

Traffic at Blue House Roundabout

SurveyMonkey response analysis

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Q5: If you are a regular car driver, what measures taken by the City Council or its partners would enable you to switch from using your own car for these trips to walking, cycling, car share or public transport?

Key findings

- 243 people answered this question and 80 people left comments.
- The majority responding to each proposed measure felt it was not likely that the measure would enable them to switch from using their own car to more sustainable modes of transport (Table 1), but significant numbers would be prepared to make a switch as shown in the following bullet points.
- Introducing more frequent and reliable buses on existing routes and a better integrated and smarter ticketing appear to be the most effective changes. (39.81% and 43.77% respectively are likely or very likely to switch).
- Safe and convenient cycling infrastructure would likely or very likely enable 37.39% to stop using the car.
- The same can be inferred for 35.19% of respondents regarding walking infrastructure.
- Reliable real-time bus information at bus stops would make 35.87% likely or very likely to switch.
- New bus routes would be only be helpful for 31.22% of the respondents.
- Car sharing does not seem to be a favourable option; only 12.88% would be likely or very likely to switch, whereas 76.24% are not at all or not likely to switch.

Table 1: Distribution of responses to Q5. Absolute majorities are highlighted

	1 not likely	2	3	4	5 very likely	Total
Reliable real-time bus information at bus stops	41.70% 93	10.31% 23	12.11% 27	16.14% 36	19.73% 44	223
More frequent/reliable buses on existing routes	36.20% 80	8.14% 18	15.84% 35	17.19% 38	22.62% 50	221
Better integrated and smarter ticketing (e.g. tap in/out with bank cards) to let you change from one bus/Metro/train more easily and as one journey	35.94% 78	8.76% 19	11.52% 25	19.35% 42	24.42% 53	217
New bus routes (say from where to where in box below)	44.88% 92	9.76% 20	14.15% 29	14.63% 30	16.59% 34	205
Safe and convenient cycle track suitable for users of all ages (say from where to where in box below)	46.73% 100	7.48% 16	8.41% 18	14.49% 31	22.90% 49	214
Safer and more pleasant/convenient walking conditions (list any specific paths or crossing improvements you'd like to see in box below)	39.81% 86	12.04% 26	12.96% 28	17.13% 37	18.06% 39	216
a well organised car share system	64.36% 130	11.88% 24	10.89% 22	6.44% 13	6.44% 13	202

Comment summary

Public transport suggestions

- Better links between:
 - The City Centre, Jesmond / Jesmond Vale and Gosforth (High Street) as current services are infrequent and end very early in the evening
 - Newcastle, Jesmond and Kenton Road, following the old routes of the 10 and 11
 - Gosforth and the East End/Heaton without having to change in the City Centre
 - Jesmond and Great Park
 - Jesmond and Cowgate
 - Gosforth, North Shields/Howdon and Sunderland
 - Castle Farm Road and the schools
 - Osborne Road and North Gosforth
 - Hospitals from Morpeth to Sunderland
 - Wideopen and Jesmond
 - Suburbs of the city, not just into the city centre
- A new bus route going from East to West across the Town Moor and avoiding the City Centre (e.g. Jesmond to Fenham)
- Faster buses serving Alnwick and North Northumberland
- Increase the frequency of the 74 bus service and make it run from Hexham to Callerton to link up with the Metro.
- The Q3 should stop at the southern end of Gosforth High Street
- Bus and Metro tickets should be cheaper than driving and paying for parking, and free for under 16s
- Metro should be more frequent and convenient
- Metro should be extended to serve the West End, Northumberland, Durham and Doxford Park
- Real time information at bus stops would encourage me to use public transport instead of the car

Walking and cycling improvements

- We would cycle if there were better cycle routes for me and my family
- Safer cycle routes when exiting the Town Moor to access schools in Jesmond
- Better signage for cycle and walking routes, e.g. on the Moorfield / Ilford Road triangle which avoids Jesmond Dene Road
- Better access from Keyes Gardens to the Great North Road as it is very difficult exit from the estate
- Better links between Four Lane Ends, HMRC and Matthew Bank to join the Great North Road
- Better pedestrian facilities on the diagonal from southbound Forsyth Road bus stop to Forsyth Road
- Segregated path and/or cycle lane on the Great North Road section would make cycling and walking safer, more pleasant and more convenient
- Introduction of a safe crossing at the the top of Osborne Road

- Better road crossing for pedestrians on BHR, particularly on the south side to link Jesmond to the Moor
- The cycle tracks around the BHR are sufficient already and there is no need for cyclists to use the roundabout - just need safer crossing points and slow down traffic on approach to the roundabout
- Realisation of an integrated city-wide cycling network
- Making Moorfield a no-through road would make the street safer and would encourage more people to walk and cycle

Limitations

- Need my car for work purposes because of the hours I work, where I work (Newburn, Northumberland), the distance I travel or because I need to be flexible
- Journey is much quicker by car and public transport takes too long or requires me to change several times
- My place of work is not served by buses at all
- Unable to car share because of my working hours
- Need my car to collect my children from school
- Need my car for food shopping or transporting heavy loads
- Need my car to travel longer distances
- Necessary to use a car as a disabled person
- I want to travel by car and have no issues with the current arrangement
- Taxi would be my only option

Other comments/suggestions

- People should be stopped from using Ilford Road and Moorfield for Metro and bus parking as this would make crossing roads safer
- People should be encouraged to plan trips outside of peak hours
- Whilst I use my car for work, I do walk and cycle on weekends
- Whilst I use my car for work, I never use my car to travel into the City Centre
- I generally use public transport for local journeys
- I travel at peak times and I face no problems in using BHR

Q6 Which of the following measures for promoting the use of walking, cycling and public transport do you support?

Key findings

- 284 people answered this question and 34 people left comments.
- Taking the majority of responses to each measure, the survey indicates that curbing rat runs, providing safer cycling routes, school “walking buses”, default 20mph limits, more park and ride schemes and restricting school pick ups and drop offs would be supported.
- Ending free parking initiatives and introducing congestion charging would not be supported.
- Respondents were indifferent to car sharing.

Table 2: Distribution of responses to Q6. Absolute majorities are highlighted

	1 don't like at all	2	3	4	5 like very much	Total
Curbing rat runs along residential streets	18.70% 49	8.78% 23	17.56% 46	17.56% 46	37.40% 98	262
Providing safe cycling routes, including to and from schools	7.41% 20	5.93% 16	15.19% 41	15.19% 41	56.30% 152	270
Introduction of walking groups for schoolchildren to walk together under supervision to school	8.40% 22	8.78% 23	23.28% 61	21.37% 56	38.17% 100	262
Default 20mph limit on most streets in the city	15.50% 42	16.97% 46	15.87% 43	17.34% 47	34.32% 93	271
Initiatives to help people to car share	19.23% 50	16.15% 42	30.00% 78	16.54% 43	18.08% 47	260
Ending free parking initiatives	43.36% 111	12.50% 32	21.48% 55	9.38% 24	13.28% 34	256
More park and ride schemes	9.89% 26	12.17% 32	25.48% 67	23.19% 61	29.28% 77	263

Restricting drop off/pick up outside schools	15.47% 41	10.19% 27	16.98% 45	18.11% 48	39.25% 104	265
A 'congestion charge' for driving into central Newcastle	50.38% 134	10.90% 29	12.03% 32	10.15% 27	16.54% 44	266

Comment summary

General approach

- Nudging and rewarding positive behaviours is more productive than banning routes, discouraging city commerce and alienating car drivers - e.g. exit from Forsyth Rd is necessary during school runs but reduction in lanes has led to unnecessary queuing and air pollution
- Please consider the elderly, who do not feel safe on foot, or even on public transport at some times of day
- Survey is an overreaction to the problem and Newcastle is not congested compared to other cities
- These measures might have good effects but would not discourage car use - e.g. cycle routes would only benefit current cyclists and 20mph would improve safety but not decrease car use
- Car owners should not be penalised for dropping kids off at NSG/RGS as they have wide catchments
- Jesmond residents pay enough for being car owners already
- There should be fewer speed bumps and improved road surfaces

Walking and cycling

- Kids should walk or cycle to school and drop off/pick up points outside schools should be discouraged
- Safer road crossings needed for pedestrians, not just cyclists
- Cycle routes should be properly thought out and not just consist of painted lines along an existing road, which is dangerous for cyclists and creates congestion for drivers
- Cycle lanes should be clearer
- Cycle routes should form part of a wider, integrated network
- Covered cycle parking should be provided

Public transport

- Smaller buses with wider route around streets
- Better public transport and east-west routes that avoid the city centre
- Public transport is expensive (though not for the elderly)
- Better integrated public transport ticketing across Tyne & Wear and the introduction of an Oyster-style cards with a daily fare cap
- Taxis should be included in this survey

- Subsidise Metro and buses using revenue from motorists, so it can compete with Uber
- Metro should be extended
- Park and ride scheme would only work if combined with car restrictions in the city centre and urban areas
- Fairer fares for those travelling into Newcastle from outside Tyne and Wear
- Free or nearly free parking could be provided at 'parkway' Metro hubs (i.e. Regent Centre, Northumberland Park, Heworth)
- Greater number of bus lanes (where the volume of buses warrants it)

Parking, traffic and speed restrictions

- Restrict heavy goods vehicles between 8 & 9am and between 5 & 6 pm
- Impose blanket 20 mph on all side roads and more cameras at traffic lights
- Resident only parking near Metro stations.
- Seek to minimise school run traffic as this tends to dominate the "rush hour" traffic density
- More resident parking controls in High West Jesmond would solve the problem
- Limits on cars per household
- More yellow boxes at junctions

Congestion charging

- Any congestion charge should only apply during the morning rush hour to discourage people driving to work when they do not need to
- A general congestion charge could have a very detrimental effect on the City centre shops
- Congestion charge would only work if there were better and more frequent buses and more parking
- Congestion charging could work in Jesmond
- Must exempt disabled badge holders from congestion charge

Q7: Do you have a rat run in your neighbourhood? If so please name it/them here.

Key findings

- 139 people responded to this question.
- The roads most frequently identified as rat runs were Moorfield, Ilford Road, the Matthew Bank estate (Sturdee Gardens, Keyes Gardens and Beatty Avenue combined), and Osborne Avenue and its back lane.
- In total, 45 different rat runs were identified by respondents. Three suggestions were excluded for being a main road or for being outside of the area.
- 24 respondents did not think there was a rat run in their neighbourhood.

Table 3: Rat runs identified by respondents, sorted by frequency they were mentioned

Road (or area if used interchangeably)	Frequency	Relevant comment(s)
Moorfield	20	"Used regularly as a rat run from Gosforth for anyone trying to avoid queues at BHR - I have even witnessed vehicles coming from the High Street through the no entry sign!"
Ilford Road	15	
Sturdee Gardens/Keyes Gardens/Beatty Avenue	12	"Whole estate is treated as a rat run" "Keyes Gardens to Castle Farm Road is also a rat run"
Osborne Avenue (and back lane)	12	
Moor Road North and South	10	
Grosvenor Road	9	
Moor Crescent	6	"Gets bad at times but cars/ vans go too fast and make getting children out of cars dangerous. Believe speed bumps would improve this"
Highbury (and back lane)	7	"Has always been a rat run for West Jesmond School and people trying to avoid queuing at the top of Osborne Road"
Oaklands	5	"Used as rat run between Grandstand Rd / Kenton Rd area and High Street"
Fern Avenue (and back lane)	5	
Forsyth Road (and back lane)	5	
St Georges Terrace	4	"Now that Acorn Road is one way"
Burdon Terrace	3	

Linden Road	3	
Brandling Park (and back lane)	2	
Clayton Road	2	“Clayton Road and Akenside Terrace used to avoid traffic lights on Osborne road/Jesmond Road”
Ivy Road	2	
Queens Road (and back lane)	2	
Shortridge Terrace	2	
Stoneyhurst Road	2	
Akenside Terrace	1	
Albury Road	1	
Brentwood Avenue (and back lane)	1	
Castles Farm Road	1	
Elmfield Road	1	
Grove Park	1	
Haldane Terrace	1	
Hyde Terrace	1	
Jesmond Dene Road (to access Grosvenor Avenue)	1	
Jesmond Park West	1	
Kingsland	1	
Lily Crescent	1	
Lodore Road	1	
Lyndhurst Avenue	1	
Manor House Road	1	
Osborne Terrace	1	
Queens Terrace	1	
Sanderson Road	1	
Tankerville Terrace	1	
West Avenue	1	
Westfield	1	
<i>None / don't know</i>	24	
Osborne Road	2	

Heaton Park Road / Heaton Park View / Warwick Street	4	
Matthew Bank	4	

Comment summary

- 4 people noted that Jesmond Dene Road used to be but has been improved through the use of temporary bollards/ planters to prevent rat running and reduce pollution
- 2 people argued that rat run is simply a pejorative term for car drivers
- Frustration with the closure of Jesmond Dene Road and how this has complicated their journey
- People using Woodthorne Rd, Albury and Honister for parking for Ilford Road Metro
- Girls school in Tankerville starting to use Burdon Terrace as pick up/drop off
- Moorfield is used regularly as a rat run from Gosforth for anyone trying to avoid queues at BHR - I have even witnessed vehicles coming from the High Street through the no entry sign!
- Cars driving at dangerous speeds on Moorfield and Ilford Road which has led to several near misses
- Back lanes around Forsyth/Brentwood/Highbury including all the back lanes due to parents of children at West Jesmond Primary.
- Cars use Grosvenor Avenue rather than the main bit of Grosvenor Road because the Avenue does not have speed bumps, but the Road does
- Grosvenor Place NE2, Taxis use it as a turning point for picking up on Osborne Road
- Clayton Road and Akenside Terrace used to avoid traffic lights on Osborne road/Jesmond Road
- Highbury has always been a rat run for West Jesmond School and people trying to avoid queuing at the top of Osborne Road
- Biggest problem is traffic through Jesmond near the schools

Q9: General comments

Key findings

- 121 people left comments in this section.
- The general comments largely discuss carrot (incentives) and stick (restriction) measures to address the issues at and/or around the Blue House Roundabout.
- Many respondents also felt that changes were not necessary.

Comment analysis

Comments have been grouped into relevant themes below.

Unnecessary or Problem not at BHR

- No changes are necessary at all
- Any changes would be a waste of money
- There are no issues with BHR outside of peak times or during school holidays
- No changes are needed for pedestrians and cyclists
- Original proposal was out of proportion
- The problem lies at Haddricks Mill, not BHR
- The problem stems from connecting roads, not the roundabout itself
- Other roads in the vicinity should be upgraded instead
- Holistic solutions are needed to the problem
- Put traffic lights in instead (temporary or permanent)
- No new land-take or tree loss
- Delays at peak time are unavoidable and not a big problem

"I need my car"

- Driving required for various purposes: get to work, long distance, drop off children at school, working late, carry shopping
- Respondents felt motorists are unfairly targeted and cars 'demonised'
- They want no driving restrictions
- Cycling needs are overrepresented
- Cycling is not an option for some (e.g. working families, disabled people)

Make it easier to drive

- Build new road to avoid BHR (e.g. Jesmond Dene Road to Great North Road or High West Jesmond, reopen Jesmond Dene road)
- Better traffic signage and lane markings
- Reducing speed limits too far increases time cars spend on the road
- Improve road for cars
- Make roundabout bigger
- Improve safety
- Open bus lanes for traffic at peak times
- Traffic restrictions might harm businesses in the centre

Make driving less attractive

- Reduce car traffic, make it less attractive
- There is an international trend that car traffic will decline and not increase
- Consider future impact of autonomous cars (less cars on the road)
- Ban drop-offs at schools (all or for big cars)
- Ban students from driving to university
- Enforce traffic laws (particularly speeding)
- Introduce more 20mph/30mph speed limits (even city wide)
- Ban Diesel vehicles
- Tax new developments a premium for cars

Residential Streets Parking and Rat Running

- Block off residential roads for through traffic
- Stop non-residential parking (particularly Freeman hospital staff, Ilford Metro Station, school drop-offs)
- Introduce residential parking schemes
- Residential parking schemes are misused by students who dump cars for long times

Make cycling more attractive

- Improve safety for cycling
- Invest in better cycling infrastructure
- Infrastructure unsuitable for winter climate
- Fill gaps in cycling network
- Secure and sheltered cycle parking should be made available
- Conflicting interests between motorists and pedestrians causes congestion and raises the need for separation
- Cyclists should be more visible
- There should be better road painting
- Cyclists should be subject to traffic law enforcement

Make walking more attractive

- Introduce walking groups
- Improve safety for pedestrians
- Invest in pedestrian infrastructure

Make public transport more attractive

- Introduce park and ride at Metro stations
- Integrate ticketing
- Public transport should be cheaper
- Developers should make bigger contributions to public transport
- Improve conditions for the elderly and disabled
- Independent schools could contribute to public transport costs to incentivise its use
- Improve safety at public transport stops, especially at night
- Introduce more school buses
- Relieve overcrowding on public transport at peak times
- Introduce new bus routes (see question 5)

Policy and education

- Work and school times could be better staggered
- There should be greater education on the health impacts of vehicular traffic (e.g. air pollution and safety)
- Bus lanes increase congestion and pollution
- Incentives for all-electric vehicles
- Road layout changes must demonstrate a reduction in harmful emissions

Comments on the questionnaire and Blue House Roundabout work

- Poor or biased survey design
- Disappointed with NCC
- Thank you for your work