

# Jesmond East Low Traffic Neighbourhood Zone

## Questions and points for clarification

### Context

#### 1. Why was this scheme implemented and what is it meant to achieve?

The city council's approach to managing traffic in neighbourhoods was outlined in a Cabinet paper in June 2021

(<https://democracy.newcastle.gov.uk/documents/s172247/Transport%20Changes%20Neighbourhoods.pdf>). This approach recognises the adopted road hierarchy in the city, where the majority of vehicular trips are expected to take place and that while the council will retain vehicular access 'to' all residential areas, it would reduce or remove vehicular traffic travelling 'through' residential areas.

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 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>.

#### 2. What consultation has taken place on this scheme?

The 2<sup>nd</sup> Cabinet Paper referred to above outlines the process for implementing Low Traffic Neighbourhood Zones. The process in relation to Jesmond is set out below:

Development of initial ideas:

- A leaflet (3500 in total) was delivered to every address (inc. businesses) in the area in January 2022 outlining initial ideas and asking residents to identify their traffic and transport related concerns in the neighbourhood. Replies were invited by email or telephone. 119 emails and 9 phone calls were received.

Options developed and presented for discussion:

- Between May and October 2022, various discussions were held with Ward Councillors. Discussions with both Fire and Ambulance services also took place in September 2022 to establish emergency access requirements.

Progression towards a package of proposals to be trialled:

- Political Consultation – approval to proceed with the preferred option provided by the Cabinet Member in November 2022.

- Ward Members informed.
- Initial Consultation with Statutory Consultees – took place in February 2023.
- As part of the statutory consultation ahead of the scheme being implemented, all emergency services were consulted. The statutory consultation also includes key service providers including waste collection, taxi operators, bus operators etc.
- Residents and businesses informed about the package of measures being implemented - 7<sup>th</sup> to 19<sup>th</sup> February 2023. A leaflet (3500 in total) was delivered to every address in the area. 116 emails were received during this period.
- Delegated Decision to proceed with the trial took place in February 2023 - <https://democracy.newcastle.gov.uk/ieDecisionDetails.aspx?ID=12515>

### **Consultation with the Emergency Services**

Took place during the development of the proposed trials and once the trials started in relation to the further closure of Jesmond Dene Road and Akenside Terrace. The Emergency Services are keeping us informed of their experience of the trials and we have good lines of communication with them.

### **3. Consultation on the trial measures**

The trials were implemented on 6<sup>th</sup> March 2023 – Formal Consultation on the Experimental Traffic Regulation Order is taking place now – **from March 6<sup>th</sup> to September 10<sup>th</sup> 2023.**

A Commonplace website with more details is provided here - <https://jesmondeasttrialsconsultation.commonplace.is/> and a consultation is also hosted on Let's Talk Newcastle - [Let's Talk Newcastle - \(letstalknewcastle.co.uk\)](http://letstalknewcastle.co.uk)

Opinions on the Experimental Traffic Regulation Orders, including whether or not they should be made permanent, can also be emailed to [neighbourhoods@newcastle.gov.uk](mailto:neighbourhoods@newcastle.gov.uk) or you can ring our message line 0191 278 2767 to leave a message or ask for a call back.

Alternatively, you can write to us:

Neighbourhoods Team – Jesmond East LTNZ  
 10<sup>th</sup> Floor, Civic Centre, Barras Bridge,  
 Newcastle upon Tyne, NE1 8QH

### **4. Why is the consultation hosted on both Let's Talk and Commonplace?**

Every traffic regulation order consultation is posted on Let's Talk regardless of the size of the proposal.

We host our large transport consultations on Commonplace – if those consultations happen to have TRO's, then they appear on both platforms.

Consultation reports present the findings from both online forums, from emails, letters, phone calls and social media.

## **5. Why have additional closures been implemented since the trial started?**

- Following feedback from residents and consultation with the emergency services, the council has reviewed the scheme and additional closures will be in place on Jesmond Dene Road and Akenside Terrace, to stop displacement of traffic as part of the Jesmond East neighbourhood low traffic zone.
- Since the scheme was installed in early March, the council has been monitoring the impact of traffic on the surrounding streets. Traffic counts show an increase in traffic using Jesmond Dene Road, Grosvenor Road, Grosvenor Avenue and Akenside Terrace.
- The closures on Jesmond Dene Road and Akenside Terrace were implemented on Friday 31 March. Advance warning signage was placed in and around the area to inform drivers of these changes. The Council will continue to monitor the situation regarding traffic levels on different streets in the area.
- Consultation with the Fire Service regarding the additional closures has been undertaken with access through the bollards being facilitated.

## **6. What data / evidence has / is being collected?**

Baseline traffic surveys have been undertaken across the East Jesmond area at regular intervals since July 2021. Surveys have included Automatic Traffic Counts (ATCs) which are tubes laid on the highway which determine the number and speed of vehicles at that specific location.

We hold baseline ATC data for the following East Jesmond locations: Osborne Avenue, Manor House Road, Jesmond Dene Road, Grosvenor Road, Grosvenor Avenue, Fern Avenue, Queens Road, Akenside Terrace. To supplement this, we can also access publicly available data collected by Gateshead Council's Traffic and Accident Data Unit (TADU) for the main roads surrounding the area such as the A1058 Coast Road and Osborne Road. This data can be found here: <https://www.northeast-tadu.gov.uk/>.

Junction Turning Count (JTC) data has also been collected at numerous junctions in the area via cameras, this data informs us of the turning direction flows of vehicular traffic at junctions. Junctions with baseline data include:

- Osborne Road at its junctions with Grosvenor Road, Queens Road, Fern Avenue and Osborne Avenue.
- Grosvenor Road at its junctions with Queens Terrace, Manor House Road and Jesmond Dene Road.
- Osborne Avenue at its junction with Cradlewell Bypass and Jesmond Road.
- Jesmond Road at its junction with Shortridge Terrace.

From the 27 February until the 12 March 2023, we had traffic counters in place to monitor the changes from when the measures are implemented. This monitoring

included the routes of Jesmond Dene Road, Grosvenor Road, and Grosvenor Avenue. A summary of this data can be found below:

Weekday Average Vehicle Count		
	Pre-implementation (27/03/23 - 05/03/23)	Post-implementation (06/03/23 – 12/03/23)
Jesmond Dene Road (counter located north of Cavendish Road junction).	1265	3199
Grosvenor Road (counter located west of junction with Jesmond Dene Road)	1007	2996
Grosvenor Avenue (counter located west of junction with Jesmond Dene Road).	277	398

Traffic data was also collected on Akenside Terrace subsequent to the implementation of measures which can be compared to previously collected baseline data. An increase of 29.4% from 829 average weekday vehicles to 1,073 was seen.

Cameras that can carry out real time monitoring of pedestrians, cyclists and vehicles, were installed from the 15 March 2023 which will enable us to assess the impact across these modes over time.

Monitoring will continue to be carried out regularly throughout the trial period to assess the impact of the measures on traffic behaviour in the area.

### **Air Quality Monitoring**

We have an Air Quality monitoring station at Cradlewell, and we will use the data from this in our evaluation of the scheme. We have recently installed nitrogen dioxide monitoring devices on Osborne Road which will enable us to monitor the air quality in this location.

#### **7. What signage has been provided?**

At the either side of the low traffic neighbourhood zone (Osborne Road and Cradlewell), signage has been installed to advise drivers that there is no through route from any of the streets to other side. The intention was to advise people to stay on the main roads and not to seek out routes through residential streets in the area.

Signage has been provided in a temporary format so that it can be easily reviewed and amended over the trial.

We are aware that there has been some vandalism of the signage.

#### **8. The closures have forced more traffic onto the main roads and increased congestion and worsened air quality on them.**

As outlined above, the proposals are in keeping with the city council’s adopted policies and have been endorsed by Cabinet. Monitoring of the impact on both residential

street and on the surrounding main roads continues during the trial and the findings will inform any final decisions as to the permanence of the measures. It is also recognised that some of the main routes in the area do already suffer from congestion.

### **9. The right turn junctions from Jesmond Road into Osborne Road and Grosvenor Road into Osborne Road need to be improved.**

The yellow box marking on Osborne Road at Grosvenor Road has recently been refreshed.

There is not sufficient road space to provide right turn green signals on Jesmond Road for both the turn into Osborne Road and the turn into Osborne Terrace, however, work is underway to develop a wider series of proposals for the Coast Road including the Jesmond Road / Osborne Road junction and more information on this will be issued in due course.

### **10. Are there other ways of tackling through-traffic in the area?**

This scheme has been brought forward as a trial, on an experimental basis for up to 18 months, to tackle issues that have been raised in the area and in line with the Council's policy of the implementing Neighbourhood Low Traffic Zones.

Questions have been asked about Automatic Number Plate Recognition (ANPR) enforcement to permit residential access only, but it is not currently possible because the City Council does not currently hold the required legal powers. The Council has however, applied for such powers (moving traffic enforcement powers) in one location and is waiting for the outcome.

Ideas such as traffic calming, one-way systems and re-opening previously closed roads might address some of the current congestion issues but would not help reduce the overall volume of traffic in the area. So, we would only consider them if they were part of a package of measures that would reduce traffic.

### **11. Has an Environmental Impact Assessment or Equality Impact Assessment been conducted?**

Environmental and Equality Impact Assessments may be required prior to any decision being made about whether an experimental traffic regulation order is made permanent.

Information about the impact of the measures on people with protected characteristics and the environment is gathered and assessed during the trial.

The Cabinet Paper on Low Traffic Neighbourhood Zones from October 2022 sets out the legal considerations of implementing these changes:

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

## **12. Google Maps and Sat Nav updates**

Details of the closures are provided to Google Maps and other sat nav providers. We are aware that these have now been updated, but ultimately, we cannot control external systems such as this.

## **13. Access for delivery vehicles including fast food deliveries and taxis.**

Access to all properties by vehicle has been retained although routes to some addresses may be different because of the closures.

A reminder about the trials and the location of the closures has been issued.

## **14. The closures mean longer journey times and distances for residents - more cost, more time, more pollution**

It is recognised that the changes do mean that certain journeys will be impacted for some people. However, quieter streets will create a safer environment for residents to live in and travel from / to, where possible by walking, wheeling, and cycling.

As those residents who can, stop using their cars for short journeys, this will reduce congestion and improve the situation for those people who do have to use their cars.

## **15. Impact on businesses in the area.**

Providing for walking and cycling has been shown to be of benefit to local economies.

However, we do recognise and appreciate the concerns raised by some businesses in the area and will, throughout the trial, welcome feedback and consider this as part of the decision-making process.

The Council is working to support businesses in the area - Business Open as Usual signs have been installed and we are looking at other improvements to improve the amenity and appeal of the area.

## **16. Waste of public money – what is the budget, where did it come from? Wouldn't it be better spent on maintenance of roads and footpaths?**

There is a common misconception that the council can spend its money on whatever it chooses to. This funding is ringfenced for investment into infrastructure that improves conditions for people walking and cycling, it cannot be spent on repairing the roads.

Jesmond can be identified as among the most likely area in the city to change travel behaviours to more sustainable ways of getting around. This analysis is based on location and other demographic factors.

## **17. These measures won't change travel behaviour**

The changes are in line with the Council's policy for managing traffic within neighbourhoods. Investment in Active Travel in the City has been shown to be

effective. Evidence from elsewhere in the UK and beyond does show that LTNs can and do encourage walking and cycling, and help to improve air quality as set out in this study from Imperial College in London – <https://www.imperial.ac.uk/news/241731/low-traffic-neighbourhoods-reduce-pollution-surrounding-streets/>

## **18. The only way to change travel behaviour is to invest in public transport**

Bus operators are private companies that operate on a commercial basis. However, NCC and Nexus strive to work closely with bus operators in order to support their operation for the benefit of bus passengers.

The decision has recently been approved to enter into an Enhanced Partnership (EP) – a statutory partnership between Local Transport Authorities and bus operators which will become legally binding – to outline formally how they will work together. The aim is to deliver a Bus Service Improvement Plan (BSIP), which covers a variety of measures across the region including improvements to timetables and fare and extensive priority measures on roads and at junctions to speed buses up. See the article attached for some of the measures proposed - [Leader welcomes new £1 bus fare for young people and cheaper multi-operator adult tickets on the way | Newcastle City Council](#)

Concessionary bus ticket subsidies, which enable bus operators to provide discounted fares to younger and older passengers for example, are managed via Nexus. Nexus also support non-commercial bus services via a tendered network to ensure that services still operate on routes that may not otherwise be commercially viable.

The design of highway and road infrastructure schemes can impact on bus operations, and feedback is always sought from bus operators on proposed changes to road layouts. Wherever possible, NCC will aim to incorporate comments from bus operators on scheme designs and to make changes that will have a positive impact on bus operations from upgrading signals to adjusting kerb lines and providing bus priority measures.

## **19. Positive comments that some streets are experiencing less through traffic and better air quality and that less traffic promotes greater independence for children.**

This feedback is noted and welcome.

## **20. What has happened to the original Streets for People proposals?**

Streets for People proposals in Jesmond have been delivered at North Jesmond Avenue, Brentwood Avenue and also at Tavistock Road. It is likely that further measures will be incorporated into, and brought forward, as part of proposals for West Jesmond later this year.

## **21. General comments about neighbourhood issues – litter & broken glass, road and pavement repairs, students – noise & car ownership.**

We understand that residents may well have other issues of concern to report in the area.

Things that are traffic related, but not necessarily linked to the trial, should be reported to Your Local Services - [Home Page - Your Local Services \(newcastle.gov.uk\)](https://www.newcastle.gov.uk).