



North Tyneside Council



Tyneside

Walking and Cycling Index 2023

Published March 2024



Foreword

Our vision for walking, wheeling and cycling in Tyneside



We know that active travel, whether it is cycling, walking or wheeling, helps achieve our aims of improving people's health, supporting better local air quality and contributing to our

carbon net zero ambitions through modal shift.

All three local authorities featured in this report – Gateshead, Newcastle and North Tyneside – have put detailed plans in place to move towards carbon net zero.

To help achieve this, walking, wheeling and cycling need to be the natural and safe ways for people to make everyday journeys, in the area where they live or getting around city, town and district centres.

We need to make the best use of the finite space we have available, especially in busy urban areas.

The three authorities have worked together with Sustrans on this important report, which sets out where we are now, as well as identifying some of the barriers to active travel which still exist.

We all want to help people choose active travel for more of their everyday journeys and the data in this report provides us with additional evidence to put our plans into practice.

The report also highlights that there is more to be done – 28% of women said they do not cycle but would like to; whilst only 56% of disabled people say safety when walking or wheeling is good, compared with more than two-thirds of people with no disability. It is important that active travel choices are as inclusive as possible.

Our authorities have continued to invest; securing substantial external funding, to improve active travel infrastructure, deliver cycle training and promote active travel in our communities.

With partners across the region we will continue working to achieve the aims and objectives of the North East Transport Plan.

We need to ensure that our towns, cities and neighbourhoods support safe and easy cycling, walking and wheeling for all, through good design, improved crossings, lighting and signage. This will help people to choose cycling, walking and wheeling for their everyday journeys, or to combine with public transport for longer trips.

Developing our transport network in this way, along with training and promotion, will help support our economy, improve accessibility and help address long-standing health, social and economic inequalities, while supporting carbon reduction and providing better air quality for people across our region.

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, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each city reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the third report from Tyneside produced in partnership with Gateshead Council, North Tyneside Council and Newcastle City Council. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,191 residents aged 16 or above in Tyneside. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 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 reports can be found at www.sustrans.org.uk/walking-cycling-index. For more data, including 2019 figures where available, see the [Index Data Tool](#).



Defining wheeling

We recognise that some people who use wheeled mobility aids, for example a wheelchair or a mobility scooter, may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions, metropolitan areas and boroughs.

Headlines

Tyneside

Populationⁱ

705,230

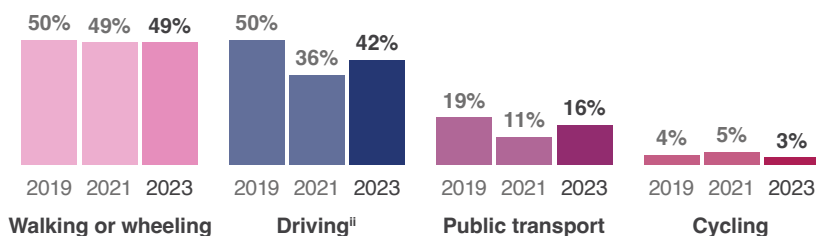


Survey area

The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

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



Participation in walking, wheeling and cycling remains at a similar level to in 2021.

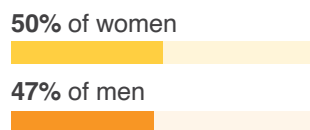
49%
of residents walk or wheel at least five days a week
49% in 2021

14%
of residents cycle at least once a week
16% in 2021

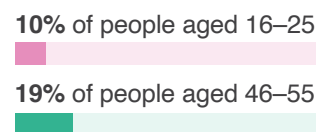
Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

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



Proportion of residents who cycle at least once a week

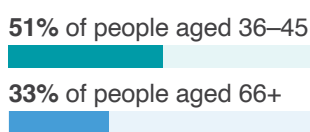


Not all residents feel safe and welcome in their neighbourhood

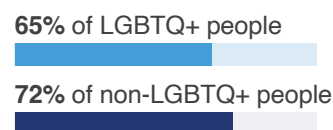
Proportion of residents who think walking or wheeling safety is good



Proportion of residents who think cycling safety is good



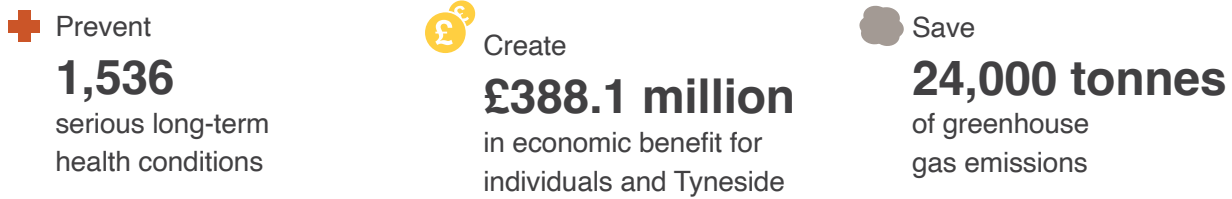
Proportion of residents who feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood



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

Everyone benefits when more people walk, wheel and cycle

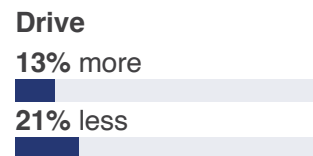
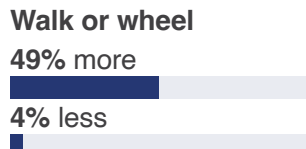
Every day, walking, wheeling and cycling in Tyneside take up to **140,000** cars off the road.^{iv} Each year in Tyneside these three modes combined:



Residents want to walk, wheel and cycle more and drive less

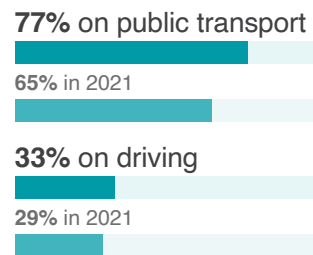
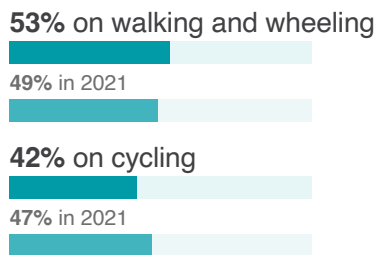
Percentage of residents who would like to use different types of transport more or less in the future:

21% of residents want to drive less, yet 35% of residents often use a car because no other transport options are available.



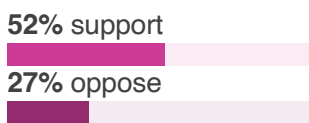
Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending in their local area:

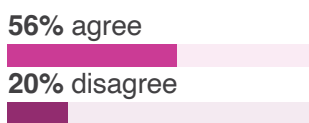


Increased funding would help support more liveable neighbourhoods

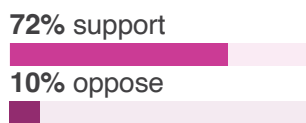
Among Tyneside residents:



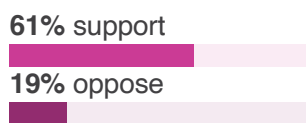
more cycle paths along roads, physically separated from traffic and pedestrians



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



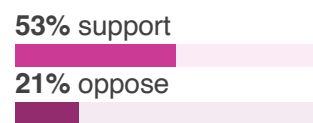
the creation of more 20-minute neighbourhoods^v



banning vehicles parking on the pavement



the creation of more low-traffic neighbourhoods^{vi}



shifting investment from road building schemes to fund walking, wheeling, cycling and public transport

iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.
v. See definition on page 14. vi. For definition see [Methodology document](#).



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 the same since 2021.

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 or wheel

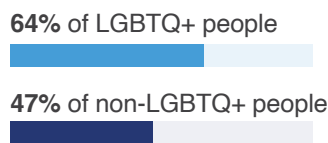
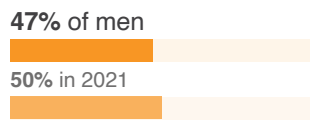
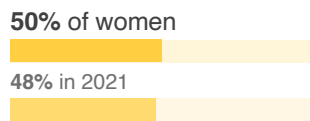
93%
in 2021

49%
of residents walk or wheel
at least five days a week

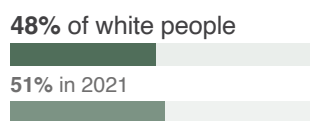
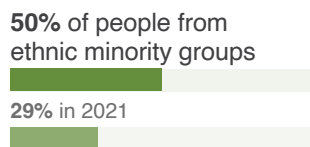
49%
in 2021

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

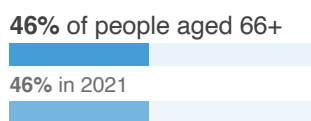
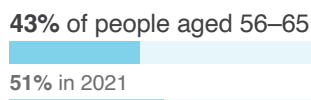
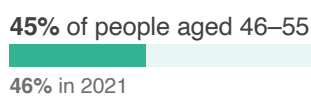
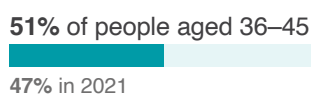
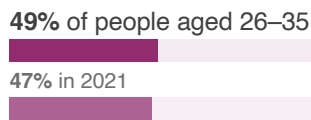
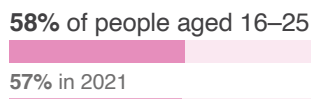
Genderⁱ and sexuality



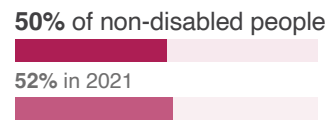
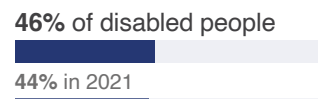
Ethnicity



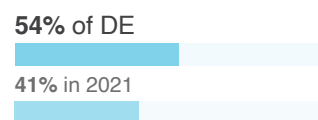
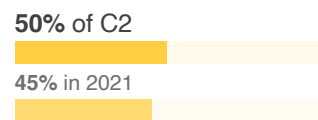
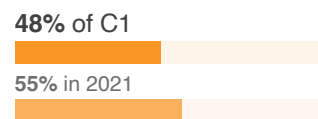
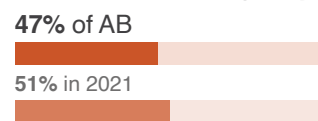
Age



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

64%

of residents think the level of safety for walking or wheeling is good

74% in 2021

50%

of residents think the level of safety for children walking or wheeling is good

57% in 2021

70%

of residents think their local area overall is a good place to walk or wheel

76% in 2021

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

Gender and sexuality

64% of women



72% in 2021



64% of men



77% in 2021



68% of LGBTQ+ people



65% of non-LGBTQ+ people



Ethnicity

68% of people from ethnic minority groups



82% in 2021



64% of white people



73% in 2021



Age

77% of people aged 16–25



79% in 2021



60% of people aged 26–35



70% in 2021



68% of people aged 36–45



73% in 2021



61% of people aged 46–55



73% in 2021



64% of people aged 56–65



77% in 2021



56% of people aged 66+



73% in 2021



Disability

56% of disabled people



66% in 2021



68% of non-disabled people



78% in 2021



Socio-economic group

67% of AB



77% in 2021



66% of C1



78% in 2021



64% of C2



65% in 2021



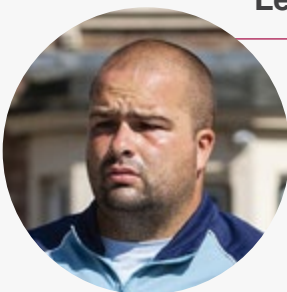
57% of DE



68% in 2021



Lee



I'm registered blind and have a guide dog. I walk into North Shields every weekday to take my kids to school.

The street isn't level, with a lot of potholes and poor drainage. Sometimes there's no kerb. Guide dogs are trained to go from kerb to kerb so the dog gets confused if the kerb's not there.

Clear street corners and edges help, with contrasting colours. Straight lines and landmarks like bollards or bins are useful to navigate.



Cycling in Tyneside

Cycling participation, safety and satisfaction

Cycling participation

Over a third of residents cycle, with potential for many more to take part. **14%** cycle at least once a week, a slight decrease since 2021, although it has increased for some age groups.ⁱ

Barriers to cycling include safety concerns or lack of confidence, which can be reduced by providing more traffic-free routes and cycle training. Perceived cycling safety has marginally improved, but has decreased for some groups in society.

34%
of all residents cycle

36%
in 2021

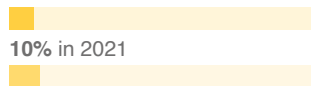
14%
of all residents cycle at least once a week

16%
in 2021

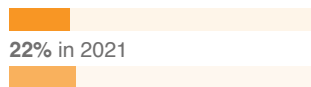
Proportion of residents who cycle at least once a week

Gender and sexuality

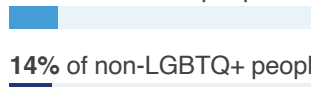
8% of women



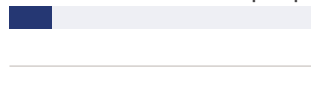
20% of men



16% of LGBTQ+ people



14% of non-LGBTQ+ people



Ethnicity

14% of people from ethnic minority groups

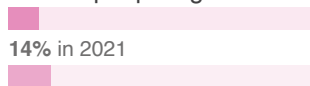


14% of white people

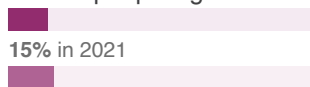


Age

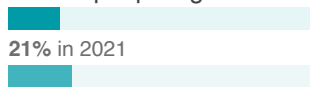
10% of people aged 16–25



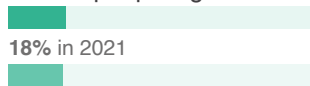
13% of people aged 26–35



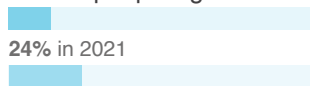
17% of people aged 36–45



19% of people aged 46–55



14% of people aged 56–65

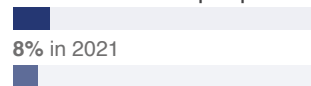


11% of people aged 66+



Disability

12% of disabled people



15% of non-disabled people



Socio-economic group

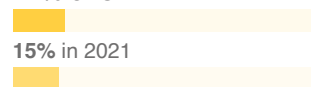
16% of AB



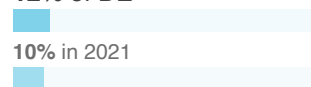
12% of C1



17% of C2



12% of DE



i. Based on people who cycle at least once a week.

Cycling safety and satisfaction

44%

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

44% in 2021

38%

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

35% in 2021

49%

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

47% in 2021

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

Gender and sexuality

44% of women



44% in 2021



43% of men



46% in 2021



44% of LGBTQ+ people



46% of non-LGBTQ+ people



Ethnicity

52% of people from ethnic minority groups



63% in 2021



43% of white people



43% in 2021



Age

57% of people aged 16–25



57% in 2021



39% of people aged 26–35



47% in 2021



51% of people aged 36–45



44% in 2021



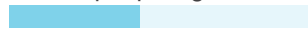
41% of people aged 46–55



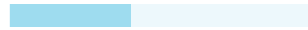
42% in 2021



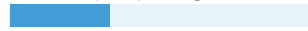
43% of people aged 56–65



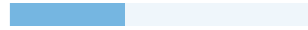
40% in 2021



33% of people aged 66+



38% in 2021

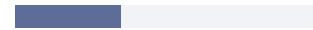


Disability

36% of disabled people



35% in 2021



47% of non-disabled people



49% in 2021



Socio-economic group

44% of AB



44% in 2021



45% of C1



48% in 2021



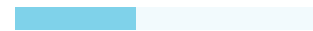
45% of C2



38% in 2021



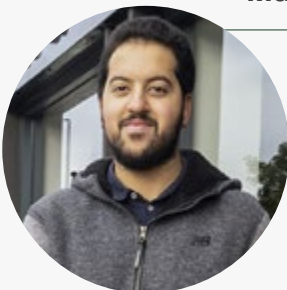
40% of DE



44% in 2021



Muhammad



I enjoy being on my bike. I find it quite easy to get around. I can switch off and ride, have a nice time, and get somewhere too.

You do have to be quite careful in some places.

I recently started working in Gateshead. It's quite far from here, the traffic is busy and there are dual carriageways.

But I'd consider cycling it if I could find a nice route.

If they had separate cycle lanes there it would be much more accessible. I'd like to see some better signs and simpler routes.



Benefits of walking

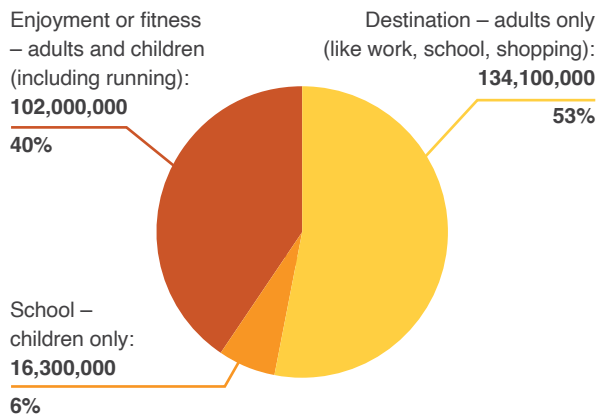
Why everyone gains when more people walk or wheel

Tyneside residents walk or wheel 27 times around the world every day

The number of separate walking and wheeling trips has decreased somewhat compared with 2021. The decrease was greater for enjoyment or fitness (including running) than for trips to a destination.

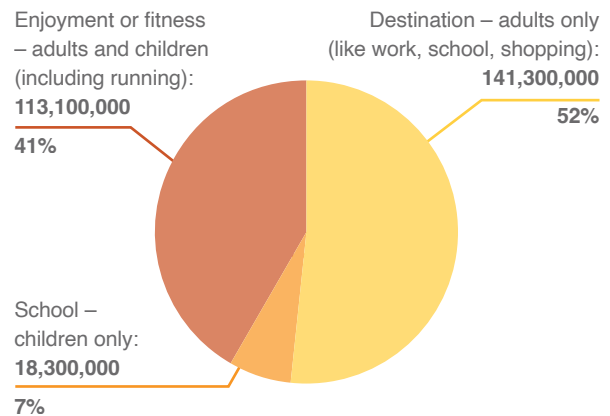
Annual walking and wheeling trips by purposeⁱ

2023:
252.4 million trips



This adds up to
243.7 million miles
= 670,000 miles a day

2021:
272.7 million trips



This adds up to
308 million miles
= 840,000 miles a day

Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

26p
in 2021

60p is savedⁱⁱ
for each mile walked or wheeled instead of driven in Tyneside.

Over a year this adds up to

£36 million

from adults with a car in their household walking or wheeling to work, school and other destinations.

£16.2
million
in 2021

The total annual economic benefit from all trips walked and wheeled in Tyneside is

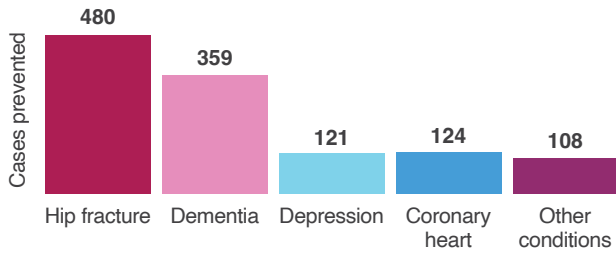
£310.3 millionⁱⁱⁱ

£370.5
million
in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

Walking and wheeling unlocks health benefits for everyone

1,428 in 2021
Walking in Tyneside prevents 1,192 serious long-term health conditions each year



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

Saving the NHS in Tyneside

£9.3 million in 2021
£14.6 million per year
 equivalent to the cost of
360,000 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 313 early deaths annually

354 in 2021

which is valued at
£1.13 billion^{iv}

£1.16 billion in 2021

Please note wheelchair or 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:

41,000 kg of NO_x and **5,800 kg of particulates** (PM₁₀ and PM_{2.5})

48,000 kg in 2021

6,900 kg in 2021

51% of residents agree the air is clean in their local area

52% in 2021

Walking and wheeling in Tyneside helps mitigate our climate crisis

17,000 tonnes in 2021
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 in 2021
35,000 people taking flights from Newcastle to Tenerife

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

Walking and wheeling keeps Tyneside moving

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

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

397 miles equivalent to the distance from Newcastle to Plymouth.

412 miles in 2021

140,000 in 2021
130,000 return walking and wheeling trips are made daily in Tyneside by people that could have used a car.

v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.



iv. 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

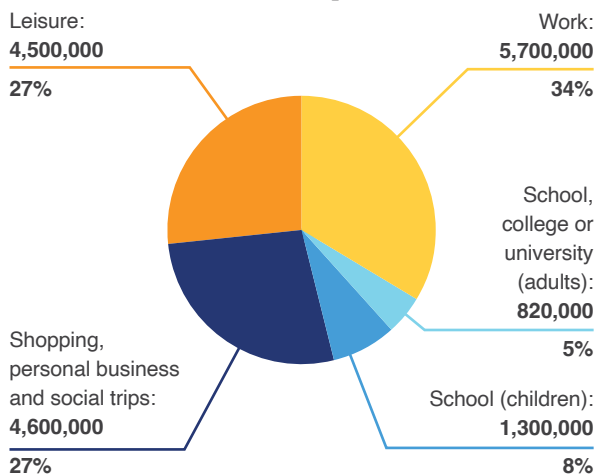
Why everyone gains when more people cycle

Tyneside residents cycle 9 times around the world every day

The number of separate cycling trips has decreased somewhat compared with 2021, when many Covid restrictions were still in force. However, cycling trips for shopping/personal/social purposes have increased.

Annual cycling trips by purpose in Tynesideⁱ

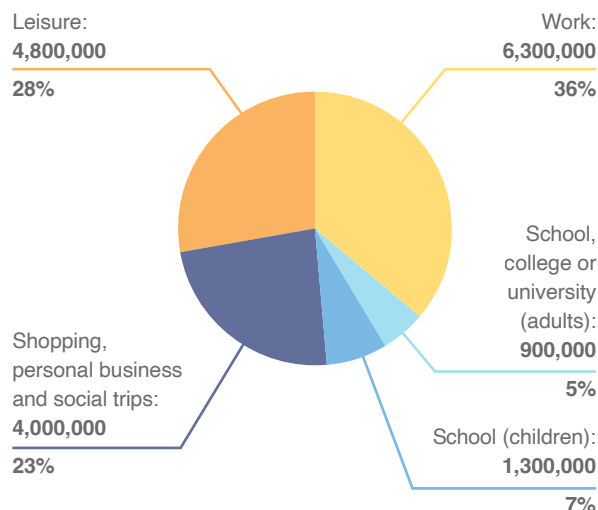
2023:
16.9 million trips



This adds up to

77.3 million miles =
210,000 miles a day

2021:
17.3 million trips



This adds up to

77.3 million miles
= 210,000 miles a day

Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

Over a year this adds up to

£41.9 million

from adults with a car in their household cycling to work, school and other destinations.

£31.1 million in 2021

The total annual economic benefit from all trips cycled in Tyneside is

£77.8 millionⁱⁱ

£66 million in 2021

£1.53 is saved for each mile cycled instead of driven in Tyneside.

£1.15 in 2021

i. Leisure trips include adults and children (with and without adult accompaniment).

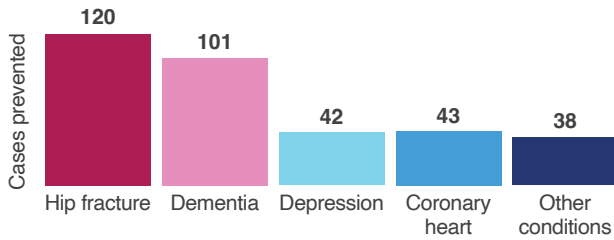
Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

Cycling unlocks health benefits for everyone

294
in 2021

Cycling in Tyneside prevents 344 serious long-term health conditions each year



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

Saving the NHS in Tyneside

£1.9
million
in 2021

63,000
in 2021

£4.3 million per year

equivalent to the cost of
100,000 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 31 early deaths annually

27
in 2021

which is valued at

£114 millionⁱⁱⁱ

£88.9
million
in 2021

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

13,000 kg of NO_x

14,000 kg
in 2021

and

2,000 kg of particulates
(PM₁₀ and PM_{2.5})

2,100 kg
in 2021

51% of residents agree the air is clean in their local area

52%
in 2021



Cycling in Tyneside helps mitigate our climate crisis

7,500
tonnes
in 2021

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



16,000
people
in 2021

16,000 people taking flights

from Newcastle to Tenerife

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

Cycling keeps Tyneside moving

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

12,000
in 2021

11,000 return cycling trips

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

iv. Litman, 2023. 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

34 miles

equivalent to the distance from Newcastle to Darlington.

36 miles in 2021



iii. 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

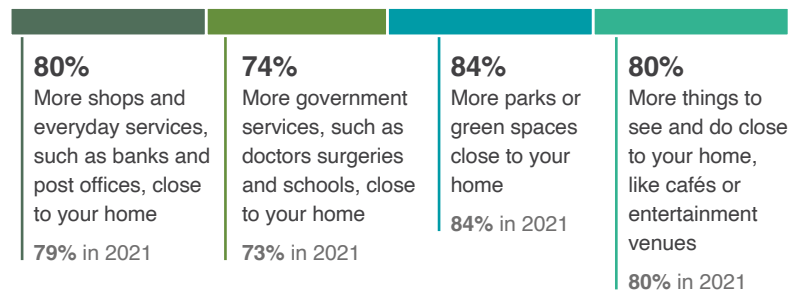
What would help make walking and wheeling easier?

Residents want more services and amenities within walking and wheeling distance

Walking, wheeling and cycling should be the most attractive options. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. In this time most people can walk or wheel 480m and back, or further.ⁱ

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 more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.

64% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.ⁱⁱ

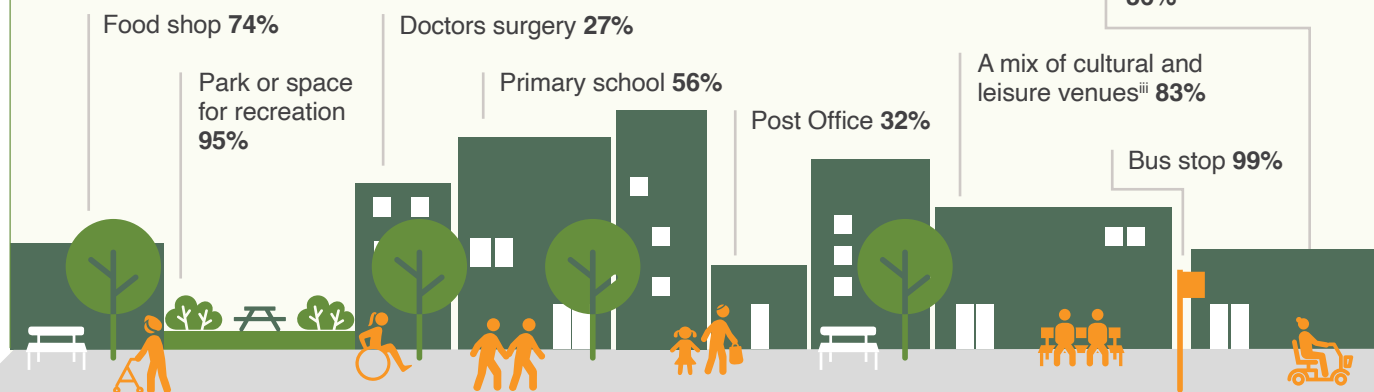
55%

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

56% in 2021

Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).

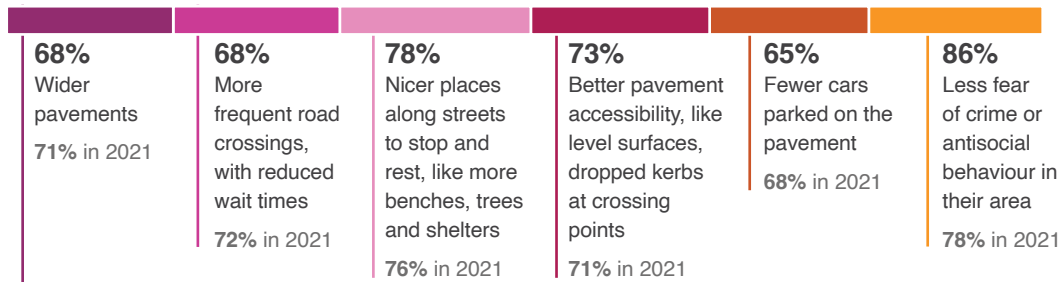


i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.
 iii. A minimum of three distinct types of cultural and leisure venues, like cafés, 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 or wheel in.

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



In Tyneside:

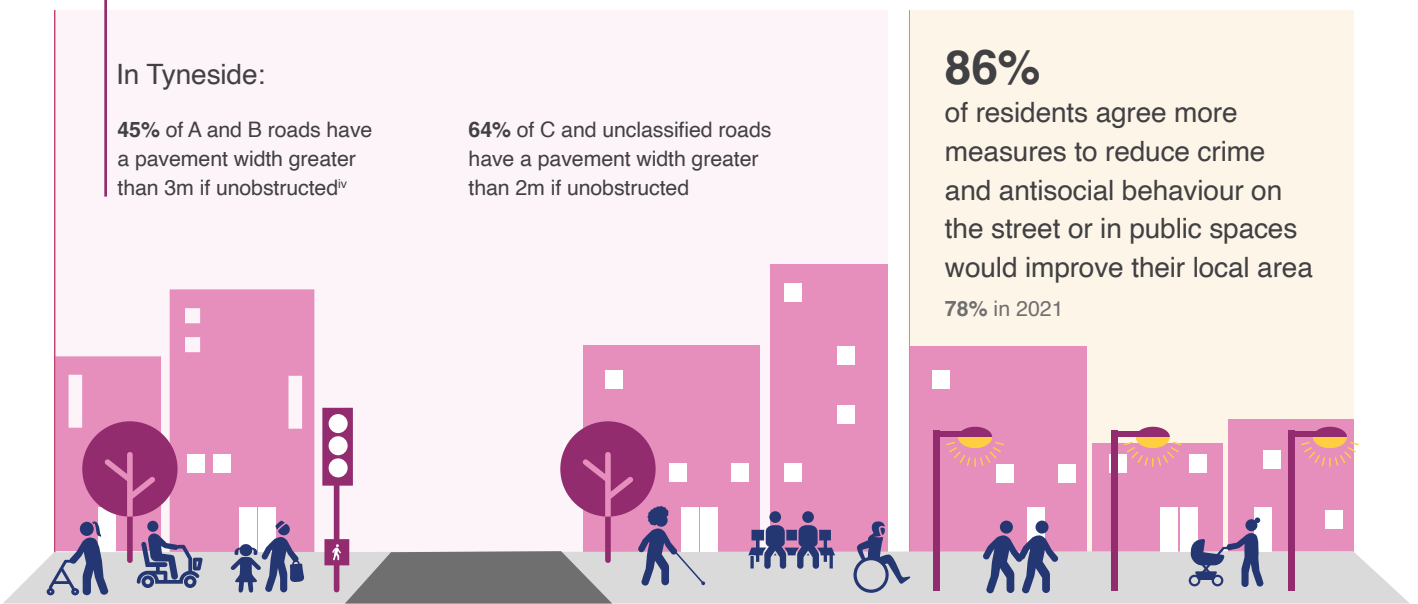
45% of A and B roads have a pavement width greater than 3m if unobstructed^{iv}

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

86%

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

78% in 2021



Kevin McVittie, Head Teacher, Hotspur Primary School



We were the first school in Newcastle to join the Council's trial school street programme.

We aimed to reduce traffic and air pollution around the school gate, and to encourage more children to get active.

During peak hours the Council uses an Experimental Traffic Regulation Order to exclude motor traffic (except local residents, teachers and other exemptions) from six streets in the zone around the school. There is no enforcement, but a camera monitors the streets.

It's been a great success. Over 86% of people want the scheme to continue. It's created a quieter, cleaner and calmer school run.

Many more children now walk, wheel or cycle to school, particularly in summer. And the residents don't complain about parking any more!

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



Cycling solutions

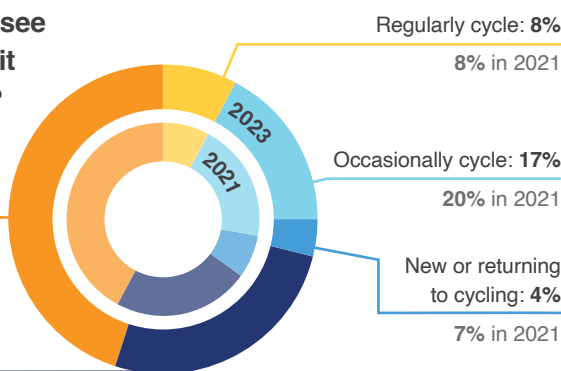
What would make cycling better?

Many Tyneside residents want to cycle

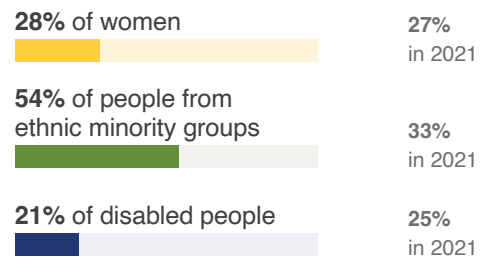
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **45%**
42% in 2021

Do not cycle but would like to: **26%**
23% in 2021

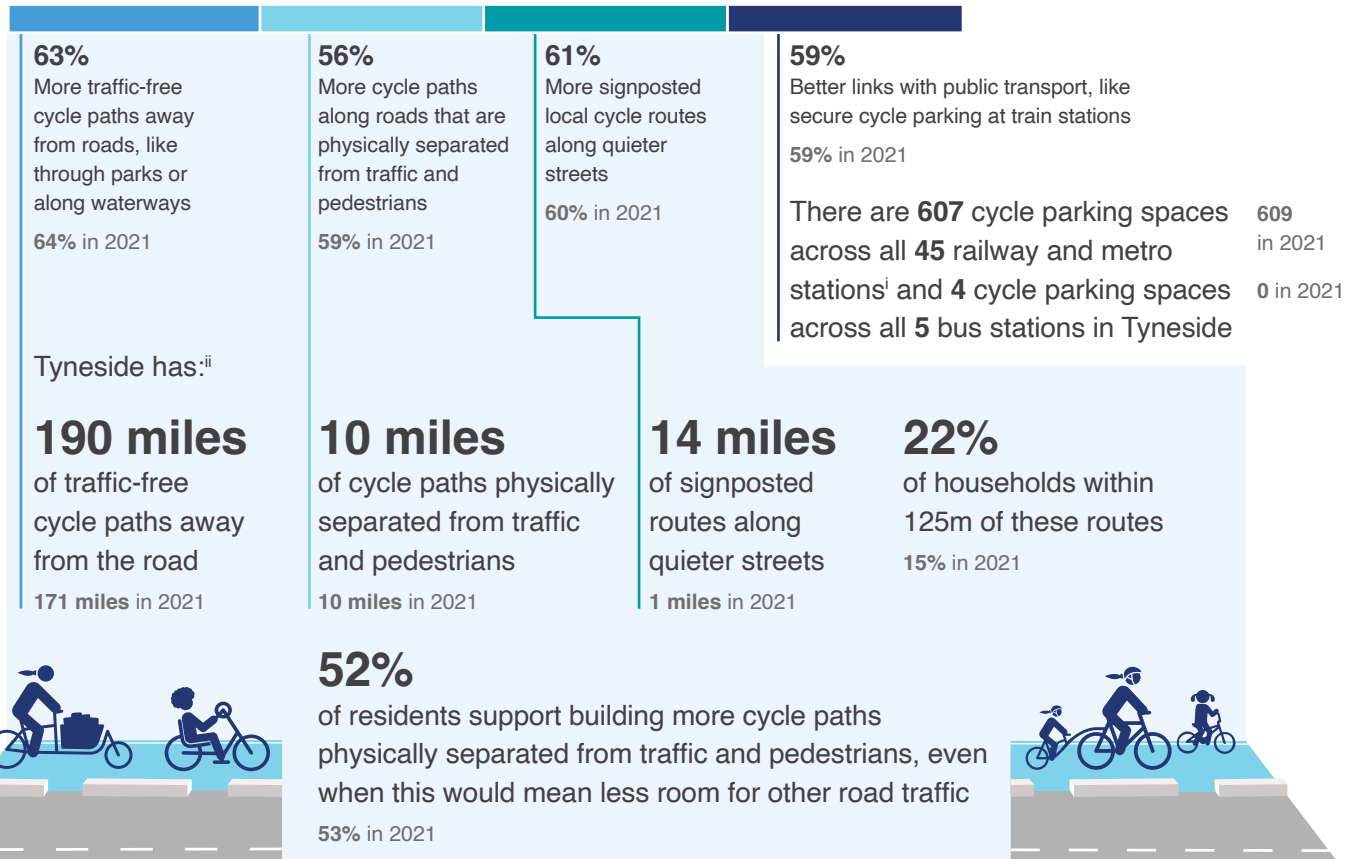


What proportion of residents said they 'do not cycle but would like to'?



Residents want improved cycling infrastructure

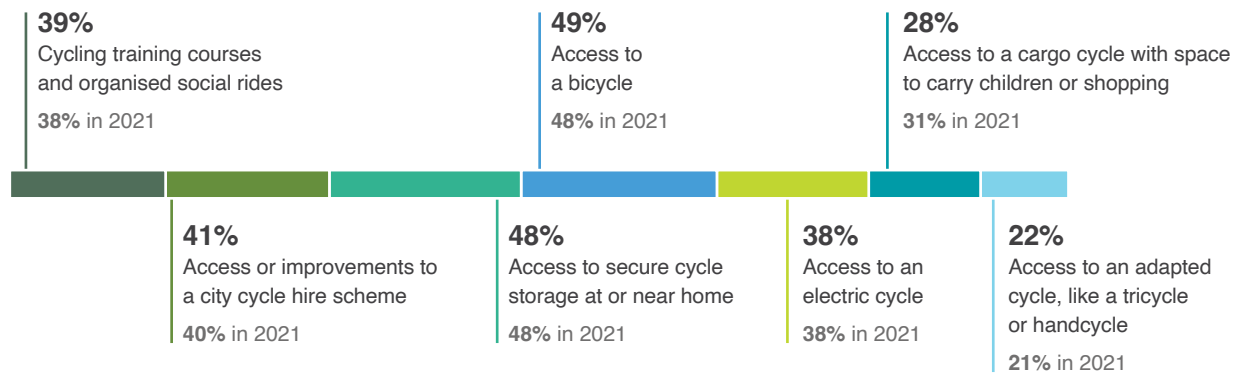
What percentage of residents would be helped to cycle more by better facilities?



i. This includes some cycle parking that is shared with bus users.
ii. To ensure comparability, these figures are correct as of 31 May 2023 for all city reports.

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 **158** people who cycle in Tyneside.

169 in 2021



Proportions of residents with access to an adult cycle

51% of residents

50% in 2021

37% of socio-economic group DE

35% in 2021

57% of socio-economic group AB

63% in 2021

51%

of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

21%

of households are within 800m of a cycle shopⁱⁱⁱ



Reported cycle thefts

There were **1,103** reported cycle thefts in Tyneside in 2022/23.

1,220 in 2021/2022

For every **267** people who own an adult cycle in Tyneside, there was **1** reported cycle theft in the past year.

David Buchan, Director, Bike4Health



A teacher at school introduced me to cycling. It gave me freedom and opened up the world.

I wanted to give kids that experience. Since 2014 we've worked with tens of thousands of children. We'll take them on traffic free paths to the coast, National Cycle Network route 72 along the Tyne, or the old waggonways.

The bike is an education tool. Children learn history of the old railway paths, experience nature, and see first-hand problems like litter, climate change and car fumes.

Traffic levels are much worse during term time. If we make it safer for children to ride, walk or wheel to school that would make a massive difference. We need more off-road routes and segregated paths.

iii. Credit to the Association of Cycle Traders (ACT) 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

71%

of residents

68% in 2021

72% of women



69% in 2021

68% of men



67% in 2021

64% of disabled people



58% in 2021

74% of non-disabled people



73% in 2021

82% in 2021

74% of people from ethnic minority groups



67% in 2021

71% of white people



65% of LGBTQ+ people



72% of non-LGBTQ+ people



58% of socio-economic group DE



56% in 2021

75% of socio-economic group AB



76% in 2021

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

30% in 2021

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% in 2021

60% Walk or wheel more



55% in 2021

53% Cycle more



Unclassified roads are not generally designed to carry through traffic, but in Tyneside

24% of their total length is accessible to through traffic. This can result in rat-running.ⁱ

25% in 2021

51% agree that restricting through-traffic on local residential streets would make their area a better place.

54% in 2021

68% of Tyneside's streets have 20mph speed limits.ⁱⁱ

67% in 2021

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

56% Walk or wheel more



58% in 2021

51% Cycle more



54% in 2021

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

60% in 2021

56%

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

55%

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

56% in 2021

57%

support low-traffic neighbourhoods

65% in 2021



Alison Stenning, PlayMeetStreet



We started PlayMeetStreet North Tyneside in 2017. Since then we've supported almost 100 streets to set up play streets. Play streets give children space to play and for neighbours to meet. There are water fights, chalking, football, and always a lot of scooting, cycling, skateboarding and rollerskating.

Often parents don't know each other particularly well before the children start playing out. It leads to all sorts of neighbourhood connections.

Children learn to cycle or scoot on the street then they often start travelling to school together. People start to reimagine how their street is used.

We'd love to see more walking and cycling infrastructure close to our streets. We're now one of the biggest play streets projects in the country. It would be great to spread to more diverse communities, particularly those which have low car ownership.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with the safety of children in mind they may then work better for everyone else too.

11 years old

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

11 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.ⁱⁱⁱ

47% of residents agree there is space for children to socialise and play



49% in 2021

50% of households are within 400m of a children's playground



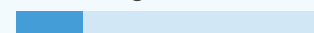
Among Tyneside residents:

51% agree



49% agreed in 2021

22% disagree



21% disagreed in 2021

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

These are known as 'School Streets'.

4 schools

in Tyneside have School Streets schemes^{iv}

0 schemes in 2021



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 31 May 2023.



Developing Tyneside

Recent walking, wheeling, cycling and neighbourhood changes

All three of our authorities have plans in place, and are seeking further investment, to work towards being carbon net zero by 2030. We know climate change poses a significant threat to people's health, wellbeing and livelihoods. Conversely, supporting people to get around by walking, wheeling and cycling can contribute to carbon reduction, benefit local air quality, support local shops and businesses, and improve health and wellbeing.

The three authorities carry out training and promotion measures which support active travel, for example delivering national standard 'Bikeability' cycling training to young people in schools.

In Newcastle, trials of four School Streets (which create a safe space for active travel at school start and finish times) have been carried out during 2022 and 2023, piloting the schemes in different settings. The council has worked closely with Sustrans to deliver a programme of engagement work around school road safety and active travel promotion.

A Social Prescribing Pilot has been launched in east Gateshead, with partners aiming to improve physical and mental well-being of individuals referred to the pilot, using active travel to manage existing physical and mental health conditions, and reduce the prevalence of future conditions. This links with the development of Gateshead's Local Cycling and Walking Infrastructure Plan (LCWIP) and funding has been secured for infrastructure improvements in the pilot area.

At the Team Modeshift National Sustainable Travel Awards 2023, Gateshead Council and Living Streets were nominated for their collaboration on 'Be Cool Birtley', which brought together children from five schools to compete in a 'Walk of Fame' to see who could increase the number of people walking, cycling and scooting to school, and encourage more parents to park away from school and using 'park and stride'.



Our authorities continue to seek to put in place initiatives and routes which help more people to make cycling, walking and wheeling part of their everyday travel.



North Tyneside's popular Summer of Cycling programme of events took place once again in 2023, and included cycling training, adapted cycle sessions and 'Dr Bike' cycle maintenance tips and assistance. The council has worked with schools to put in place several School Street schemes and offers road safety education to schools in the borough.

In Newcastle, the Council has continued to build high quality walking, wheeling and cycling infrastructure in different parts of the city and delivered a number of temporary trial schemes outside hospitals, in the city centre, schools and neighbourhoods to make active travel more attractive. The council has made a School Street trial permanent at Hotspur Primary School in Heaton, is developing pocket parks at other locations, and has trialled several pilot neighbourhood schemes to reduce the impact of through-traffic on residential streets.



Gateshead Council has completed the installation of a single-phase crossing at the southern end of the Tyne Bridge, part of a wider package of sustainable travel improvements in and around Gateshead Quays, and has completed a scheme improving cycle facilities on A167 Durham Road through Birtley to Low Fell: both received funding from the Transforming Cities Fund (TCF).

In North Tyneside, the council's ambitious regeneration plans for North Shields town centre have delivered high quality public realm improvements, such as at Northumberland Square and Howard Street, and improved active travel links in the town centre, to the new Transport Hub and the Fish Quay. With external funding from TCF, cycling, walking and wheeling improvements have been delivered on routes which link to Four Lane Ends interchange and to other Metro stations in the borough.

Our authorities continue to seek to put in place initiatives and routes which help more people to make cycling, walking and wheeling part of their everyday travel.





Looking forward

Better streets and places for everyone

The figures in this report point to there being a substantial unmet demand for more and better cycling facilities. Our three authorities continue to build new protected infrastructure for people travelling actively and we know that safety and convenience are key factors in helping people to cycle, walk or wheel more widely.

We also continue to deliver active travel training and promotion, including working with local schools.

Where people make more of their everyday journeys by means of cycling, walking and wheeling, this benefits people's health, supports local air quality and carbon reduction, and can support local businesses and encourage visits to town and district centres.

Newcastle's city centre improvements are continuing with an emphasis on prioritising pedestrians and improving the quality of a number of key streets, notably Grey Street, Northumberland Street and Ridley Place. Pilgrim Street is also undergoing a significant transformation with work currently underway to introduce better cycling facilities and improve pedestrian crossings at busy locations. Cycling facilities and new crossings for pedestrians are being installed as part of new housing schemes in the west of the city, and new crossings for active travel are being provided on more strategic routes such as Heaton Park Road.

In Gateshead, work is proceeding on the West Tyneside Cycle Route, which will improve cycle links between Team Valley, Metrocentre and Blaydon, with external funding from the Transforming Cities Fund.

Work is underway to deliver the Sea Front Sustainable Route, a permanent, segregated, safe space for active travel along North Tyneside's coast. The council secured funding from Active Travel England and Sustrans to deliver the works, which will make it easier for people to safely access the award-winning beaches, attractions and



Many people cross our local authority boundaries for work, leisure and other journeys, and we work on making these links easier where we can.

local businesses in Whitley Bay, Cullercoats and Tynemouth. The council continues to further develop its regeneration plans for the borough and, subject to funding being obtained, these are to include improved local links for people walking, wheeling or cycling in locations such as Wallsend town centre and the villages in the North West of North Tyneside.

Many people cross our local authority boundaries for work, leisure and other journeys, and we work on making these links easier where we can. The introduction of the new Tyne and Wear Metro fleet, with more space suitable to carry bikes on board, will help people to combine public transport trips with cycling.

Equally, with more people working from home for part of the week, cycling, walking and wheeling links to shops, services and local and district centres become particularly important.

Measures which support cycling, walking and wheeling can help create safer, cleaner and greener neighbourhoods. This can have positive impacts such as better local air quality, reduced carbon footprint, better road safety and improved health and fitness.

Alice Wiseman, Gateshead council



The benefits of active travel are well known, but it's not always easy.

Many people don't feel fit enough or confident enough to get moving. For those who had to shield during the pandemic, this might be because their strength and balance suffered from such a long period of inactivity. For others, mental health issues could be playing a part.

Meanwhile, Gateshead Council is also working to tackle the climate emergency and improve air quality by shifting the balance away from private cars and towards walking, cycling and public transport.

Funded by Active Travel England, we're at the beginning of a pilot that aims to address both issues.

Our new Walk and Wheel team works with social prescribing partners at local charity Edberts House to identify people who may benefit from free help to get active.

We work with participants to understand the barriers they're facing and decide together what's right for them, but support can range from assisted one to one walking programmes to guided group bike rides.

In turn, the participants help us to understand what more we can do to make active travel in Gateshead easier and more accessible for everyone.

Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

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

2021 survey data was collected from June to August 2021, 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 travelled 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/walking-cycling-index

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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