

**Traffic at Blue House Roundabout - [Survey Monkey](#)  
 Comment analysis as of 19 January  
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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?**

Taking the majority of responses to each measure, the survey indicates that none of the suggested measures would enable private car to switch to sustainable modes.

	1 not likely	2	3	4	5 very likely	Total
Reliable real-time bus information at bus stops	42.62% 78	10.38% 19	13.66% 25	15.85% 29	17.49% 32	183
More frequent/reliable buses on existing routes	37.70% 69	8.74% 16	16.39% 30	17.49% 32	19.67% 36	183
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	37.43% 67	8.94% 16	11.73% 21	18.99% 34	22.91% 41	179
New bus routes (say from where to where in box below)	44.71% 76	9.41% 16	15.88% 27	13.53% 23	16.47% 28	170
Safe and convenient cycle track suitable for users of all ages (say from where to where in box below)	48.33% 87	7.22% 13	10.00% 18	13.89% 25	20.56% 37	180
Safer and more pleasant/convenient walking conditions (list any specific paths or crossing improvements)	41.99% 76	12.15% 22	12.71% 23	16.57% 30	16.57% 30	181

you'd like to see in box below)						
a well organised car share system	67.07% 112	11.98% 20	8.98% 15	5.39% 9	6.59% 11	167

## Comments

- *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
  - Better links between Newcastle, Jesmond and Kenton Road, following the old routes of the 10 and 11
  - Better links between Gosforth and the East End/Heaton without having to change in the City Centre
  - Better links between Gosforth, North Shields/Howdon and Sunderland
  - Better links between Castle Farm Road and the schools
  - Better links between Osborne Road and North Gosforth
  - Better links between hospitals from Morpeth to Sunderland
  - A new bus route going from East to West across the Town Moor and avoiding the City Centre
  - Faster buses serving Alnwick and North Northumberland
  - 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 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
- *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?**

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.

	1 don't like at all	2	3	4	5 like very much	Total
Curbing rat runs along residential streets	16.74% 37	8.60% 19	18.10% 40	18.55% 41	38.01% 84	221
Providing safe cycling routes, including to and	7.05% 16	6.61% 15	14.10% 32	15.86% 36	56.39% 128	227

from schools						
Introduction of walking groups for schoolchildren to walk together under supervision to school	8.22% 18	9.13% 20	25.11% 55	19.18% 42	38.36% 84	219
Default 20mph limit on most streets in the city	15.56% 35	17.33% 39	14.67% 33	17.33% 39	35.11% 79	225
Initiatives to help people to car share	19.91% 43	16.20% 35	32.41% 70	13.89% 30	17.59% 38	216
Ending free parking initiatives	41.20% 89	14.35% 31	21.76% 47	8.80% 19	13.89% 30	216
More park and ride schemes	10.00% 22	12.27% 27	24.55% 54	22.73% 50	30.45% 67	220
Restricting drop off/pick up outside schools	14.93% 33	9.50% 21	18.10% 40	19.91% 44	37.56% 83	221
A 'congestion charge' for driving into central Newcastle	49.11% 110	10.27% 23	11.61% 26	11.16% 25	17.86% 40	224

## Comments

- *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
- *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
- *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
- *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
- *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 Rat runs

Moorfield, Ilford Road and the Matthew Bank estate (Sturdee/Keyes/Beatty) were identified as the top three rat runs in this survey.

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	14	
Sturdee Gardens/Keyes Gardens/Beatty	11	

Avenue		
Moor Road North and South	10	
Osborne Avenue (and back lane)	9	
Grosvenor Road	7	
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"
Fern Avenue (and back lane)	5	
Highbury (and back lane)	5	"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"
Forsyth Road (and back lane)	4	
St Georges Terrace	4	"Now that Acorn Road is one way"
Burdon Terrace	3	
Linden Road	3	
Brandling Park (and back lane)	2	
Ivy Road	2	
Queens Road (and back lane)	2	
Shortridge Terrace	2	
Akenside Terrace	1	
Albury Road	1	
Brentwood Avenue (and back lane)	1	
Clayton Road	1	"Clayton Road and Akenside Terrace used to avoid traffic lights on Osborne road/Jesmond Road"
Elmfield Road	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	
Osborne Terrace	1	
Queens Terrace	1	
Sanderson Road	1	
Stoneyhurst Road	1	
Tankerville Terrace	1	
West Avenue	1	
Westfield	1	
<i>Heaton Park Road / Heaton Park View / Warwick Street</i>	1	
<i>None / don't know</i>	17	

### Comments

- 3 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
- 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

The general comments largely discuss carrot (incentives) and stick (restriction) measures to address the issues at and/or around the Blue House Roundabout. However, many respondents also felt that changes were not necessary.

### 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)

### **I Need my Car**

- Driving required for various purposes: get to work, long distance, drop off children at school, working late
- 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)

### **Make it Easier to Drive**

- Build new road to avoid BHR (e.g. Jesmond Dene Road to Great North Road or High West Jesmond)
- Improve road for cars
- Make roundabout bigger
- Improve safety

### **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
- 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

### **Make Cycling More Attractive**

- Improve safety for cycling
- Invest in better cycling infrastructure
- Infrastructure unsuitable for winter climate
- Fill gaps in cycling network
- Secure 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

### **Comments on Questionnaire and BH Work**

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