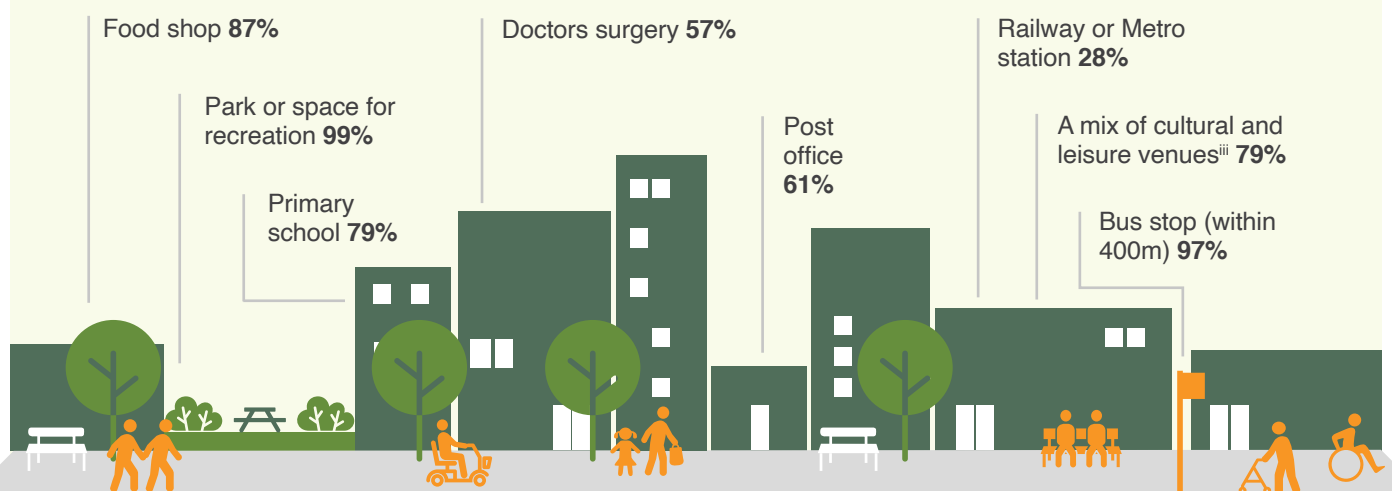
of Tyneside households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.ⁱ

Lower density neighbourhoods have too few people to make much local business or public transport viable.ⁱⁱ

56%

agree they can easily get to many places they need to visit without having to drive

Proportion of households within an 800m walk or wheel of the following amenities and services



i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

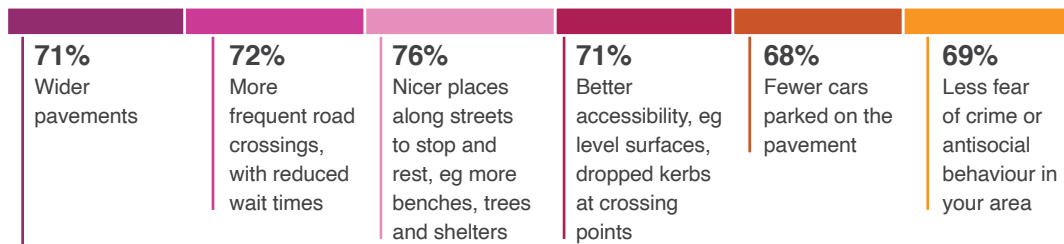
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

What percentage of residents think that these changes would help them walk or wheel more?



In Tyneside:

42%
of A and B roads have a pavement width greater than 3m^{iv}

64%
of C and unclassified roads have a pavement width greater than 2m

78%
of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



Helen Laybourne, Ryton Infant and Junior School Federation



Parking is very limited around school. Some parents want to drop off their children as near as possible to the school gate. They were parking in front of driveways and in busways, which is not only illegal, but unacceptable for our neighbours.

Ryton is a very active school. We decided to join the WOW walk to school challenge, organised by Living Streets. If children walk, cycle or scoot all or part of the way to school they get a mark. If they hit the monthly target, they get a badge. Children want to collect all the badge designs, and classes compete to get the most points.

There is a large, free car park in the village and we ask parents to use our Park and Stride scheme. Children want their parents to park in the car park because if they're driven all the way they won't get the mark for the day.

The scheme has been very successful. Children love their WOW badges. 94% of children now walk, cycle, scoot or get the bus all or some of the way to school. It has helped to discourage parking outside the school and in neighbouring streets, therefore keeping our children safer.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.

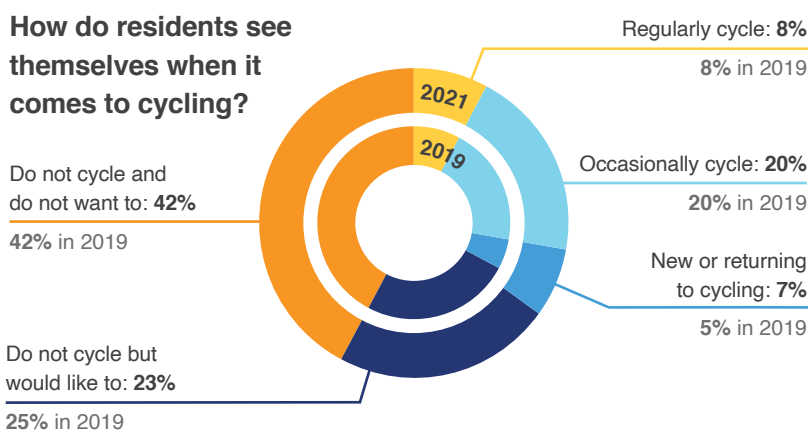


Cycling solutions

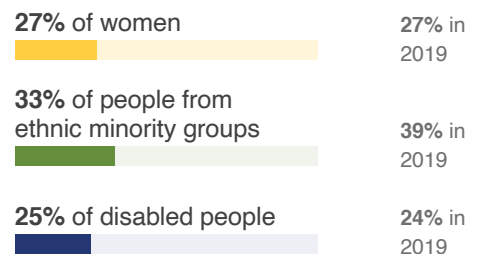
What would make cycling better?

Many Tyneside residents want to cycle

How do residents see themselves when it comes to cycling?

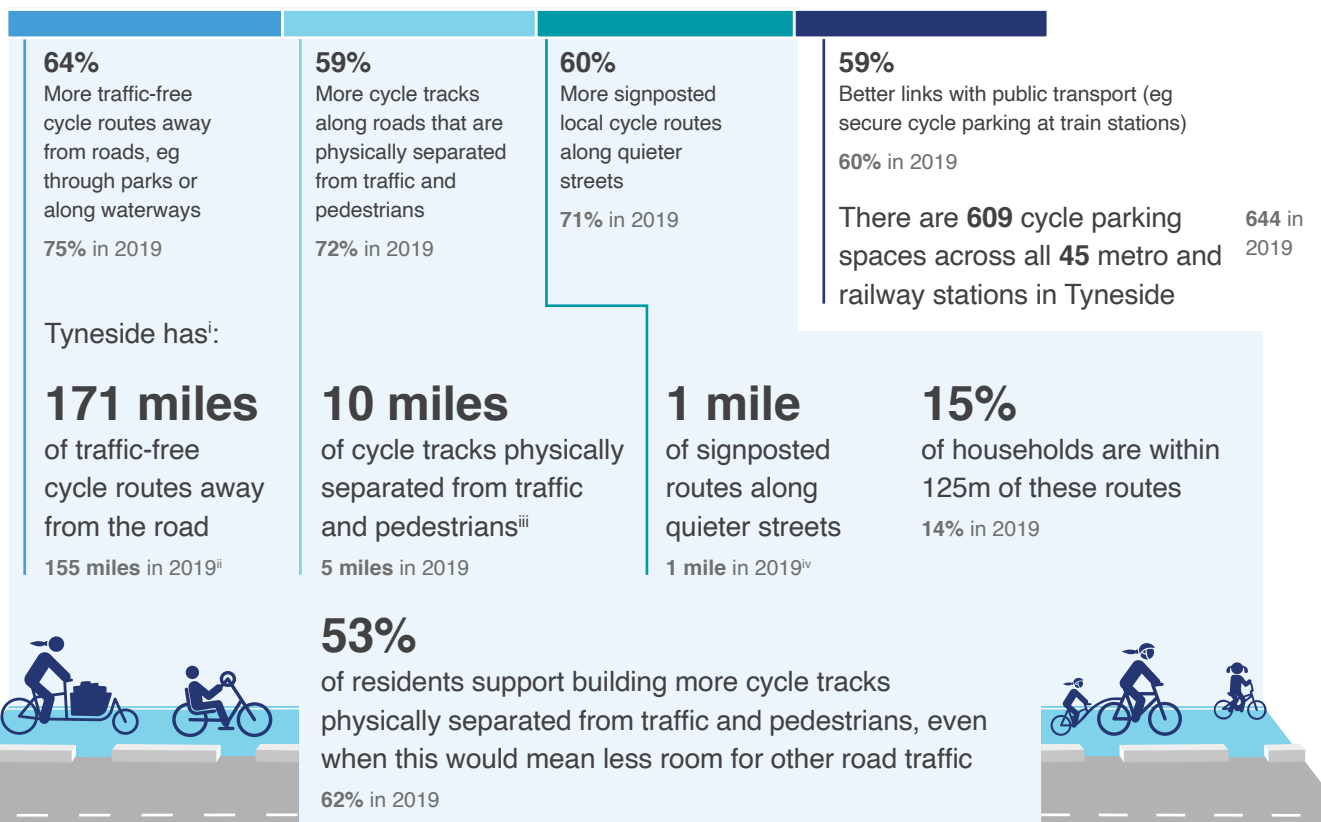


What proportion of residents said they 'do not cycle but would like to'?



Residents want improved cycling infrastructure

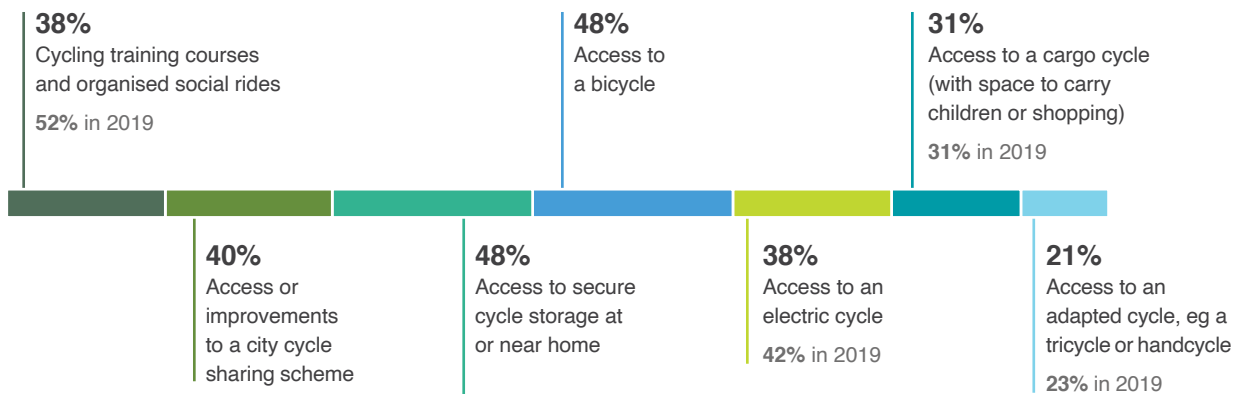
What percentage of residents would be helped to cycle more by better facilities?



i. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports. ii. Some routes have been re-classified between 2019 and 2021 which partly explains the differences between the two years. iii. This does not include 'pop-up' cycle tracks installed during the pandemic. iv. Data provided in 2019 for signposted cycle routes on low-trafficked and low speed roads did not include Gateshead.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Public cycle parking

There is a public cycle parking space for every **148** people who cycle in Tyneside.

135 in 2019



Reported cycle thefts

There were **1,189** reported cycle thefts in Tyneside in 2020/21.

1,041 in 2019/20

For every **249** people who own an adult cycle in Tyneside, there was **1** reported cycle theft in the past year.

Cycle access

50%

of residents have access to an adult pedal cycle

50% in 2019

15%

of households are within 800m of a cycle shop^v



Gillian Mabbitt



Before September this year I was actually quite anti-cycling. My husband cycles but I thought it was a crazy death trap of a hobby. I started to go back into work a couple of times a week after the lockdown. I wanted to avoid public transport, so I decided to buy an ebike.

I'm not the fittest person and I have dodgy knees, but I was surprised how easy it was on the ebike. It had to be a route I felt comfortable on. I live in Felling and work at the university in Newcastle. It is about five kilometres door-to-door. There is cycle path most of the way with only a few junctions I don't like.

The John Dobson street cycle way is fabulous, although access from the Tyne Bridge isn't great. Near to me there are changes to the crossing and a new cycle track at High Street West. We definitely need more of this.

It still blows my mind that I've started cycling. It's super handy. My commute is faster than it was on public transport.

v. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

68% of residents



69% of women



82% of people from ethnic minority groups



67% of men



67% of white people



58% of disabled people



72% of LGBTQ+ people



56% of socio-economic group DE



73% of non-disabled people



70% of heterosexual people



76% of socio-economic group AB



The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 30% of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

63% Walk more



55% Cycle more



56% in 2019

Unclassified roads are not designed to carry through-traffic, but in Tyneside 25% of their total length has nothing to prevent it. This can result in rat-running.ⁱ

54% agree that restricting through-traffic on local residential streets would make their area a better place.

60% in 2019

76% of Tyneside's streets have 20mph speed limits.ⁱⁱ

63% in 2019

Residents would find more streets with 20mph speed limits useful to:

58% Walk more



54% Cycle more



52% in 2019

Residents want local streets to be better spaces for people to spend time in

72% in 2019

60% agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

56% agree they regularly chat to their neighbours, more than just to say hello

65% support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficeighbourhoods.org. Unclassified roads are all public roads that are neither motorways, A, B nor C roads. ii. Excludes motorways. Data provided in 2019 for North Tyneside were estimates, which could explain the large differences between the two years.



Julie Hall, Neuroradiologist



The biggest barrier for families cycling is the lack of proper segregated lanes. Cars are so aggressive, buses come close to your handlebars. When you get to road crossings there are variable timings for pedestrians so people get impatient and run across.

We need to put proper traffic controls outside schools and link up segregated infrastructure connecting schools, shops and city centres. There are sections which are really good then you get spat out onto an impossible bit of road.

We also need to get rid of pavement parking. My mum is in a wheelchair. So many times we've gone out and we can't get her past the parked cars.

Since we moved to Gosforth we've really benefitted from recent infrastructure changes. The council closed the road to through traffic, and there were additional temporary bridge closures during Covid-19 to help with walking and cycling.

As a result we can now cycle our youngest child very safely to school in Heaton. My two older kids can also walk across Stoneyhurst bridge to High school. These measures have really enabled them to be independent.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

11 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).ⁱⁱⁱ

49% of residents agree there is space for children to socialise and play



74% of households are within 800m of a children's playground



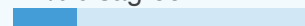
Among Tyneside residents:

49% agree



57% agree in 2019

21% disagree



23% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

0 permanent School Streets schemes exist in Tyneside^{iv}



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. There are trial schemes in place but these have not been included. Figure given is correct as of 26 May 2021.



Developing Tyneside

Recent walking, wheeling, cycling and neighbourhood changes

We can only become a region which focuses on walking and cycling by creating a network of high-quality infrastructure and policy that prioritises it.

We know that climate change poses a significant threat to the health, wellbeing and livelihoods of residents, and we require rapid and far-reaching changes in many aspects of society to avoid these impacts.

All three of our authorities are working towards being carbon net zero by 2030, but we know that achieving this within council services will not be enough.

Transport is an important part of everyone's lives. It supports the economy, society and communities. It is important that we have clear policy direction to guide its strategic planning and day to day responsibilities.

As outlined in this report there is widespread public acceptance that the measures we are taking both within our own council areas and regionally, can lead to changing behaviours to allow people to make the switch from car driving to active modes of transport.

As a group of councils, we have all trialled new walking and cycling infrastructure as a response to the Covid-19 pandemic and the need at times to ensure social distancing. Trialling infrastructure can be a useful tool to help achieve change and ensure that the permanent scheme has been thought through and considered. We will use the lessons learnt during this process in the delivery of future schemes.

All three councils have continued development of their Local Cycling and Walking Infrastructure Plans (LCWIPs) which set out our long-term ambitions to improve routes for journeys on foot or bike and other active means, within our areas. We will continue to develop these and seek funding to deliver high-quality infrastructure which will enable more people to make the right travel choice for their journeys.

“““

We want to help make walking and cycling become the obvious and quickest option rather than getting behind the wheel of a car.



We will continue to deliver cycle training in schools and support pupils and families to continue cycling throughout their lives.

There is a reliance on us as councils to do our part too.

This includes looking at how our neighbourhoods and town centres operate. We anticipate there will be a continuation of more people working from home, or blended working.

We saw during the pandemic, the reduction in car use around neighbourhoods had a significant impact on people's perceptions of their local areas. We want to help make walking and cycling become the obvious and quickest option rather than getting behind the wheel of a car.

By placing a high priority on encouraging sustainable and active travel and making it safer, easier, more attractive, and inclusive for people to walk and cycle on their journeys, we can support people's health and wellbeing and contribute to achieving our ambitious net zero carbon targets. This could include local initiatives such as low-traffic neighbourhoods, using the principles of 20-minute neighbourhoods or ensuring that our neighbourhoods are places where our communities can thrive.

We will continue to develop a protected and comprehensive cycle route network, spanning Newcastle, Gateshead and North Tyneside and linking with neighbouring networks, whilst providing easy access to employment, leisure, health and education. We want people to get out on their bikes or on foot to enjoy their local attractions. We will put walking and cycling at the heart of new developments, linking communities and opportunities.

We will continue to demonstrate that change is possible with ambition, commitment and investment.



Looking forward

Better streets and places for everyone

We want our areas to be places where everyone makes journeys on foot or by bike part of their day to day lives. Places where people can, and do, choose cycling and walking for any trip they want to make. Each of our authorities has been successful in securing external funding to deliver schemes which make it easier to walk and cycle and encourage more people to choose walking and cycling for more local journeys.

There was a rapid and significant spike in numbers of people taking part in cycling during the 2020 lockdown. This, and the figures in this report, point to there being a substantial unmet demand for more and better cycling facilities.

We all continue to promote active journeys to schools, with School Street trials continuing in Newcastle and North Tyneside and Gateshead rolling out their toolkit in promoting safe and sustainable travel – Be Cool, Park Away From Our School.

We continue to construct protected infrastructure to promote active travel – we know that safety is a key concern to address in encouraging people to travel more actively. This includes new at-grade walking, cycling and public transport links across the Gateshead Highway linking Sunderland Road through to the High Street; plans to deliver the Sea Front Sustainable Route along National Cycle Network Route 1 between Whitley Bay and Tynemouth; and the changes to Grey Street and outside the Royal Victoria Infirmary in Newcastle to promote active travel within the city.

We know that many people cross our local authority boundaries for work, social and utility journeys. We have been working on making these journeys easier to allow active travel to become the norm. This has included improving cycling and walking links between Gateshead, Newcastle and the Quays and between Newcastle and North Tyneside along the Coast Road cycle route as well as river-based routes, including Hadrian’s Cycleway.



We want our areas to be places where everyone makes cycling part of their day to day lives. Places where people can, and do, choose cycling for any trip they want to make.

The Covid-19 pandemic and the increase in working from home has disrupted the transport system while placing greater emphasis on the need for homes and businesses to have strong digital connectivity. The long-term impact on transport demand and travel patterns is still unclear and we need to continue to understand and reflect these changes in our long-term transport plans and ensure we continue to deliver a commercially viable transport system while supporting sustainable forms of travel.

This has brought into sharp relief the need to provide solutions to people at the neighbourhood level. With more people working from home, cycling and walking connections to shops, services and local and district centres become increasingly important.

Taking opportunities to minimise motorised traffic in local streets, and reduce the possibility for vehicles to cut or speed through, can help to make areas more attractive and safer for people who live there and for children to play. These types of changes also encourage more people to walk and cycle on short local journeys, which is good for everybody.

Measures which help to get more people cycling and walking can help to create safer, cleaner and greener neighbourhoods. This can have a big impact on tackling air pollution, reducing congestion, improving residents' health and wellbeing, and increasing safety on residential streets.



Anne Shackleton, 60, Whitley Bay



Since lockdown I got out my bike and started to walk and cycle more. I walk to shops and I cycle longer distances to see friends, or visit my mum.

It's good if people see me – an older lady – on a bike. It might help them think they can do this too.

During the pandemic we had the temporary Sunrise cycleway on the seafront where I could just really relax and enjoy riding to Tynemouth. I got anxiety relief from Covid and from the stress of looking after my mum. It was exercise, and I would bump into people as I went along. It really was a life-saver.

Now I have to ride on the pavement or the road. We need everyday cycling infrastructure. Whitley Bay is a ribbon town but it has a heart. I'd like to see much more allocation of road space to pedestrians and a low-traffic neighbourhood. At the moment it's not welcoming or accessible on foot. We picked Whitley Bay so we could walk and cycle to the local shops within 15 minutes. It's such a beautiful place but it could be so much better.

Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all Tyneside residents, not just those who walk or cycle.

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at www.sustrans.org.uk/walkingcyclingindex

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

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