

Jesmond East Safer Cleaner Greener Neighbourhoods Enquiry

Email and phone call feedback - 119 emails & 9 phone calls up to 31st January 2022

Email correspondence from:

Individual residents, Cllrs Mendleson & Storey and: Fern Avenue Residents Association; Jesmond Dene Estate Residents Association; Collingwood Residents Association; Cavendish Road Homeowners; Grosvenor Avenue and Neighbourhood Residents' Association; Space for Jesmond - Full details are here: <https://www.spaceforjesmond.com/2020/10/23/our-call-for-a-low-traffic-jesmond/> and a locations map which can be downloaded here: <https://www.spaceforjesmond.com/wp-content/uploads/2020/12/North-and-South-Jesmond-filter-locations-SPACE-for-Jesmond-1.pdf>

Plus - Cradlewell Businesses:

3 emails and drop in conversations

N.B. Proposed road closures aren't universally unpopular. Some businesses [REDACTED] [REDACTED] are enthusiastic and don't believe road closures and reduced traffic will impact on their businesses. [REDACTED] believes the opposite.

Previous road closures have had a severe, detrimental effect on trade. 3

Trade dependent on vehicle access. 2

Businesses didn't get a leaflet. 2

Osborne Avenue & Shortridge are vital links for their customers. 3

Closing residential streets isn't improving the environment

Calls for students to be prevented from bringing cars to the area. 2

Continued objections to the closure of Jesmond Dene Road – tangible downturn in business for [REDACTED] and [REDACTED]. 2

Strong objection to Ouseburn Road being closed to vehicles. 2

Insistence that walking and cycling aren't practical alternatives for many customers. 1

Unfair rate rebates for businesses – [REDACTED] didn't get any. 1

All consultees

General points

Road closures have / will only shift the problem, increasing congestion and pollution on other streets. 18

E Scooters are a blight. Introduced without consultation and used irresponsibly. Ridden by many walkers and cyclists defeating the object of their green credentials. 9

Closing bridges has only made traffic problems worse and hasn't reduced volumes. 7

LTN's need to look at more than reducing through traffic – car ownership in the designated area needs to be reduced too. 10

Where is the evidence to support that these interventions are necessary? How do the proposals follow the City's Transport Plans? How were the package of measures developed? 5

Irresponsible parking (including delivery vans and contractors' vehicles) 5

The traffic problems in the area are school related (concentration of private schools), the traffic is fine during the holidays. 3

Introduce blanket 20mph speed limits across the area. 3

Play streets are a good idea but should only be considered where there aren't parks and open spaces close by. 2

Parking on footpaths needs to be tackled. 2

More DYL's on junctions to curb obstructive parking. 2

More safe routes to schools for sustainable modes throughout the area. 2

Too many parking permits issued for the available space – change the policy on permits for new residents.

Cap the number of licensed premises in Jesmond.

More parking schemes to cover the areas not presently covered.

Why weren't the SfP measures implemented?

Repeal / relaxation of traffic management

Consider opening streets up to share out the problem. 5

Stop persecuting motorists. 3

Irresponsible cycling & cycling facilities causing congestion. 3

Jesmond worked well until NCC started messing around with it 25 years ago – Cradlewell Bypass was the first mistake followed by many others. 2

More parking for older people to access shops and services. 2

Speed bumps increase pollution / driver feedback signs are preferable.

Council should be seeking to make car journeys shorter and more direct.

Play streets are dangerous when there is still residential traffic moving around.

Easing congestion on Osborne Road, Sandyford Road and Jesmond Road will negate the need for neighbourhood interventions.

Removal of DYL's and speed humps – need to create more parking in Jesmond.

Woke council plans and officers are ruining the city and its neighbourhoods.

Remove all redundant, useless signs and street furniture.

Supportive comments

Support for the introduction of low traffic neighbourhoods in general and in Jesmond. 32

Support the closure of bridges. 2

Interventions to focus on pedestrians as well as cyclists. 2

All streets should be closed off in the middle so everyone can still get to their properties, but no one can cut through.

Reducing through traffic would be transformational.

Streets and Back Lanes need to be filtered to make driving through more difficult.

Need to stop thinking about streets from an automotive perspective.

Strategic interventions

Stop students bringing cars with them to University and better control of permits including visitor permits, work with Universities. 13

Consultation – residents pay high council taxes and deserve to have their voices heard. 7

Invest in public transport to get people out of their cars – more bus lanes, more buses, expand the metro coverage, cheaper fares, more park and rides. 5

Tackle general neighbourhood problems rather than the road network – street cleaning, antisocial behaviour like noise, make landlords maintain student houses and gardens, stop pavement parking, address overgrown gardens, enforce parking restrictions like double yellow lines and infringement of disabled parking, more DYL's on corners. 4

Increase cycle provision across the city. 3

Housing stock increasingly taken over by student lets and HMO's – increased car ownership per household. 3

Push schools to provide school buses. 3

Gosforth High Street – problems with congestion, air pollution, CV-19 measures. 3

City planning policies - calling for the Council to have a much better and unified approach to the requirement for new estates to have a local set of stores/facilities rather than relying on people driving/travelling to other areas.

Calls to tackle the traffic generated by students, commuter parking and people travelling to the bars and restaurants on Osborne Road – use ANPR cameras to fine all non-residents driving through the area.

More changes being suggested when the previous ones haven't been evaluated properly.

Street Specific Comments:

Adderstone Crescent

Current issues raised: representation from the Residents' Association about excessive parking from outside the area to access services on Acorn Road – makes it hazardous for pedestrians and cyclists and impossible for the street sweeper to clean the streets. Residents have slipped and broken hips on the slippery pavements covered in leaves. Ditto Lindisfarne Road.

Akenside Terrace

Current issues raised: used as a rat run by speeding vehicles. 2

HMO'S and too many parking permits granted for the street.

Buston Terrace

Current issues raised – speeding on the street and in the back lane. 6

Speed limit signs too small and obscured by vegetation.

Need for traffic calming measures. 2

History of bad accidents from exit of Bramley Chase.

Parking on both sides of the road – narrows the road and reduced visibility at junction with Shortridge Terrace. 2

Street used as a cut through.

Parking without permits.

If road closures are introduced – fears that the street will become a rat run to / from the Coast Road if Shortridge is closed. 4

Fears that car access from Buston Terrace into Fenwick Close will be lost for elderly / infirm residents.

Welcome the closure of Buston & Shortridge with bollards, preferably at the east end of one and west end of the other.

Consider a one-way system rather than closures.

Cavendish Road

Current issues raised: rat running between Osborne Road and Cradlewell.

Speeding - speed humps please.

Parking on junctions reducing visibility – permit parking please.

If road closures are introduced – fears that the street will become more of a rat run to / from the Coast Road. 2

Cradlewell

Current issues raised: promised DYL's on the corners of the junctions need to be installed to prevent the problems caused by parking on them.

Junction of Osborne Avenue / Jesmond Dene Road (outside Rehill's) needs attention.

Calls for a pedestrian crossing across Jesmond Dene Road from Lansdowne Gardens.

Fern Avenue

Current issues raised: street currently used as a cut through to and from the Coast Road and as an access road to Holly Avenue – increasing volumes of traffic year on year. Would like Fern to be included in the proposals to reduce traffic in the area too. 4

Speed and volume of traffic.

If road closures are introduced: even more traffic will divert through Fern Avenue to reach Osborne Road. The houses on Fern have no driveways (unlike Osborne Avenue) so there are no refuges for passing cars along the street, Osborne Avenue is a better option for a through route. 4

Implement one way flow from Osborne Road to Manor House Road to enable improved flow from Osborne Road into Fern Avenue. 2

Grosvenor Road and Grosvenor Avenue

Current issues raised: increased traffic levels on this street since Jesmond Dene Road and other side roads were closed. 4

Difficult to turn right from this street into Osborne Road, no traffic lights and the yellow box markings on Osborne Road have faded and are disregarded. 3

Recent resurfacing welcome but the replacement speed humps are shallower and less effective at slowing the traffic down. 2

Ludicrous that traffic surveys were undertaken in the summer. 2

Street perceived as a student ghetto and excluded from general improvements – why wasn't the whole road resurfaced and all pavements renewed.

Lots of children and families affected adversely by high traffic levels.

Speed signs obscured by vegetation and parked cars.

If road closures are introduced – fears that the street will become more of a rat run to / from the Coast Road. 6

Haldane Terrace Bridge

Current issues raised: Closure increases congestion on Osborne Road. 3

Support for the continued bridge closure. 2

Strengthen the bridge and re-open it. 2

Hartside Gardens

Current issues raised: busy rat run for traffic coming off Cradlewell Bypass heading for West Jesmond. 2

Excessive speeds.

Blind bend at its junction with Valley View.

Pavement parking.

If road closures / measures are introduced: closures at all the junctions of Osborne Avenue, Shortridge Terrace, Buston Terrace, Cavendish Road and Grosvenor Road with Manor House Road would effectively block all through traffic from the Cradlewell Bypass whilst allowing other modes through.

Holly Avenue

If road closures / measures are introduced: Restore traffic with one way traffic flow via Holly Avenue from Manor House Road to Osborne Road.

Re-open at the junction with Osborne Road and make it one-way.

Jesmond Dene Road

Current issues raised – no issue with current parking restrictions, they work well and facilitate local residents and visitors to the Dene. Through traffic isn't an issue because of the closure halfway along – what's needed is a No Through Road sign. 5

Continued objection to the closure. 5

Change the position of the Give Way to oncoming vehicles.

Parking on JDR from The Grove towards the Banqueting Hall is a problem for pedestrians there because of cars circulating looking for parking spaces.

Extend parking restrictions to prevent students dumping their cars. 3

All day parking - time limited bays near the exit from Grosvenor Avenue.

Rat running on the stretch that is open.

Flouting of the 3-tonne weight limit.

If road closures / measures are introduced: consider reopening JDR to one-way traffic to ease the pressure on other streets. 2

Jesmond Gardens (inc. Collingwood Terrace and Fenwick Terrace)

Current issues raised: former bollards must be reinstated to protect this conservation area from through traffic. This must be done before other measures are implemented or Jesmond Gardens / Back Manor House Road will become the rat run. 13

Want to retain their existing and historical low traffic neighbourhood status with the reinstatement of the bollards – from Collingwood Residents Association (representing 47 households).

The grass verge must not be converted to a parking area for the flats. 2

Jesmond Road

Current issues raised: A right turn filter light into Osborne Road from Jesmond Road would encourage drivers to use that route rather than cut through at the Cradlewell – currently a dangerous manoeuvre that has to be made on a red light.

No safe crossing point between Akenside Terrace and Jesmond Old Cemetery. 2

The junction of Jesmond Dene Road, Jesmond Road and (old) Benton Bank is dangerous. 2

Volume of traffic.

Speeding vehicles at night.

Poor drainage with overspill and puddles splashing the footpaths.

Traffic lights at the above junction invite traffic into the neighbourhood.

If road closures are introduced: close the junction of Jesmond Road / Cradlewell to avoid all the closures of the roads inside the area.

Don't close anymore roads that will increase the volumes on this road. 2

Lindisfarne Road

Current issues raised: representation from the Residents' Association about excessive parking from outside the area to access services on Acorn Road – makes it hazardous for pedestrians and cyclists and impossible for the street sweeper to clean the streets. Residents have slipped and broken hips on the slippery pavements covered in leaves. Ditto Adderstone Crescent.

Manor House Road

Current issues raised: the unmarked crossroads or roundabouts cause congestion, confusion and dangerous driving behaviours – especially difficult for pedestrians who have to guess which car is going to move off first. 4

Osborne Avenue

Current issues raised: Busy rat run - regular congestion causing pollution and safety concerns such as speeding, road rage stand offs and residents unable to exit their drives. 17

Back lane between Holly Avenue and Osborne Avenue being used as a cut through. 8

No problem here, no need for further measures. 5

The unmarked crossroads or roundabouts cause congestion, confusion and dangerous driving behaviours. 5

Non-residential parking during the day. 4

Plethora of work vans, lorries and skips exacerbates the problems 3

One way traffic flow would be beneficial. 3

Problems caused by the closure of Jesmond Dene Road, Holly Avenue and Bridges. 2

Call for a pedestrian crossing outside the Cricket Club. 2

Osborne Avenue is a legitimate local route for vehicles, householders were aware of its importance when they bought their houses. 2

Extend the DYL's at the Osborne Road junction.

If road closures / measures are introduced: Close Osborne Avenue at the Cricket Club / close the road. 6

Back lanes must be protected from rat running, be repaired and traffic calmed. 5

Traffic levels will increase on other streets – most likely Grosvenor Road – traffic calming would be more appropriate. 2

Use planters on other stretches of the street to calm the traffic that does get through. 2

Remove parking from this street.

Stop HGV's from using the street.

No left turn into Osborne Road to deter rat runners.

Osborne Road

Current issues raised: 20mph speed limit rarely observed – install a speed camera. 3

Junction with Jesmond Road restricts egress from Osborne Road causing tail backs and congestion. 2

Junction with North Jesmond Avenue is now more dangerous than ever following the "improvements". 2

Cycle lanes on Osborne Road between Waitrose and Haldane Bridge would encourage cycling and connect up the cycling facilities from there into the City Centre.

Lollipop person should be brought back to staff the crossing on Osborne Road.

Add a push button phase for cyclists out of Acorn Road to improve traffic flows / look at timings here.

Congestion here forces traffic to cut through residential streets.

Reintroduce parking here to relieve parking pressures on side streets.

Right turn filter into Clayton Road needed or straight-ahead lane to reduce congestion.

If road closures are introduced: volumes of traffic will increase on Osborne Road increasing pollution next to Nuffield Hospital and the Nursery.

Queens Road

Current issues raised: speeding due to lack of speed humps.

If road closures / measures are introduced: Remove current closure of carriageway near the Osborne Road Junction. This is a properly signalled junction into Osborne Road. 2

Ensure any changes don't push more traffic into Queens Road

Reid Park Road

Current issues raised: residents speeding.

Shortridge Terrace

Current issues raised: No problem here, works fine. 4

One way traffic flow would be preferable – parking on both sides makes the road too narrow for safe two-way traffic flows.

Busy rat run with high levels of noise and air pollution. 2

If road closures are introduced: back lanes must be protected from rat running.

St George's Terrace / Norham Place

Current issues raised: Needs to be filtered or safe crossing to WJP

If road closures / measures are introduced: make the southern end one-way.

Sycamore Close

Current issues raised: Inconsiderate day time parking preventing wheelchair user from using the pavement.

Victoria Mews

Current issues raised: please consider permit parking for this street.

Wellburn Park

Current issues raised: fly parking by non-residents with vehicles abandoned for weeks.

If road closures / measures are introduced: parking restrictions on JDR would push more parking into Wellburn Park. 2

Around West Jesmond Primary School

Current issues raised: Drop offs remain a problem with parents and carers parking irresponsibly. 4

A school street treatment will only shift the problem to other nearby streets. Parents bringing children from all over the City to this popular school, they need their cars for onward journeys to work.

DYL's to control irresponsible parking.

AQ in breach of WHO guidelines.

If road closures / measures are introduced: Strongly support the introduction of a school street. 7

Raised by Jesmond Vale Residents

Current issues raised: excessive parking in Jesmond Vale because other areas in Jesmond have permit parking. Area used as a park and ride. 7

Support the introduction of DYL's and enforcement of them (agreed last year but not yet implemented), at junctions throughout Jesmond Vale. 4

Pedestrian crossing / DYL's needed on blind corner on Lansdowne Gardens (Cradlewell Shops area). 3

Parents of children at St Catherine's and Newcastle School for Girls, drop children off then park for the day in Jesmond Vale while they go to work in Town. 3

Parking associated with the Leonard Cheshire Centre.

Adding parking restrictions like DYL's and permits will only shift the problem.

Parking close to Bluebell Bridge needs to be tackled as it threatens the bus service.

Cars and vans parked on the pavement on Fore Street outside Vale House – cracking paving stones and forcing pedestrians onto the road.

Parking on Salisbury Gardens – calls for a residents' parking scheme with limits on the number per address.

Lack of safe pedestrian crossings throughout Sandyford and on routes to schools.

No pavement on the south side of Springbank Road.

Support the introduction of parking permits in Jesmond Vale.

Sandyford Road is a no-go area at drop off / pick up times.

Electric cars being parked half-way onto the pavement so they can be charged.

Speeds to be tackled on Rosebery Crescent.

If road closures / measures are introduced: Jesmond Vale will become even more isolated from the rest of Jesmond and the city. 10

Unreasonable to restrict Jesmond Vale residents to one route out of their neighbourhood – Jesmond Road / the Coast Road. 8

Don't close roads between Cradlewell and Osborne Road - 7.

Residents will be inconvenienced; problems will be shifted onto other streets - 3

Choose traffic calming over road closures and enforce 20mph zones - 3

JV Residents discriminated against because people in another part of Jesmond want to live on a pedestrianised street.

Fly parking will increase in Rosebery Place.

Support for the introduction of school streets and play streets.

Driver feedback sign for Rosebery Crescent.

No parking permits because of the clutter of signage.

Close Fore Street to vehicles.

Ouseburn Road –

If road closures are introduced: more cycle and walking provision is not needed, there are foot and cycle paths both sides of the river already – don't close this road. 6

Press ahead with the closure. 3

Consider closing Ouseburn Road at weekends. 2

Closing Ouseburn Road will force more traffic and associated problems onto residential streets in Sandyford, no one lives on Ouseburn Road.