

JESMOND (EAST)

Making changes in your area to create safer, cleaner and greener neighbourhoods

Jesmond East Update: Issues Identified and Next Steps

1 Background

In June 2023 we released an interim report into the neighbourhood low traffic zone.

Since the scheme was implemented in March, the council has been monitoring the impact of traffic on the surrounding streets, as well as collecting data on numbers of people walking and cycling and reviewing feedback from residents and local businesses. Full details of the first monitoring report can be found here [For publication East Jesmond Trial Interim Monitoring Report.pdf](#)

This update considers the issues that have been identified as a result of implementing the scheme and what the next steps will be.

2 Summary of the Scheme

In June 2021, the City Council's Cabinet endorsed a range of initiatives that the council proposed to take forward in neighbourhoods across the city to help ensure that people, rather than motor traffic, take priority on our city's residential streets with the intention to make streets across the city more family friendly and suitable for children to play out on. The associated report can be read in full here - <https://democracy.newcastle.gov.uk/documents/s172247/Transport%20Changes%20Neighbourhoods.pdf>.

Arising out of this ambition, the Safer, Cleaner and Greener Neighbourhoods project aimed to develop and implement plans to improve neighbourhoods across the city, aimed at reducing traffic on local streets. With less traffic cutting through, neighbourhood streets can become safer and more attractive places for the people who live there. These changes would give children more space to play and help to encourage more people to take up and use active modes of transport, such as walking and cycling, for more journeys.

For the Jesmond area specifically, the key aims for the proposals are:

- Reduction of through traffic on local residential streets.
- Encourage vehicular traffic to utilise the identified main routes for vehicles around the area.
- Maintain vehicle access to all properties and destinations in the area despite the changes in routes.
- Introduce measures that will reduce / avoid the potential for traffic to divert onto nearby residential streets.
- Introduce a number of measures to help people on foot to get around the area.
- To start a process of behaviour change towards the use of active modes of transport.
- Potentially help alleviate the impact of school traffic in the area.

A further Cabinet Paper in October 2022 set out the approach to delivering Low Traffic Neighbourhood Zones in the city - this paper sets out proposals for the areas where Low Traffic Neighbourhood Zones will be delivered in the city and also the engagement, consultation and approval process that will be used.

<https://democracy.newcastle.gov.uk/documents/s186029/October%20Transport%20Cabinet%20report.pdf>

This approach to managing traffic in neighbourhoods will help to enable and promote the use of active and sustainable modes of transport for more journeys, in line with the City's Net Zero Action Plan which seeks to improve public health, air quality and support the local economy.

A frequently asked questions (FAQs) document was published on the Commonplace site to help answer common queries regarding the trial.

<https://jesmondeasttrialsconsultation.commonplace.is/en-GB/news/new-frequently-asked-questions-document>

3 Issues identified and Next Steps

Throughout the 6-month consultation period we have been speaking to residents, businesses, community groups and local services about their experiences of the trial.

We have addressed some of these issues directly, for example, adding in additional temporary signage to notify drivers of the changes, or placing new cycle parking outside businesses to support their customers. Other issues require further investigation.

The key issues identified and proposed next steps are set out below:

3.1 Congestion on Osborne Road

While current traffic volume is similar to that of pre-pandemic levels, there has been a recent increase in the number of vehicles utilising Osborne Road.

Next steps

In response to feedback we have commissioned additional surveys at Osborne Road/Jesmond Road junction to help inform whether we can improve traffic flows. We will also consider the use of additional signage.

We are also exploring the option of installing ANPR cameras to continue to monitor journey times along Osborne Road.

3.2 Congestion on Jesmond Road (A1058)

Journey times in both directions increased initially. Eastbound journeys look to be returning to levels similar to 2019 (see East Jesmond Trial Interim Monitoring Report) but Westbound journeys between Benfield Road and Osborne Road are taking just over 3 minutes more at peak times.

Concerns have also been raised about the righthand traffic signal at the junction of Jesmond and Osborne Road which only allows two cars per cycle. The council is exploring options to address this.

Next steps

We will look at ways to encourage vehicles heading to Jesmond to use the alternative routes via Portland and Osborne Terrace.

Please see Appendix 1 for alternative routes.

3.3 Traffic Volume on Granville Road

The volume of traffic has increased on Granville Road particularly in the southbound direction and some back lanes.

Next steps

Additional monitoring.

3.4 Air Pollution on Osborne Road

In April 2023, NCC placed air quality monitoring devices on Osborne Road; one opposite the entrance to Jesmond Nursery and the second close to the junction with Grosvenor Road. The monitoring devices provide a monthly result, which, when added to other monthly results taken across the year, provides an annual average figure for each site.

The pollutant of main concern is nitrogen dioxide (NO₂). The annual average limit for NO₂ is 40ug/m³. Above this figure the local authority is expected to act to reduce NO₂ levels below the limit, this being the premise behind Newcastle's Clean Air Zone.

The NO₂ level for April opposite the Nursery was 34.6ug/m³ and the NO₂ level close to the junction with Grosvenor Road was 18ug/m³.

However, the above results are a point in time and cannot be used in isolation to state whether either site complies or not with the NO₂ limit. A definitive result requires further data capture and analysis over a period of some months. We will not know whether this site is below the NO₂ limit until June 2024 hence caution should be exercised when quoting this result.

Air quality data is also being collected at an automatic monitoring site on Jesmond Road, at the junction with Deuchar Street. This site collects live data which is available online at https://www.airqualityengland.co.uk/site/latest?site_id=NCA3. However, the data and values presented here is based on provisional data which is subject to review by the City Council and DEFRA.

Summaries of previous years' reviewed data can be found on the Newcastle City Council website: <https://newcastle.gov.uk/services/environment-and-waste/environmental-health-and-pollution/air-pollution/air-quality>.

NCC are continuing to monitor the sites and will make the results available when possible.

Next Steps

Additional air pollution monitoring.

We are committed to providing action and support for local initiatives that help to improve air quality and reduce NO₂ levels. This could include planting more trees and greenery in areas of concern to promote improvements in air quality for the benefit of public health. Actions in support of our commitment to net zero by 2030, 20 years ahead of the UK Government's target, have additional benefits, including for

air quality and we will continue to accelerate local climate action to ensure we have a clean, green, healthy and more sustainable city.

3.5 Impact on residents within the zone

The key issues we have identified so far are:

- Having to use the busiest routes
While alternative routes are available to other commuters, some residents have little alternative to use Jesmond Road westbound at peak times and have found they have experienced increased congestion.
- Having to use more circuitous routes
For example, people who live west of the bollards and want to get to Jesmond Road will have to travel via Osborne Road

Next Steps

We will survey residents within the zone asking for:

- specific examples of impact
- their overall views about the scheme.

3.6 The challenges faced by people who are taking children to school and nursery and then travelling on to work:

We have received reports of increased challenges for people who take children to school or nursery and then are travelling on to work. This is both from residents within the zone and those travelling through the zone.

Next steps

We will carry out further investigation to find out the number of people impacted by analysing the data collected so far and encouraging people to submit further evidence.

We are working with partners to trial, from September, a Walking Bus to West Jesmond Primary School to support parents and carers within the zone and in Jesmond Vale

We will talk to local nurseries and private schools about developing school travel plans.

We will write to all private secondary schools asking them to remind parents of the excellent public transport links to Jesmond and the concessionary fares available to school students.

3.7 Whether there is a differential impact on any other group

Concerns have been raised by some about the negative impact on people with disabilities. We have also had feedback about the positive impact it has had on people with disabilities. We have also had reports from some that it has impacted on care for older people and from others that it has not.

Next Steps

We will investigate this further as part of the survey (see 3.4).

3.8 Impact on Business

We have received a number of comments relating to the potential impact of the introduction of the neighbourhood low traffic zone on businesses.

Next Steps

We will invite businesses to provide data on the impact of the zone.

3.9 Safety & Crime concerns:

Concerns have been raised about a potential increase in crime and that some people feel less safe on streets with fewer motor vehicles.

Please see Appendix 2 for police data on local crime statistics.

Next Steps

We will continue to monitor local crime data and we will seek further views from residents around safety.

3.10 Emergency Services Concerns

Concerns have been raised by residents about the potential impact of the scheme on emergency services.

During the development of this scheme we have consulted with the police, ambulance and fire service

Northumbria Police has confirmed that they support the continuation of the trial. A joint statement released by Newcastle City Council and Northumbria Police on 19th June 2023:

“The council and police are committed to reducing injuries on our roads and low traffic zones can play an important role in this. The purpose of the trial is to create

safer, cleaner and greener neighbourhoods and to encourage more people to walk, wheel or cycle on local journeys.

The council's trial will continue with the support of Northumbria Police. Last week the council released an interim report which showed the impact of the trial on streets within the area and surrounding roads. At this stage it is too early to fully understand the full impact but we will work together to analyse the data with public safety a top priority."

A comment from **North East Ambulance Service** received on 26th June 2023;

"Whenever changes to road access are made we work closely with partners to determine the risk and subsequently work with our staff to mitigate any potential issues. When changes are implemented we encourage crews to report those through internal systems. In terms of the Jesmond changes we have not had any incidents raised internally."

The **Tyne and Wear Fire Rescue Service** has provided the following feedback dated 15th June 2023

"Tyne and Wear Fire and Rescue Service have experienced no adverse operational impact as a result of the LTN.

We have received enquiries from several members of the community regarding photographs and videos they supplied of my firefighting crews operating the bollards. We responded to all of these enquires confirming that the Firefighters were undertaking familiarisation of the LTN measures and were not responding to emergency calls."

Next Steps

We will continue to work with our emergency services partners to analyse the data in relation to the trial and ensuring that public safety is a top priority.

4 Next steps for data collection

During the consultation period people can feed back on the trial online using Commonplace, via email, in writing or by phone.

This has provided a useful insight into views on the scheme and has helped inform the development of the issues list in section 3.

To help us gain a better understanding of both the location and the extent of the impact, we have invited everyone who has made a comment to provide us with further information:

- Their address
- Evidence of the impact they want us to consider. So, for example,
 - a business that wants to report a loss of custom will be asked for figures to back that up.
 - a resident who has concerns about journey times (or to feed back as some have that they think journey are not as impacted as some have claimed) will be asked for details of the start and end point of their journey and the time(s) that it is made.

We will also be collecting additional data from residents within the zone using the survey referred to in Section 3.4.

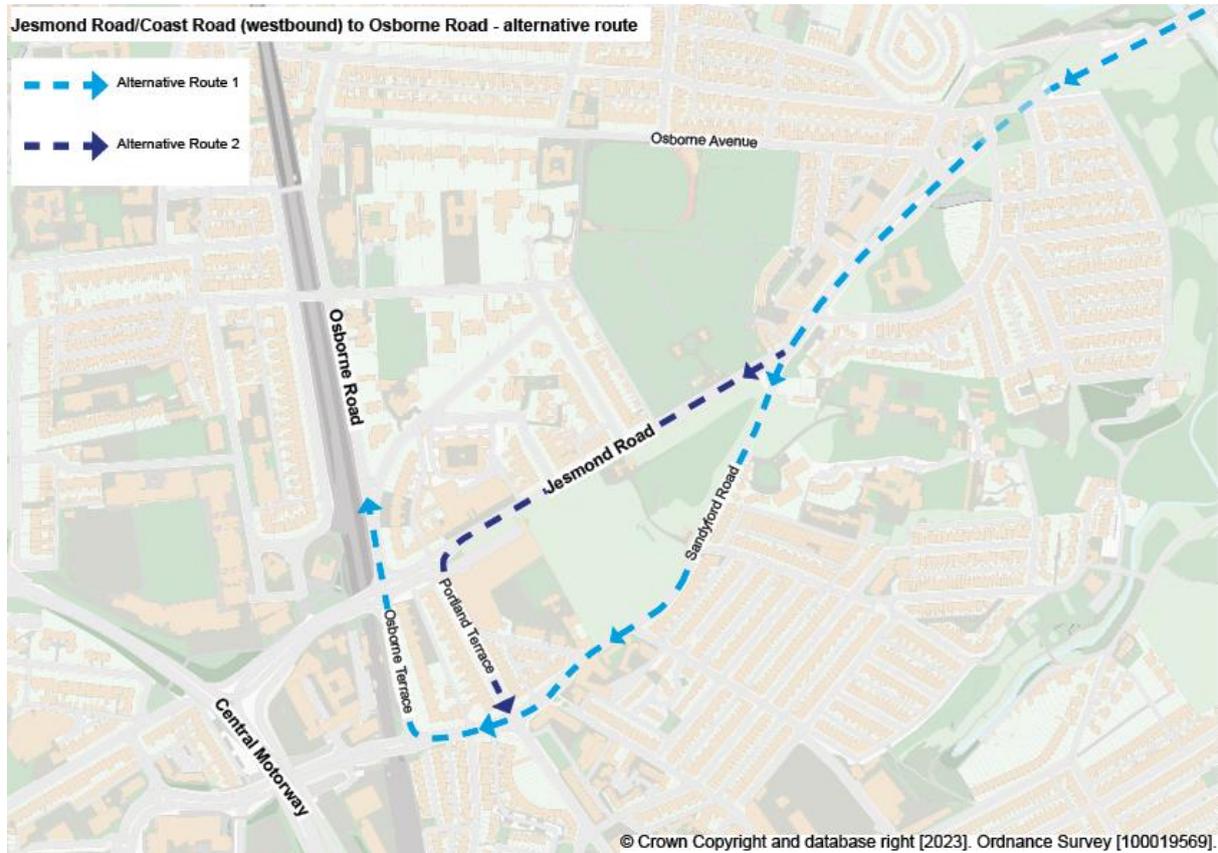
5 Conclusion

We will continue to gather feedback and monitor the impact of the implemented measures in terms of impact on traffic levels, air quality and active modes such as walking and cycling.

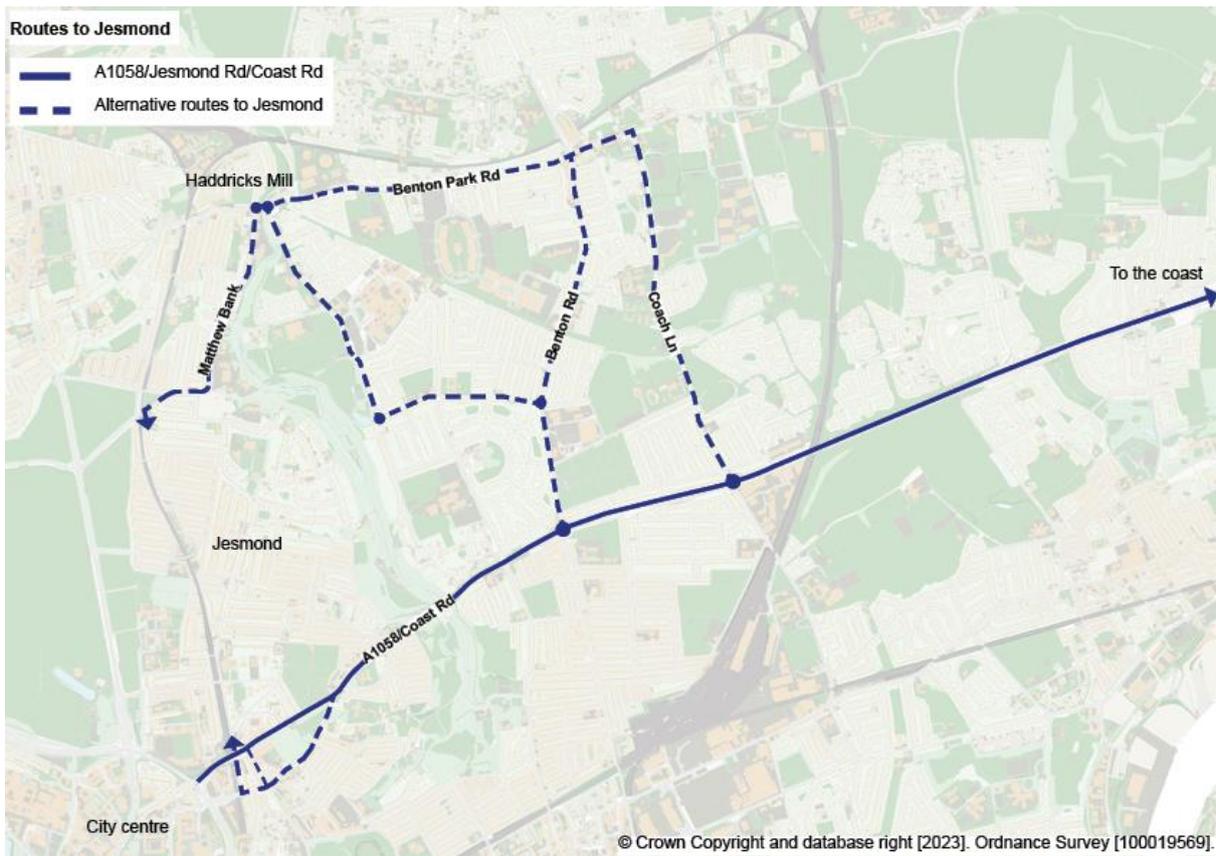
We are committed to mitigating the impact of the introduction of the zone as and where possible and we will make changes where necessary.

Appendix 1 – Alternative route maps.

Jesmond Road / Coast Road (Westbound) to Osborne Road

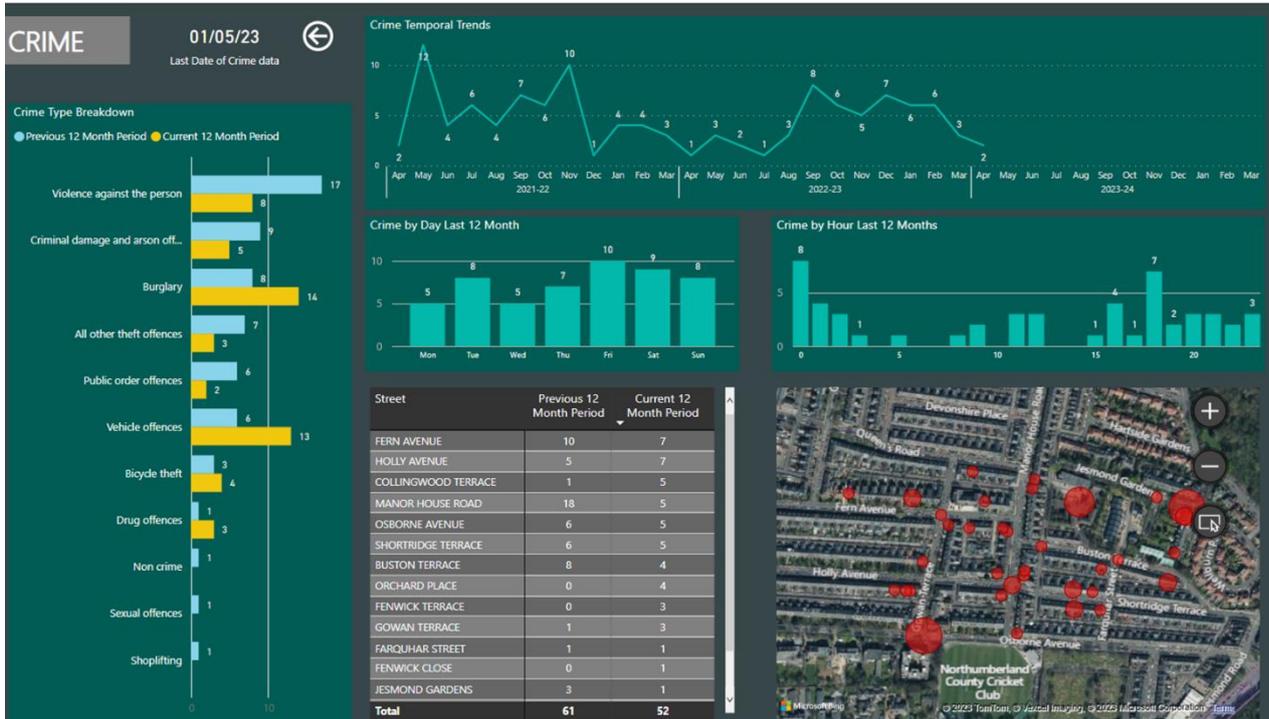


Wider alternative route map:



Appendix 2 – Crime statistics

Low Traffic Area – East Jesmond Plan 1



Find out more at www.newcastle.gov.uk/neighbourhoods



Low Traffic Area – East Jesmond Plan 2



Ward

All ▼



Crime			
CrimeSp2	Previous 12 Month Period	Current 12 Month Period	Crime Perf %
All other theft offences	7	7	0.0%
Bicycle theft	2	2	0.0%
Burglary	6	8	33.3%
Criminal damage and arson offences	4	6	50.0%
Drug offences	3	2	-33.3%
Non crime	0	1	
Possession of weapons	1		-100.0%
Public order offences	4	2	-50.0%
Sexual offences	2		-100.0%
Theft from the person	1		-100.0%
Vehicle offences	0	4	
Violence against the person	9	3	-66.7%
Total	39	35	-10.3%

TOTAL ASB			
Type	ASB Previous 12 Month Count	ASB Current 12 Month Count	ASB Perf %
ASB	278	105	-62.2%
Total	278	105	-62.2%

Youth ASB			
Type	ASB Previous 12 Month Count	ASB Current 12 Month Count	ASB Perf %
ASB	8	6	-25.0%
Total	8	6	-25.0%

Alcohol ASB			
Type	ASB Previous 12 Month Count	ASB Current 12 Month Count	ASB Perf %
ASB	21	21	0.0%
Total	21	21	0.0%

Neighbour / Noise ASB			
Type	ASB Previous 12 Month Count	ASB Current 12 Month Count	ASB Perf %
ASB	54	26	-51.9%
Total	54	26	-51.9%

Vehicle Related ASB			
Type	ASB Previous 12 Month Count	ASB Current 12 Month Count	ASB Perf %
ASB	3		-100.0%
Total	3		-100.0%

NCC Enviro Reports			
ServiceCategoryDescription	Enviro Previous 12 Month Count	Enviro Current 12 Month Count	Enviro Perf %
Drugs Litter	0	2	
Fly Tipping	212	195	-8.02%
Graffiti	1	1	0.00%
Litter	70	70	0.00%
Wheeled Bin Replacements	36	14	-61.11%
Total	319	282	-11.60%

NCC ORS Service Requests			
Core_FunctionsDescription	ORS Previous 12 Month Count	ORS Current 12 Month Count	ORS Perf %
Housing Enforcement Team	219	243	10.96%
Private Sector Housing	9	10	11.11%
Noise	2	4	100.00%
Environmental Protection	4	3	-25.00%
Health and Safety	1		-100.00%
Total	235	260	10.64%

Deliberate Fires			
Fire_Classification	Fire Previous 12 Month Count	Fire Current 12 Month Count	Fire Perf %
Total			

CRIME

01/05/23 ↶

Last Date of Crime data

Crime Temporal Trends



Crime Type Breakdown

● Previous 12 Month Period ● Current 12 Month Period

Violence against the person	9	3
All other theft offences	7	7
Burglary	6	8
Criminal damage and arson off...	4	6
Public order offences	4	2
Drug offences	3	2
Bicycle theft	2	2
Sexual offences	2	
Possession of weapons	1	
Theft from the person	1	
Non crime	1	
Vehicle offences	0	4

Crime by Day Last 12 Month

Mon	6
Tue	1
Wed	6
Thu	4
Fri	7
Sat	7
Sun	4

Crime by Hour Last 12 Months



Street	Previous 12 Month Period	Current 12 Month Period
CAVENDISH PLACE	12	11
MANOR HOUSE ROAD	11	8
CAVENDISH ROAD	2	4
GROSVENOR ROAD	5	4
VALLEY VIEW	1	4
DEVONSHIRE PLACE	4	1
GROSVENOR AVENUE	1	1
HARTSIDE GARDENS	1	1
THE EXCHANGE	0	1
JESMOND GARDENS	1	
QUEENS TERRACE	1	
Total	39	35



Find out more at www.newcastle.gov.uk/neighbourhoods

