

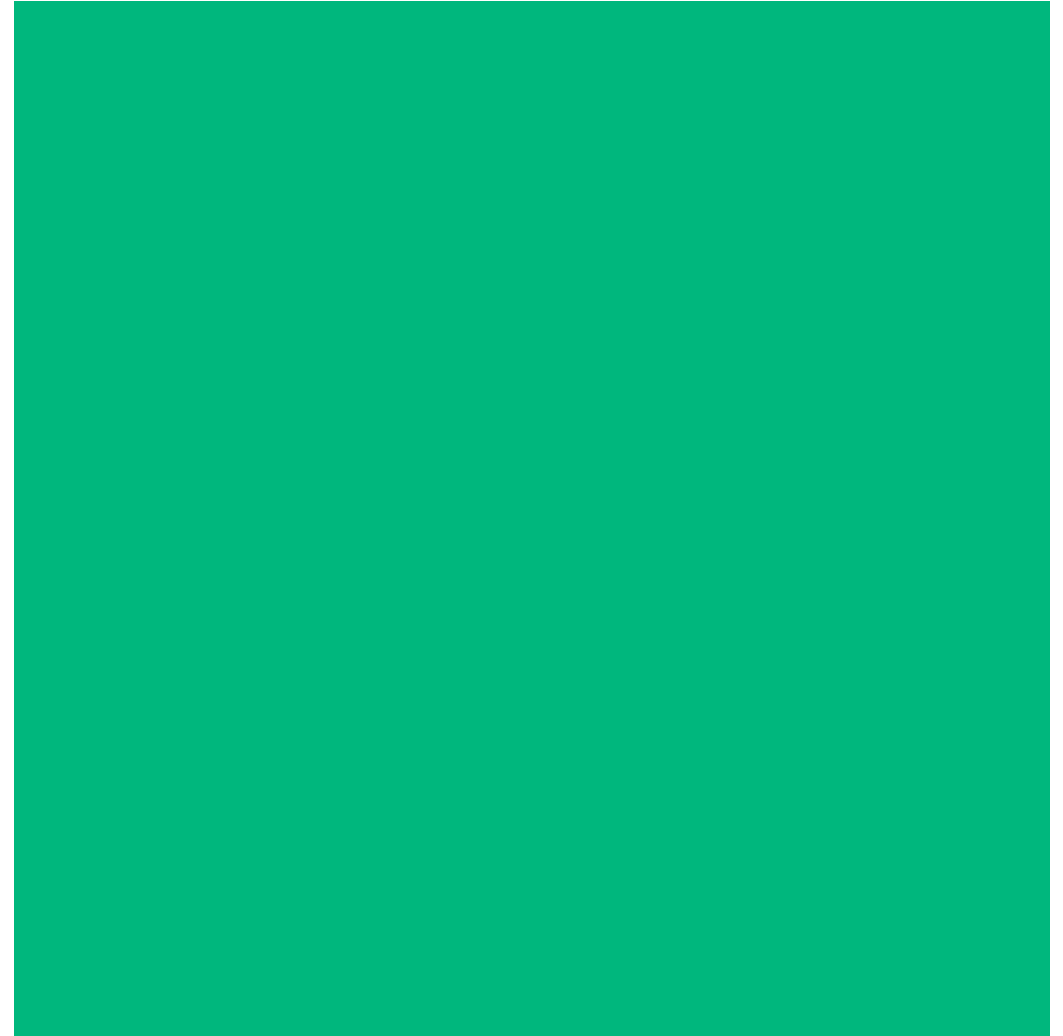
Our Newcastle

Transport planning for walkable and cyclable city centres

- Creating one-way systems and removing on-street parking
- Space for people (on foot or bike or wheelchair or scooter or possibly even a micro-mobility scooter or by bus or on Metro or dropping some goods off or having arrived by car but recognising that as soon as they get out they aren't in a car anymore)
- Embedding air quality improvements in a post-COVID city centre



1. You can't do anything good without political support – overview of how we got it;
2. How we reshaped to move into delivery;
3. Communicate with everyone, a lot, try to provide reassurance but with cautious optimism (and acknowledge things won't be perfect first time).





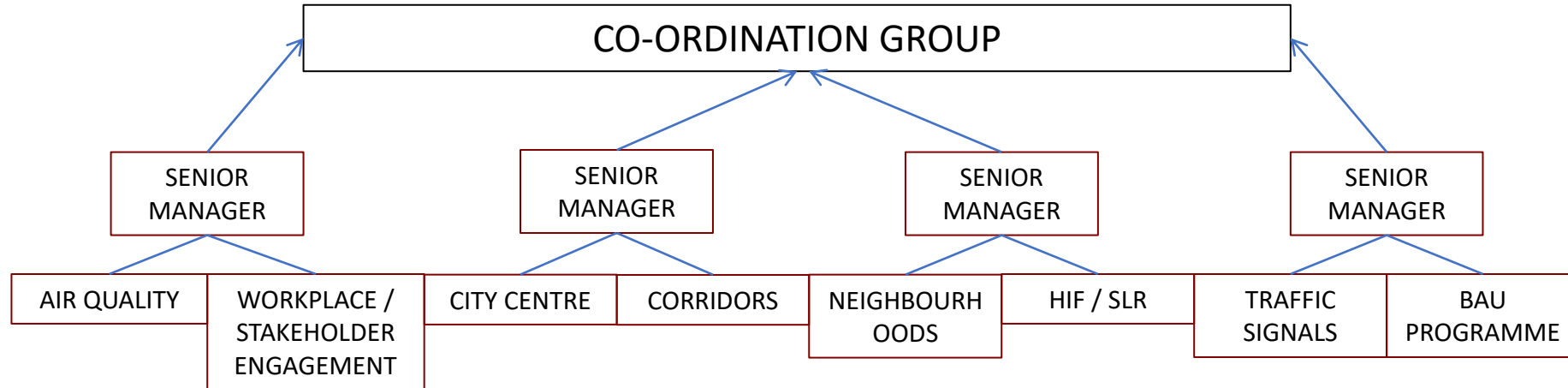
POST-COVID CITIES SUMMIT

WHAT IF IT'S JUST
OPPORTUNISM BY
WALKING, CYCLING, AND
DISABILITY ADVOCATES
AND WE CREATE BETTER
CITIES FOR NOTHING?

- FEWER CARS
- CLEANER AIR
- SAFER STREETS
- HEALTHIER PEOPLE
- CHILDREN PLAYING
- INCREASED FOOTFALL
- REVIVED CITY CENTRES
- AUDIBLE BIRDSONG
- ETC. ETC.

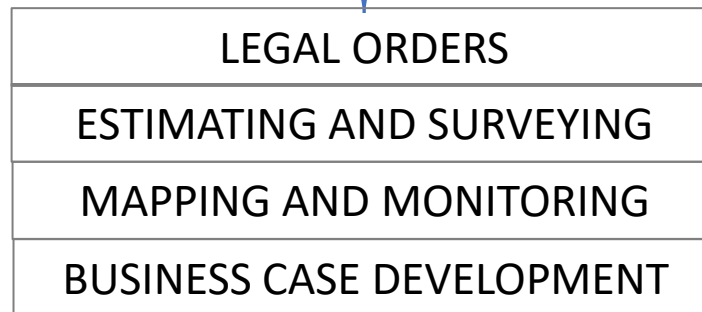


Re-organising the team



OTHER WORKSTREAMS & EXISTING REPORTING LINES CONTINUE:

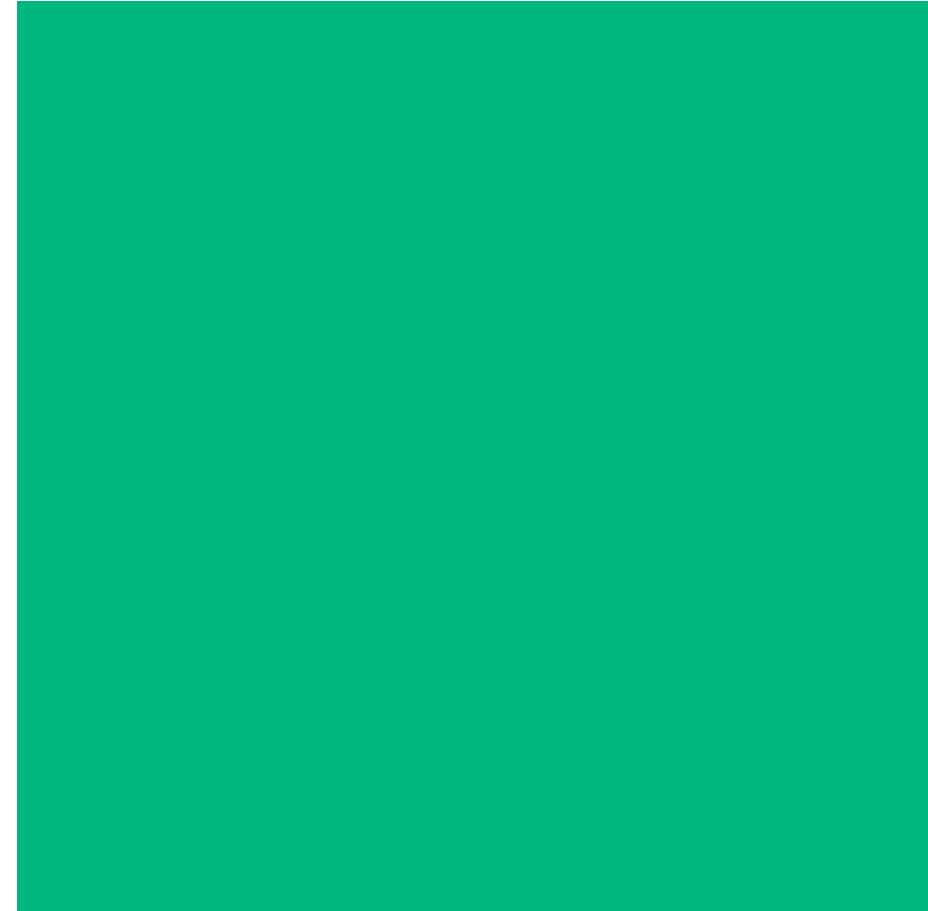
- CONTRACT MANAGEMENT
- DEVELOPMENTS
- FLOODING
- PROW
- SEARCHES
- SERVICE MANAGEMENT
- STREETWORKS
- STRUCTURES



- KEY FOR FOLLOWING SLIDES**
- PM = PROJECT MANAGER / CLIENT
 - LD = LEAD DESIGNER
 - LC = LEAD COMMS OFFICER
 - TM = TRAFFIC MANAGEMENT
 - DT = DESIGN TEAM
 - UD = URBAN DESIGNER
 - LnD = LANDSCAPE DESIGNER

Contents of slide-deck

1. Reminder of the scale of the challenge we face considering short and longer term issues / trends;
2. How we can use this chance to change travel choices to enable wider ambitions / objectives;
3. Let's get down to some detail, what changes do we propose making in the short term / moving forward; and
4. Next steps if approach supported.



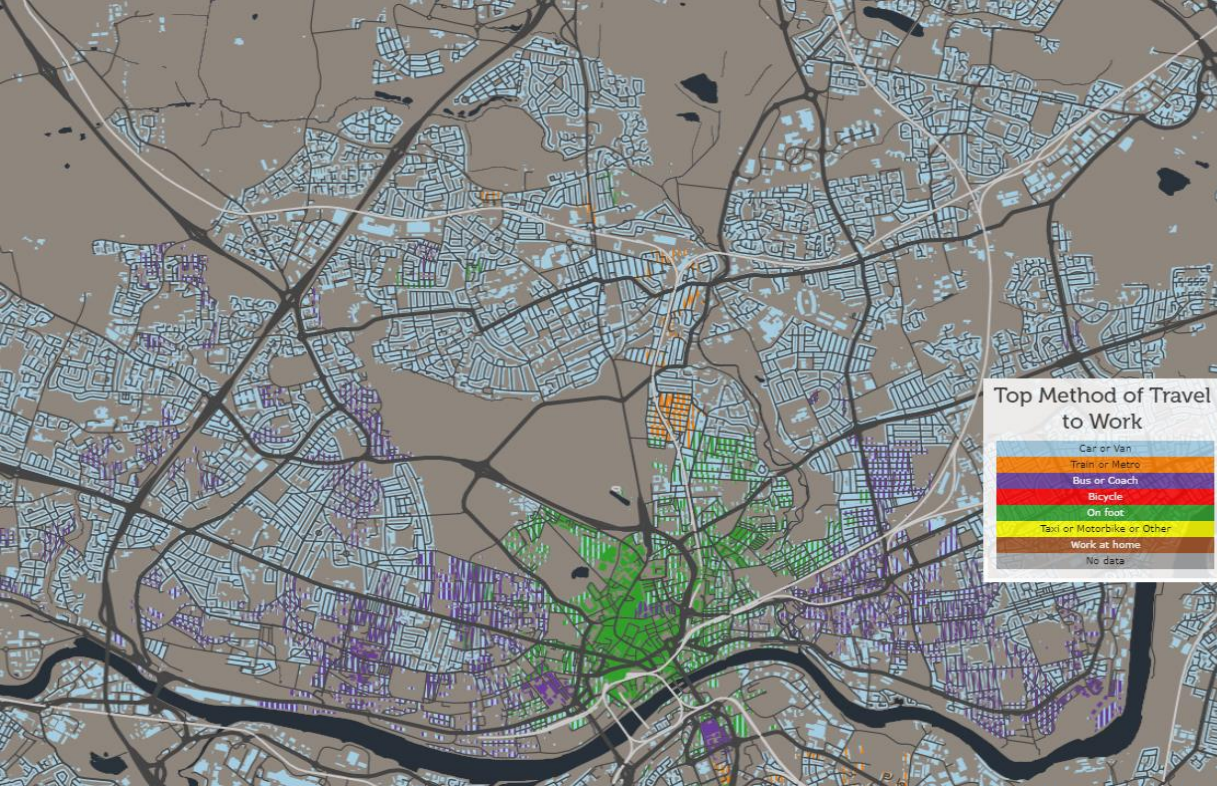
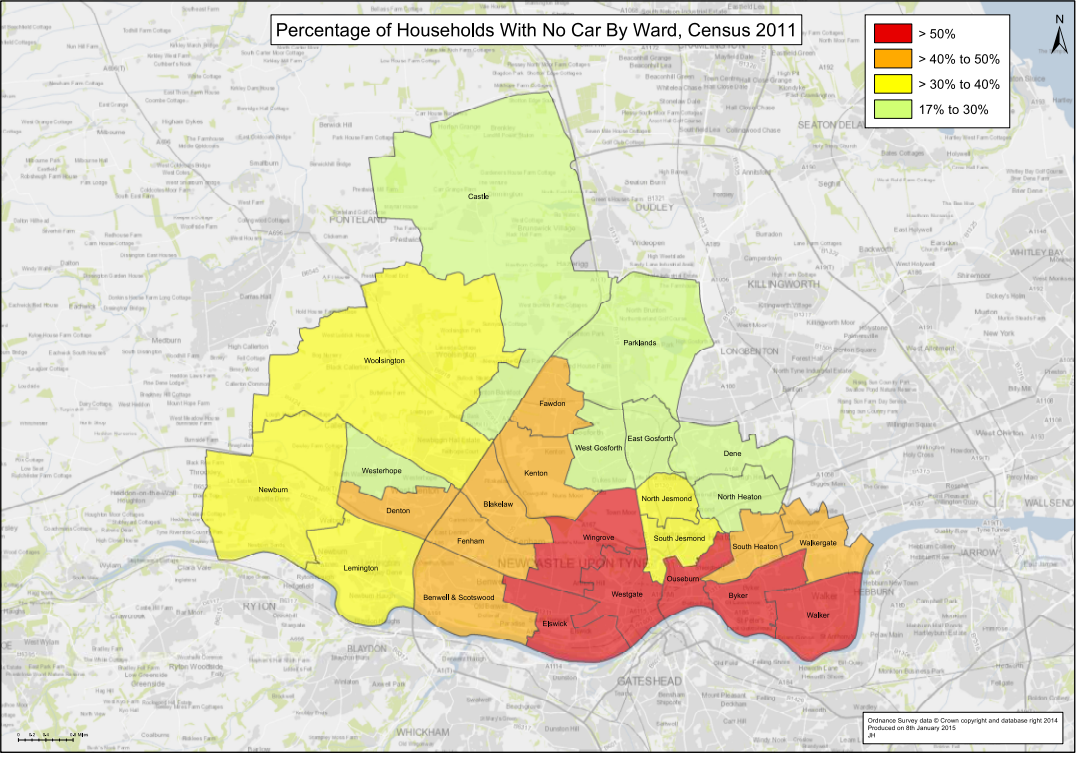
Section 1

**Brief reminder of the scale
of the challenge we face
considering short and
longer term issues / trends**

Car use in the city

Despite a situation where a significant proportion of households do not have access to a car... →

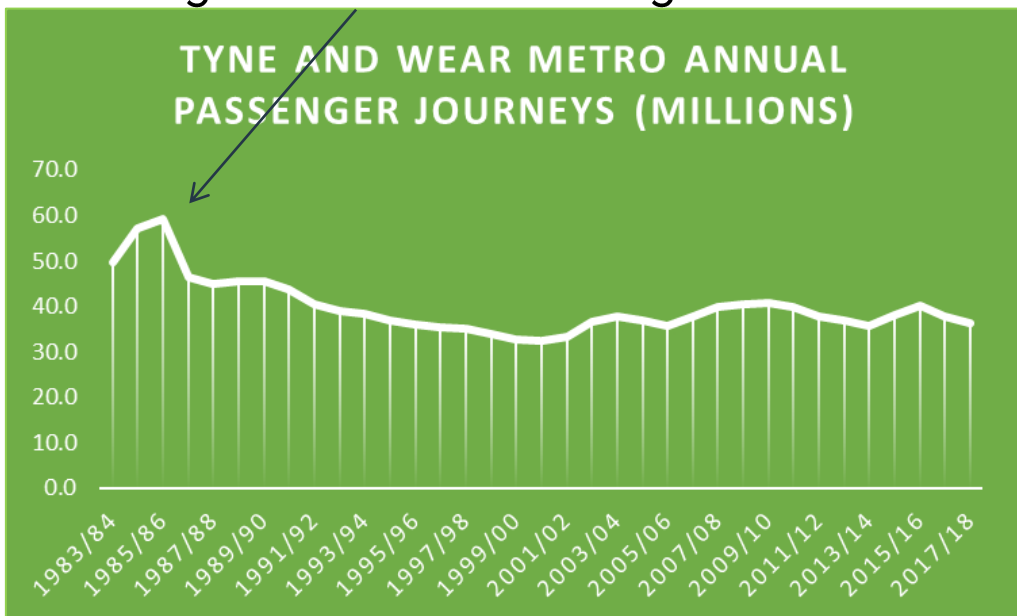
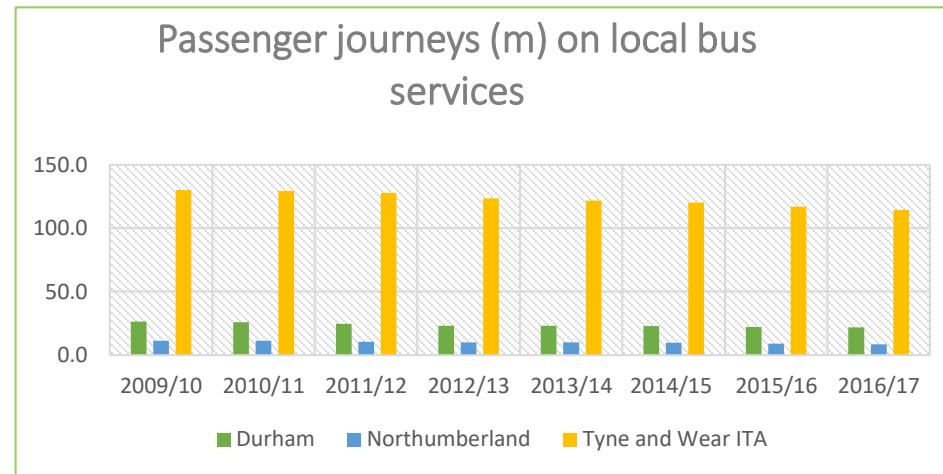
The top method of travel to work by people in our city was by car (streets coloured below based on the predominant choice in that street).



Light blue = car
 Orange = Metro
 Purple = bus
 Red = bike
 Green = walk

This should be considered in the context of long term decline in public transport use (although last year had for the first time seen growth in bus use in Newcastle on many routes).

Major decline in Metro use can be mapped back to the 1985/86 which coincides with the deregulation of bus services. This ended Tyne and Wear's integrated transport network and meant bus services stopped feeding into Metro interchanges.



Road traffic has grown (though this depends on location and last recession slowed growth).

Bike use has continued to grow exponentially (though from a much smaller starting point).




Buses, bikes and private vehicles are often competing for the same space and pinch-points on the network cause safety concerns for people on bikes and bus journey time unreliability, meaning more buses are needed to run to timetable.

This increases operating costs, fares go up, and less people then use the bus.

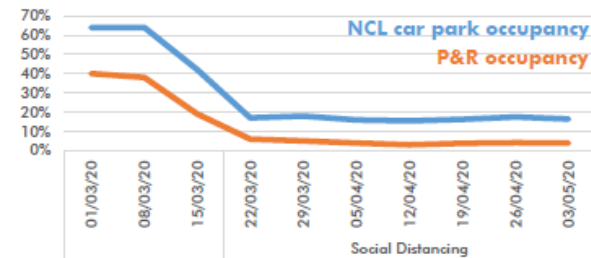
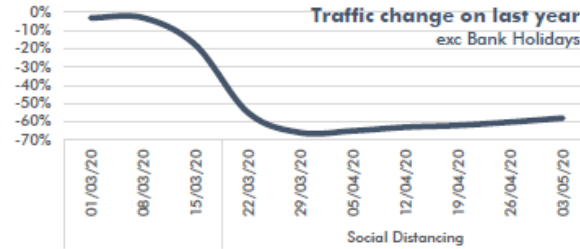
The maintenance programme and unreliability has contributed to less people using Metro.

Car use is normally lower than any other area in England apart from London

Performance Summary vs Expected Usage

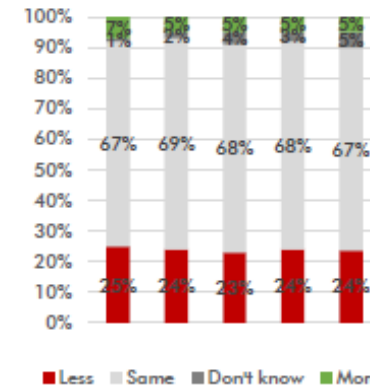
 Bus	-88%
 Roads	-57% (weekdays) -58% (weekends)
 Train and Metro	Metro -94% Rail -96%

Roads and cars

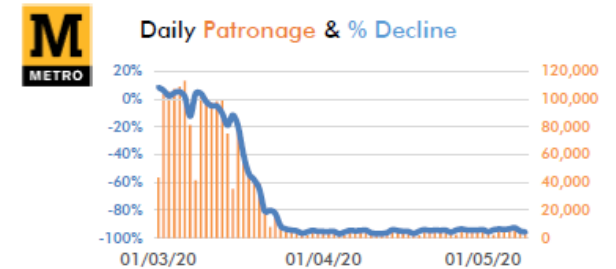


The outlook for future demand is also unclear. Nexus has undertaken research amongst its insight panel, which suggests 24% of people currently expect to use public transport less when things return to normal, and 45% expect to work from home more

Public transport use after Covid19



Metro and Ferry Performance

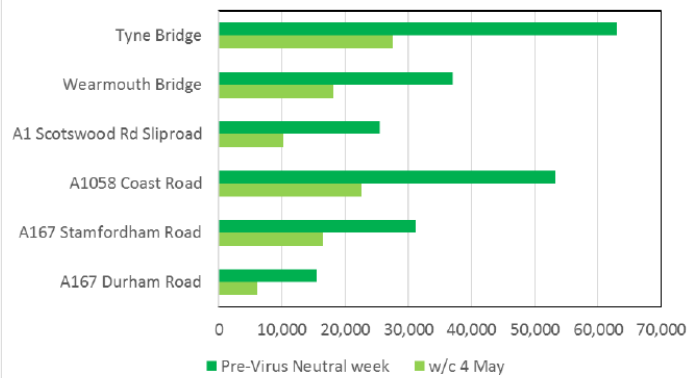


Period	Revenue	Patronage
Last week	-£0.7m	-0.5m
Since 1 st March	-£5.4m	-4.4m

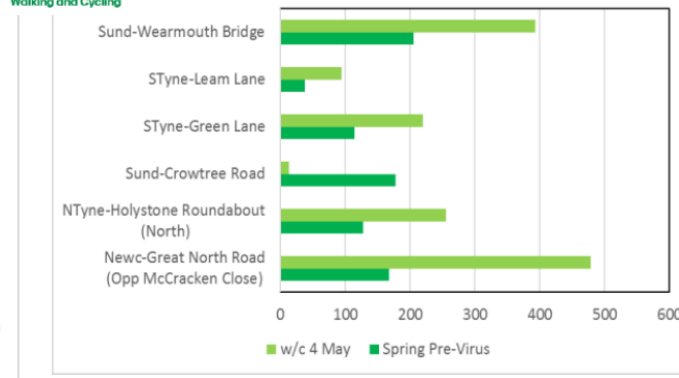


Cycling

Average Daily Traffic Volumes on 6 key roads

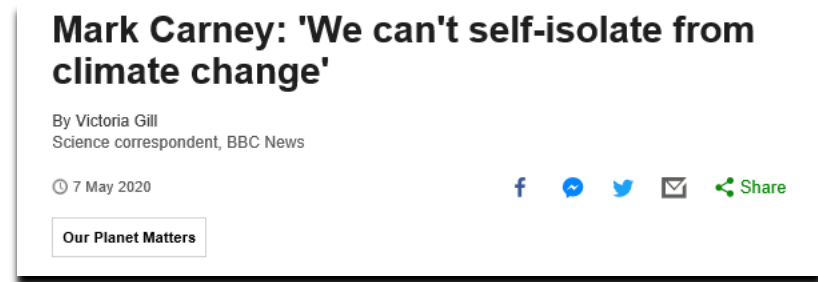


Average Daily Cycling Volumes Selected Counters



Experience from other areas (and common sense) indicates that unless we alter demand, stagger times that people want to access our jobs and services, and remove the attractiveness of the car, many more people will use them than did before...

- The choices people were making about how to travel, and our infrastructure's inability to manage that demand had already led to us (like many other cities) having to propose serious action to address illegal levels of nitrogen dioxide by developing plans for a Clean Air Zone and changes to the Tyne Bridge and surrounding infrastructure.
- Government still currently expects us to implement measures in 2021. This is despite those plans being based on projections we now know will not come to pass. Our ability to consider a different approach to take into account a 'new normal' and avoid a second economic shock created by government enforcing implementation would be reduced if we see a significant short term increase in private car use leading to congestion, and air quality levels declining rapidly.



The implications of our travel choices on the council's declaration on climate change...

Levels of CO₂ from transport have remained relatively constant since 1990

Transport is now the single largest national emitter of CO₂ and the only one of the big three not trending significantly downward.

While transport is responsible for around 30% of Newcastle's total carbon emissions... around 2/3 is from cars...so,

20% of Newcastle's total carbon emissions are from cars.

Section 2

**How we can use this chance
to change.**

**Enabling / delivering on
wider ambitions /
objectives.**

- Bearing in mind we shouldn't want to go back to what we had before, it is very important to try to use short term investment and changes to project us to where we want to be.
- This paper now moves on to focus on the elements that we can determine / have direct influence on (particularly how we allocate road / city space) while also noting tactics on how to influence aspects we have indirect influence on.
- How we allocate roadspace can have a huge impact on how quickly and successfully we can implement wider ambitions.





Pre Covid-19



Emerging from lockdown from Covid-19



The distribution of our space does not reflect our policies for the long term, nor what people need to enable social distancing. As the Highways Authority, we can change how space is allocated.

2020

Immediate measures to enable social distancing such as roadspace reallocation...

2021

linking directly to further measures we need to take to stabilise the economy and society while protecting the environment...

2022

we continue to adapt and improve on measures we've put in place...

2023

to deliver a change to our transport system that benefits the vision for our city.



2020

Temporary changes to widen pavements and reallocate roadspace to walking, queuing, bikes and buses in city centre, on radial routes and in neighbourhoods (low traffic / 15min neighbourhoods).

During this period we also undertake work to progress business cases and position ourselves for other longer term investment...

2021

Low traffic neighbourhoods extended across the city.

Temporary changes to roadspace reallocation made semi-permanent / altered in response to experience and changes to the progressive relaxation / reintroduction of lockdown.

Finalise business cases to access further funding and progress plans for elements not directly in our control including different ways of influencing public transport integration.

Actively position Newcastle and the wider area to sit at the heart of national work on transport and decarbonisation. Linking it to existing regional strengths in manufacturing (including of automotive) and academia while also aligning with our work to promote and enable an ageing society and equality by enabling access for all.

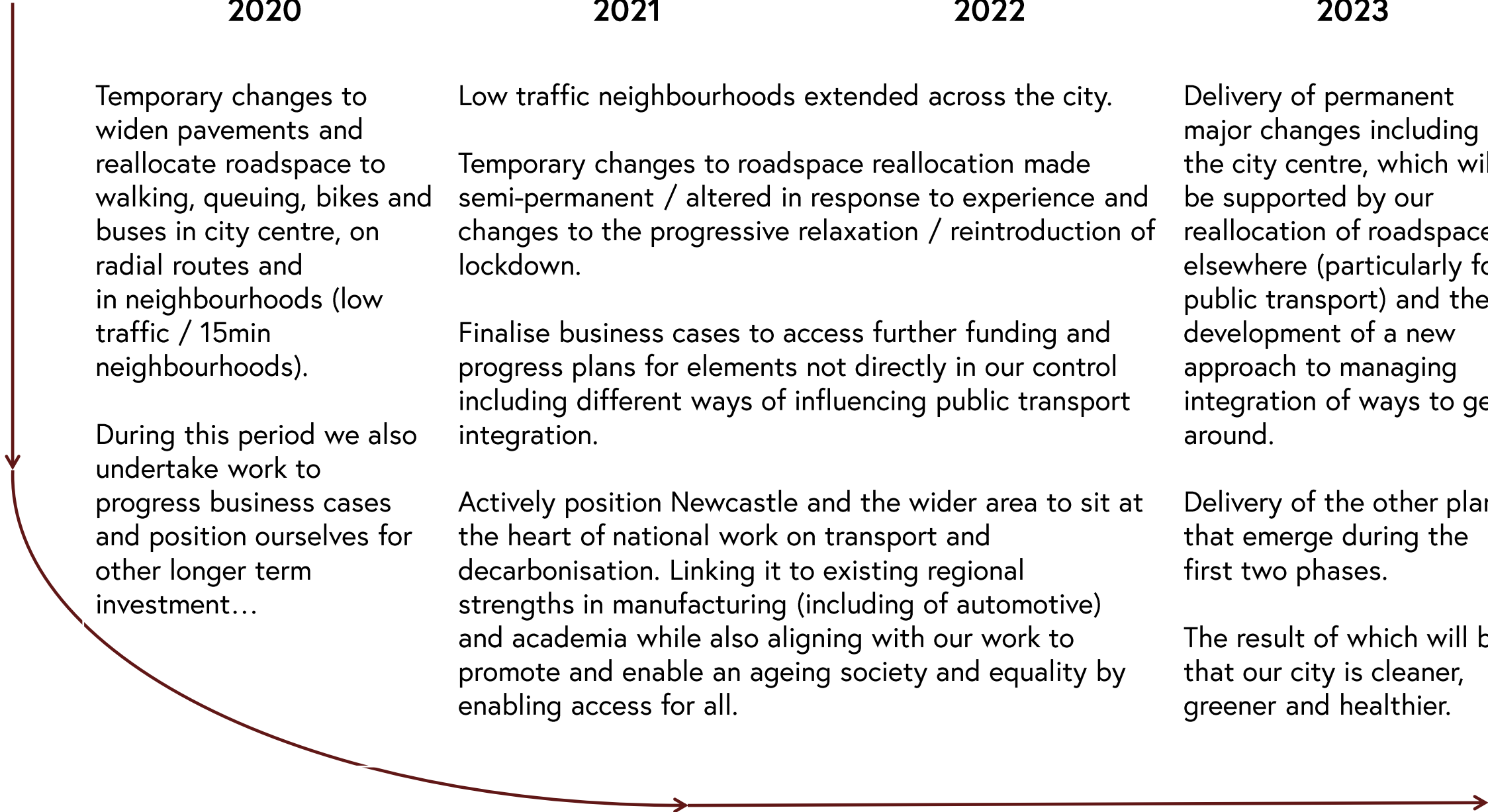
2022

Delivery of permanent major changes including to the city centre, which will be supported by our reallocation of roadspace elsewhere (particularly for public transport) and the development of a new approach to managing integration of ways to get around.

Delivery of the other plans that emerge during the first two phases.

The result of which will be that our city is cleaner, greener and healthier.

2023

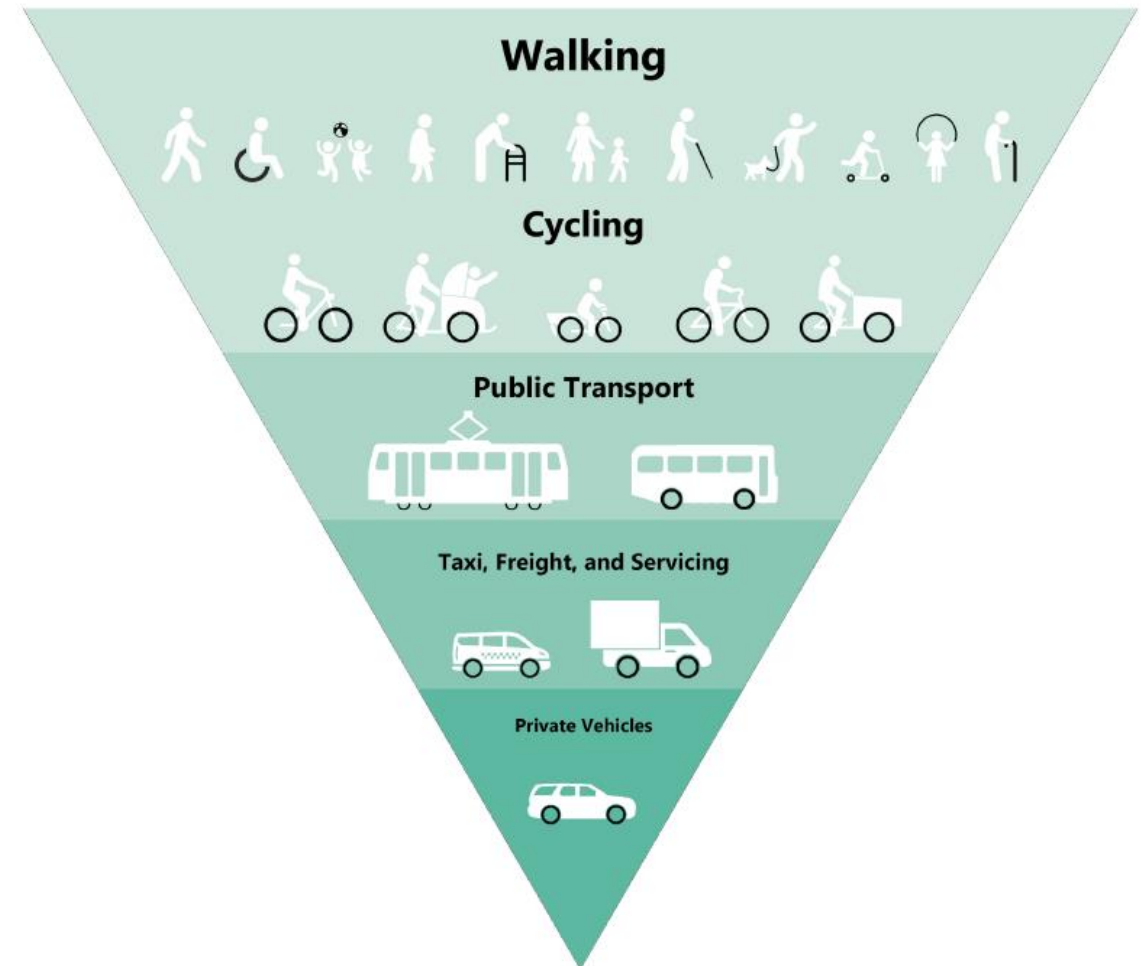


Section 3

**Let's get down to detail,
what changes do we
propose making in the short
term / moving forward.**

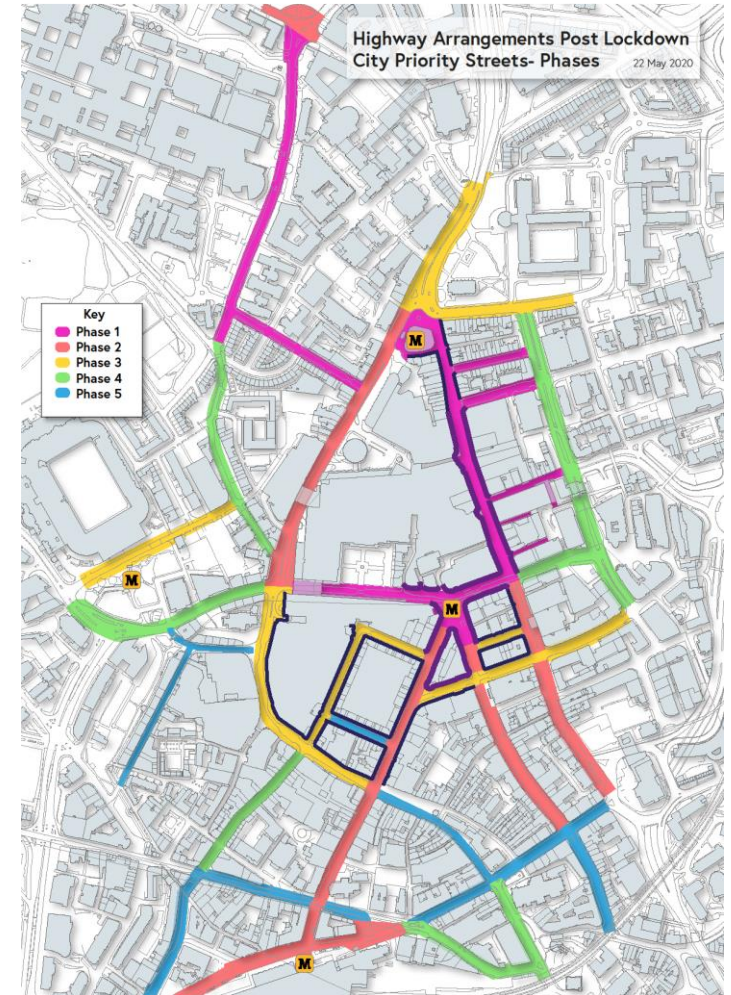
Areas of focus to manage a door to door journey

- City centre – the single geographical location where the **most** trips start / end and where our economy is focused;
- District shopping centres – local shops hugely important for relieving pressure on city centre and providing more balanced economies;
- Schools – major destination for daily trips, embedded in local areas; and
- Residential neighbourhoods – where **all** trips start / end so the principles of how people travel must be embedded.



City Centre – proposed immediate actions to enable recovery

- Existing space and constraints were mapped for key city centre streets, then plans created to move us through temporary into semi permanent installations...
- Every street marked highlighted would be subject to changes (such as widened pavements / reduced lanes for traffic if needed to widen the pavement) in the first phase of the plan.
- Licensing alterations were implemented to support businesses as we move forward but this followed highways changes.

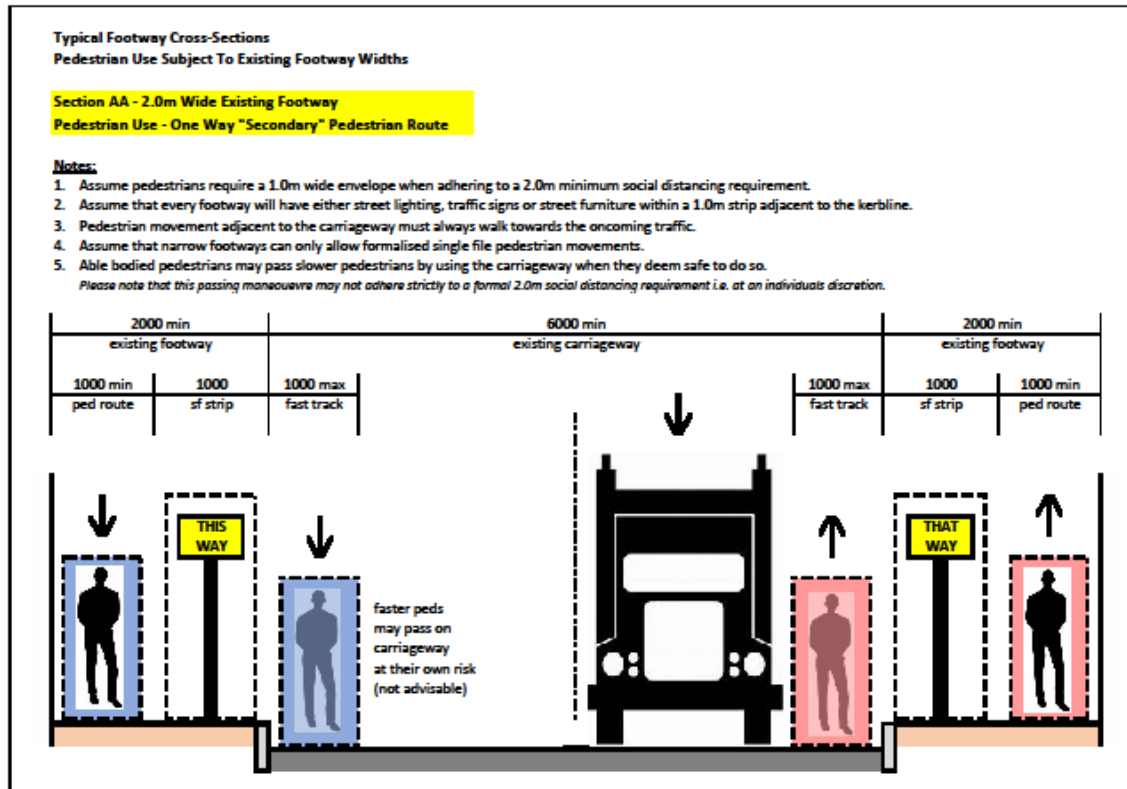


Areas of focus for changes to public realm in city centre, existing space, street furniture and entries / exits mapped

How we approached it

Transport | Place

Newcastle City Centre - Post Lockdown Short/Interim Measures
Date: 28 May 2020



AA 2m Secondary (1W)

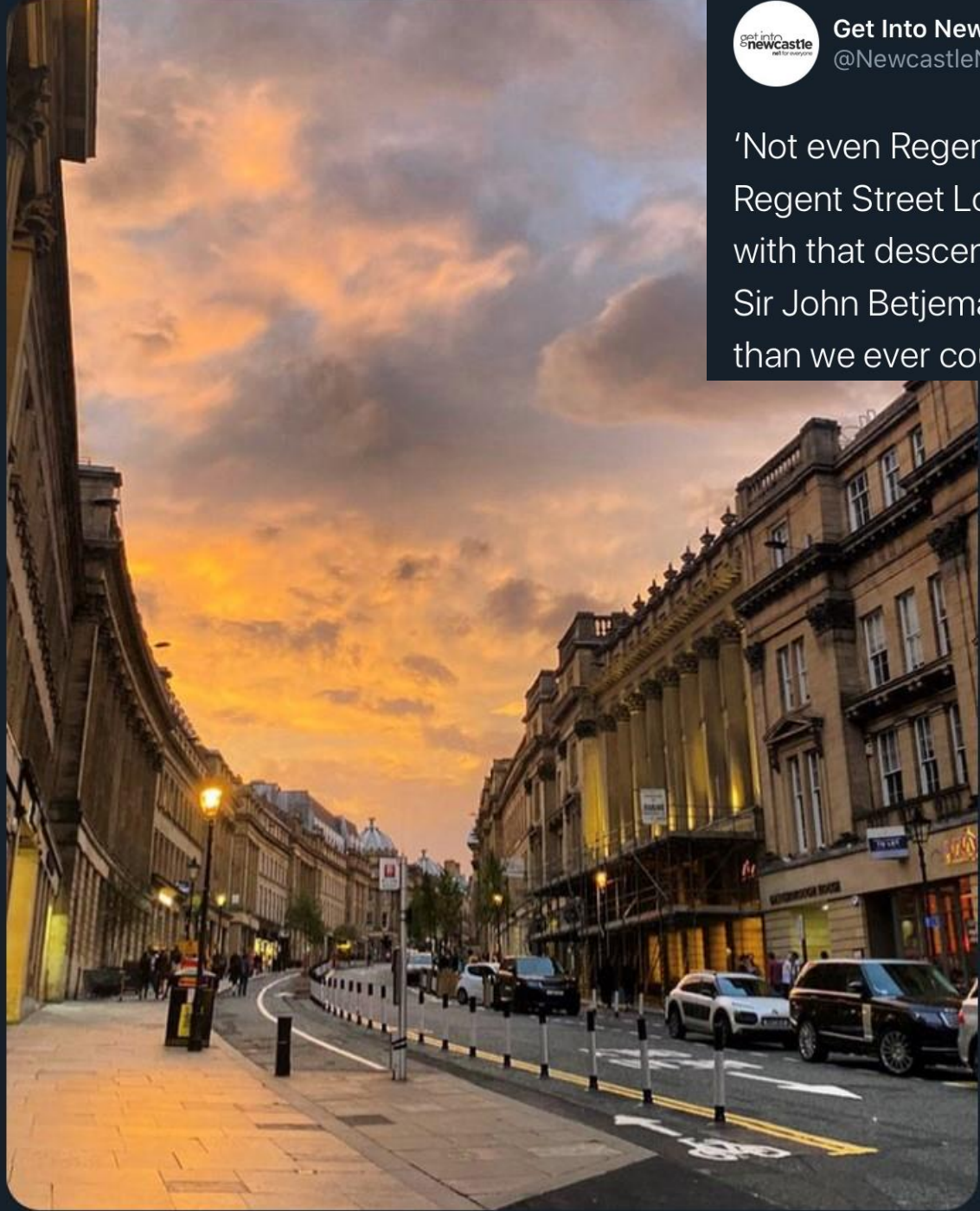






Get Into Newcastle
@NewcastleNE1

'Not even Regent Street, even old Regent Street London, can compare with that descending subtle curve.'
Sir John Betjeman saying it better than we ever could.





WELCOME BACK.
IT'S GREAT TO SEE YOU.

Our Newcastle.

STAY SAFE
Please follow the arrows

COVID-19
Keep your distance

DAMSON
Foreign Exchange

money

DAWSON

CEX

PCWorld
cunys

intu Eldon Square

nudo
SUSHI BOX



TATTOO

STAY ASHBY
STAY UNITED.

GAN CANNY
STAY SAFE.

