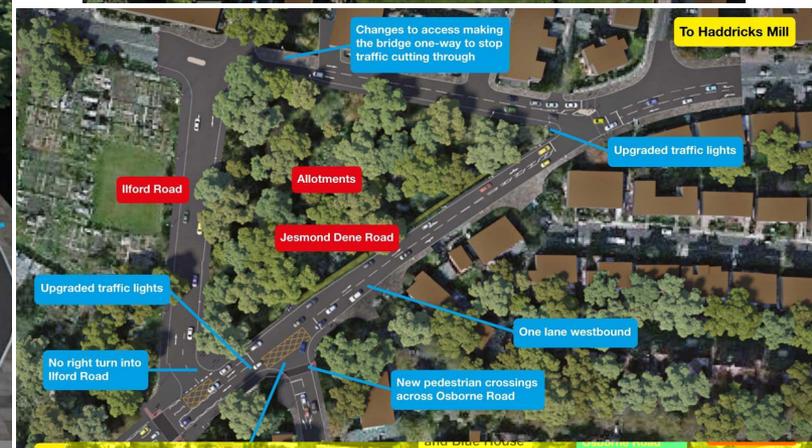
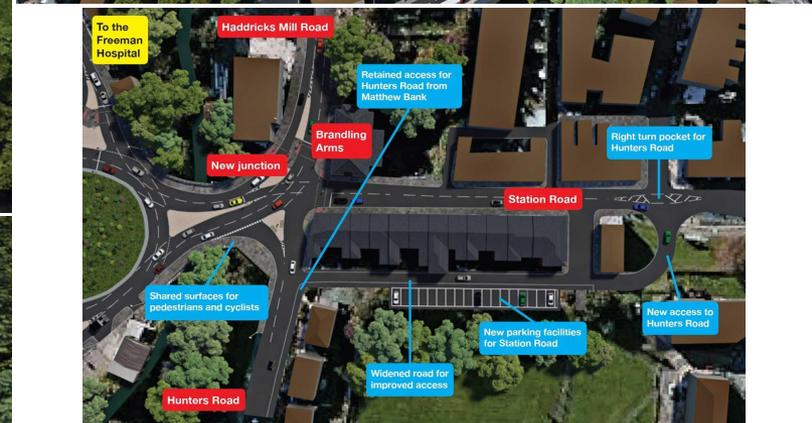
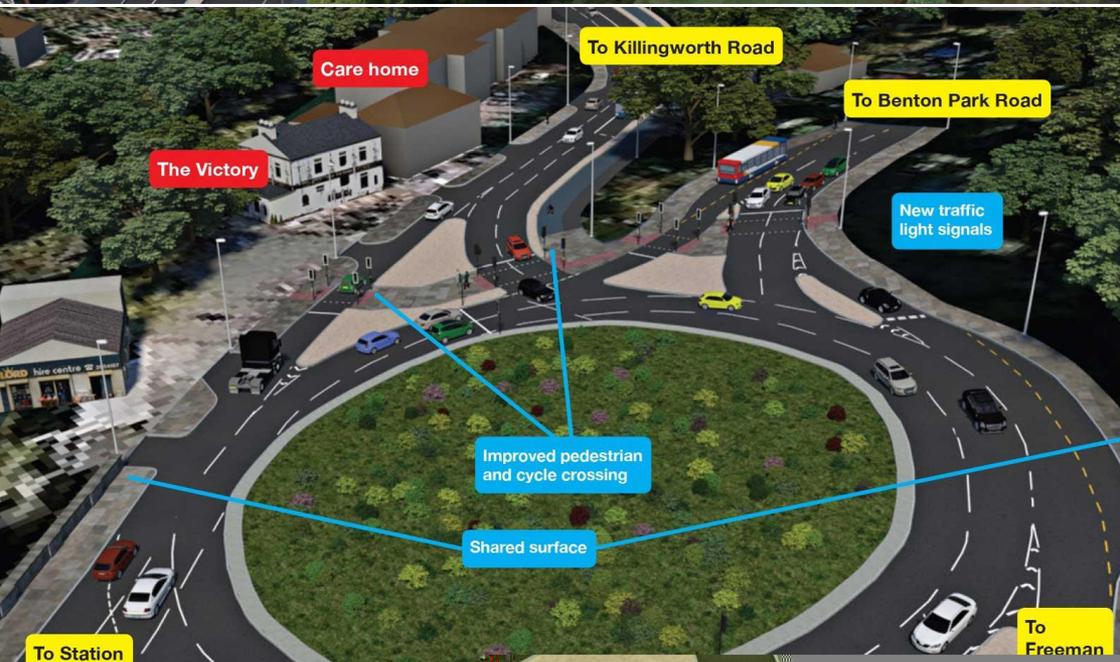
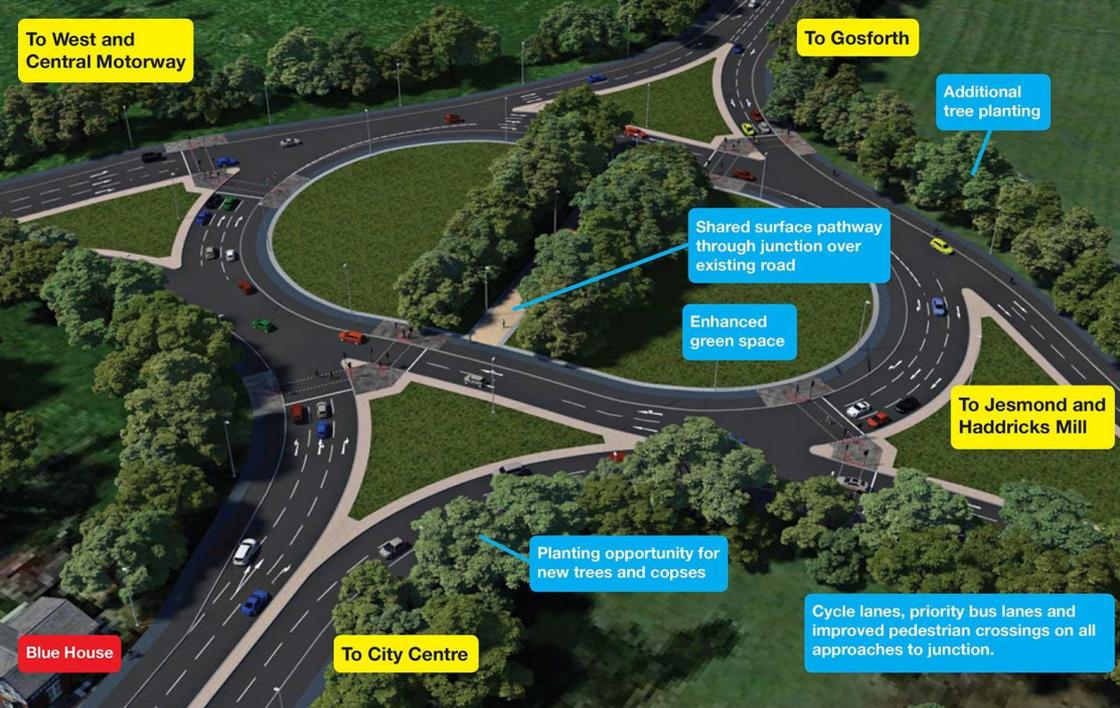


# SPACE FOR GOSFORTH

## Safe Pedestrian and Cycling Environment



# Blue House to Haddricks Mill



# What are streets for?

Six Roles for Streets by  
Transport for London



## 'Moving'

Help people, goods and services get from A to B, by enabling more efficient and reliable movement for a range of transport modes.



## 'Living'

Provide welcoming and inclusive places which support economic, cultural and community activities.



## 'Functioning'

Ensure essential access for deliveries and servicing, and upgrade utilities to better serve Newcastle's growing needs and foster a digital city.



## 'Unlocking'

Improve the accessibility, connectivity and quality of major growth areas to support the delivery of new homes, jobs and economic sectors that Newcastle needs as it grows.



## 'Sustaining'

Reduce road network emissions and support clean, green initiatives for a healthier and more active city.



## 'Protecting'

Improve safety and ensure that streets are secure.

<http://content.tfl.gov.uk/streetscape-guidance.pdf>

Movement



Place



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# Two Extremes?



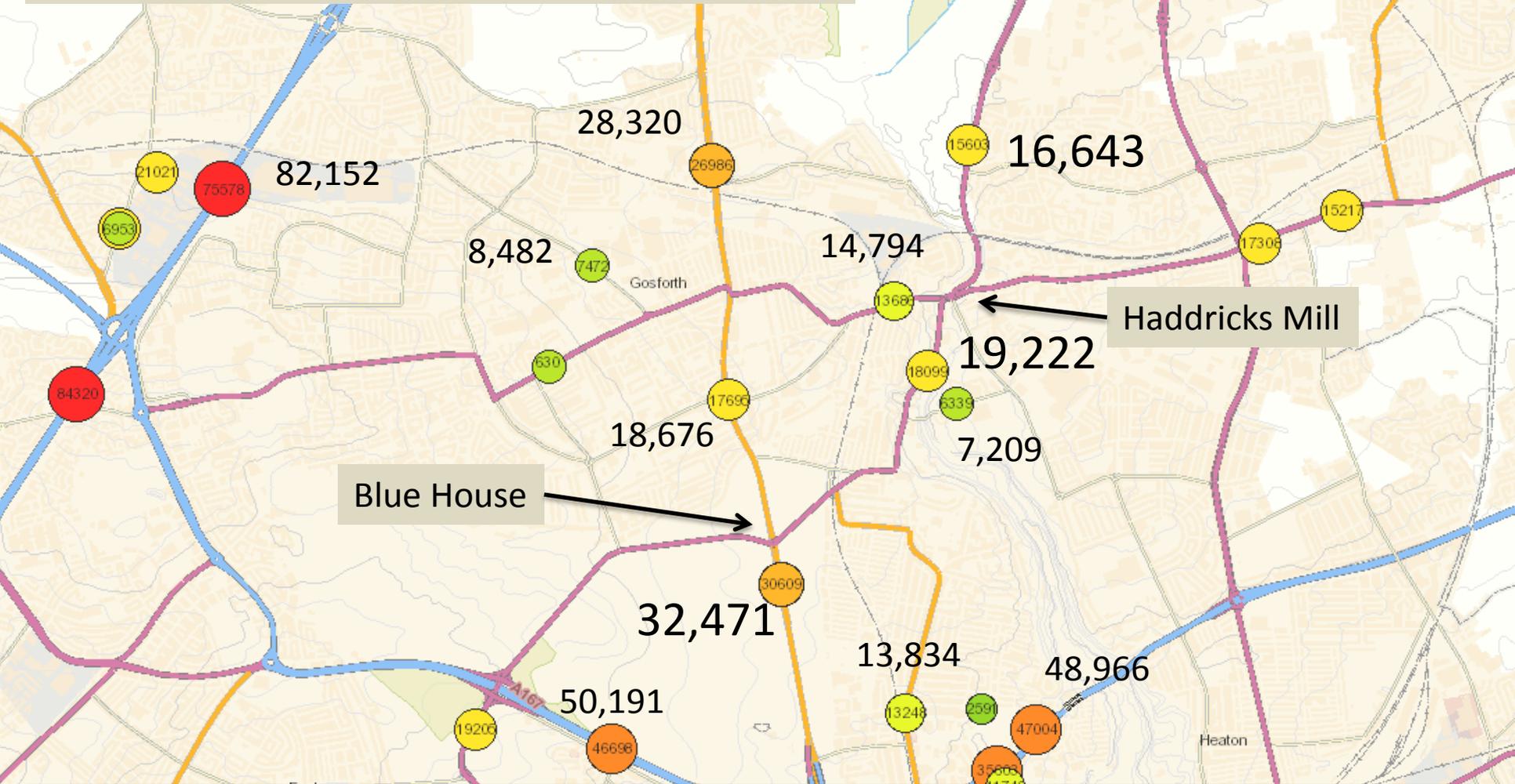
Movement

Place



# 2014 Vehicle Traffic Volumes

Average weekday <http://gis2.gateshead.gov.uk/GatesheadMaps/ctf/>



The Council is forecasting ~20-25% growth in vehicle traffic

*What the Council says...*

“The scale of the junction required to meet likely growth to and beyond 2030 therefore reflects a scenario that could change depending on the interest and likelihood of people changing their mode of travel or altering the time of trips.

“If, for example, there was a significant change in how young people who are currently passengers in cars accessed their schools, or in how people who currently drive to or from work passing along or across this route travelled, then significantly less space would be required to accommodate such trips in the future.”

From the Newcastle City Council's Frequently Asked Questions Document p10

<https://www.newcastle.gov.uk/sites/default/files/wwwfileroot/planning-and-buildings/transportation-developments/faqs.pdf>



# Tonight, with you, we want to

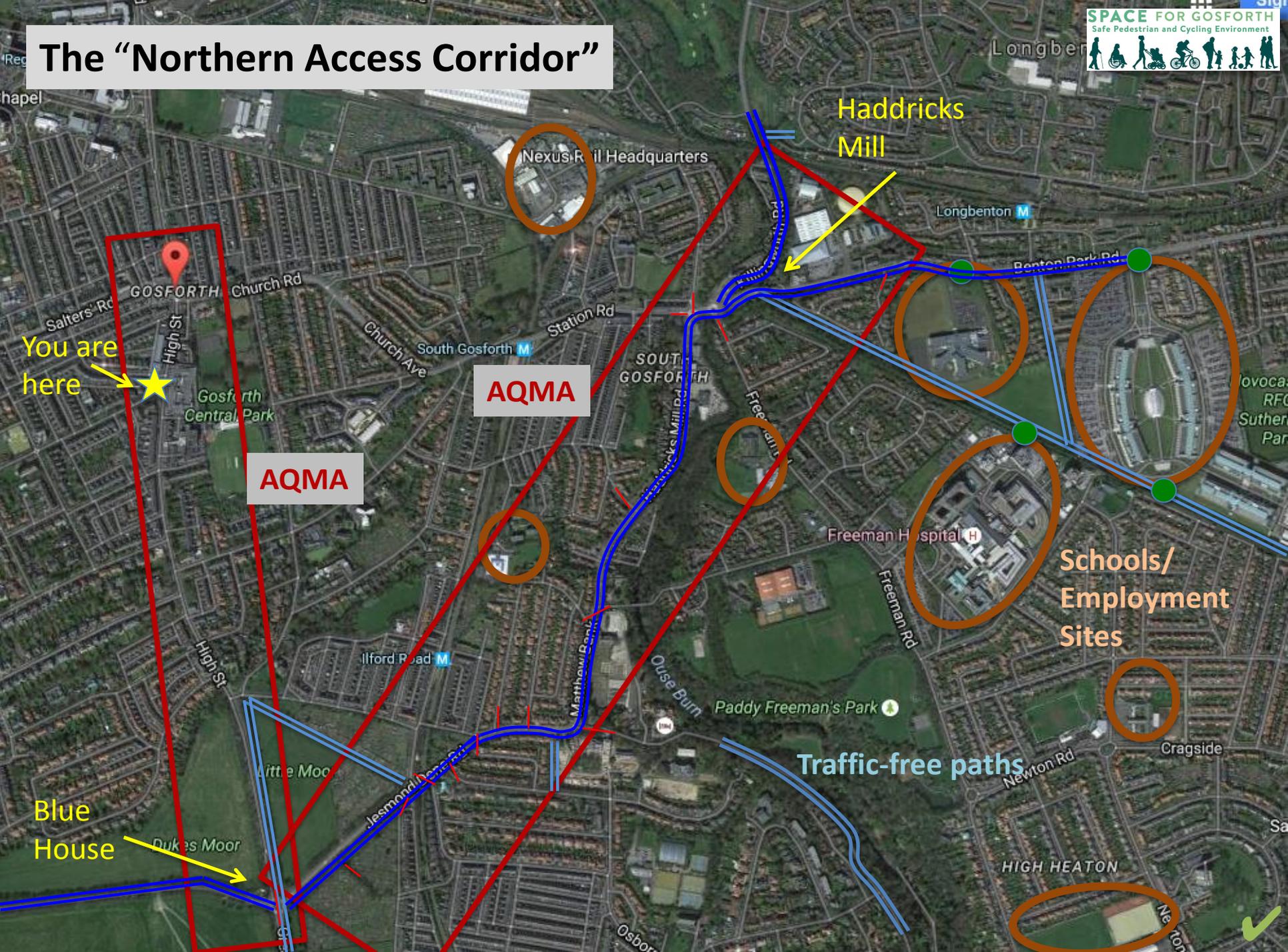
Improve the proposals so they:

- Help people\* to get about: to school; to work; to the shops; to see friends...
- Maximise people-moving capacity to avoid the need for more urban motorways or building on the Town Moor
- Improve air quality
- Improve safety for everyone
- Connect & protect neighbourhoods

**SPACE FOR GOSFORTH**  
Safe Pedestrian and Cycling Environment



# The "Northern Access Corridor"



You are here

Blue House

AQMA

AQMA

Haddricks Mill

Schools/  
Employment  
Sites

Traffic-free paths



# Proposed Changes - Locations

You are here

Salter's Lane  
Metro Bridge

Haddricks  
Mill

Station Road

Haddricks Mill  
Junction

High West  
Jesmond

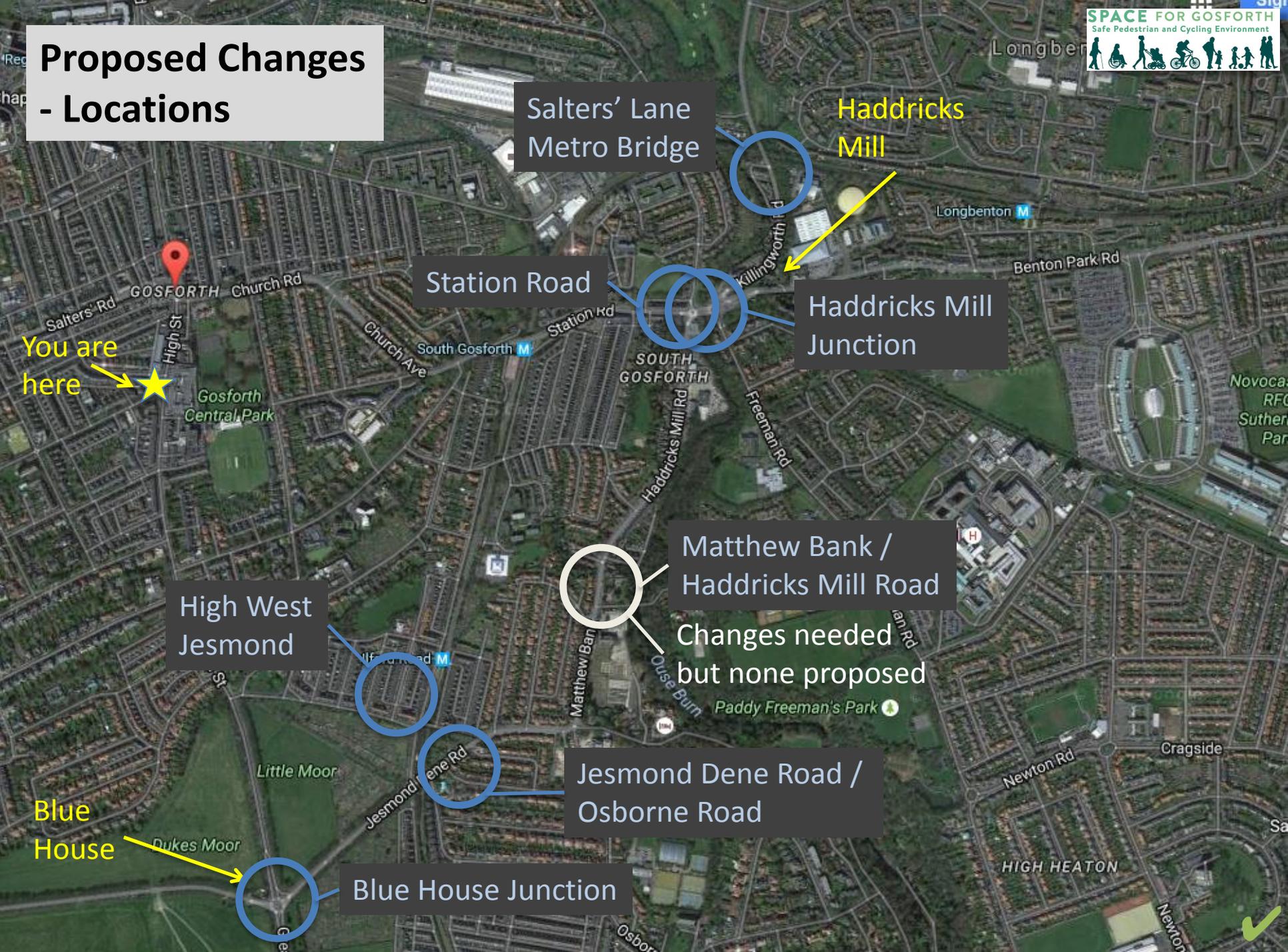
Matthew Bank /  
Haddricks Mill Road

Changes needed  
but none proposed

Blue  
House

Jesmond Dene Road /  
Osborne Road

Blue House Junction



# SPACE FOR GOSFORTH

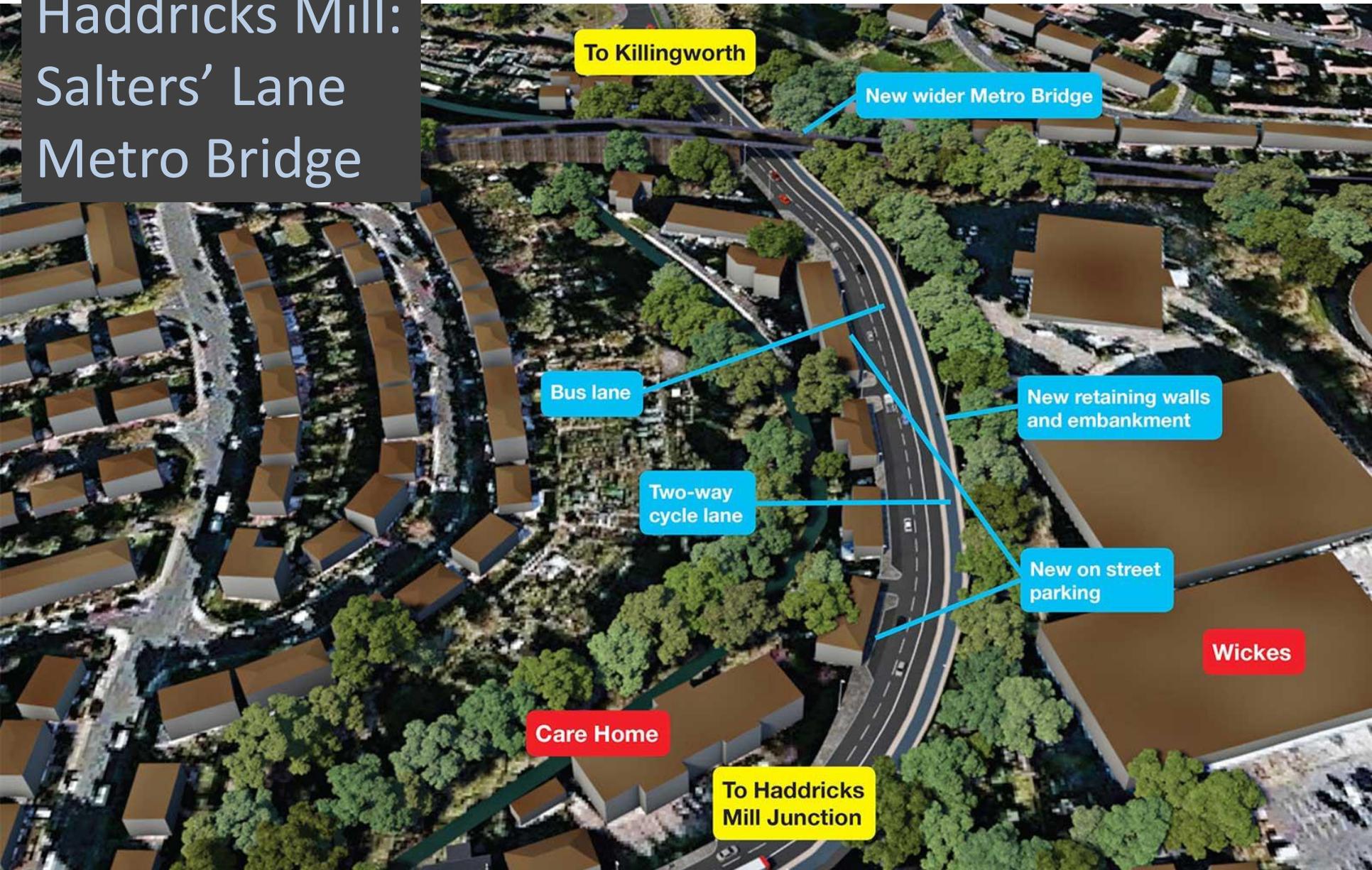
Safe Pedestrian and Cycling Environment



## *Themes from the Commonplace feedback:*

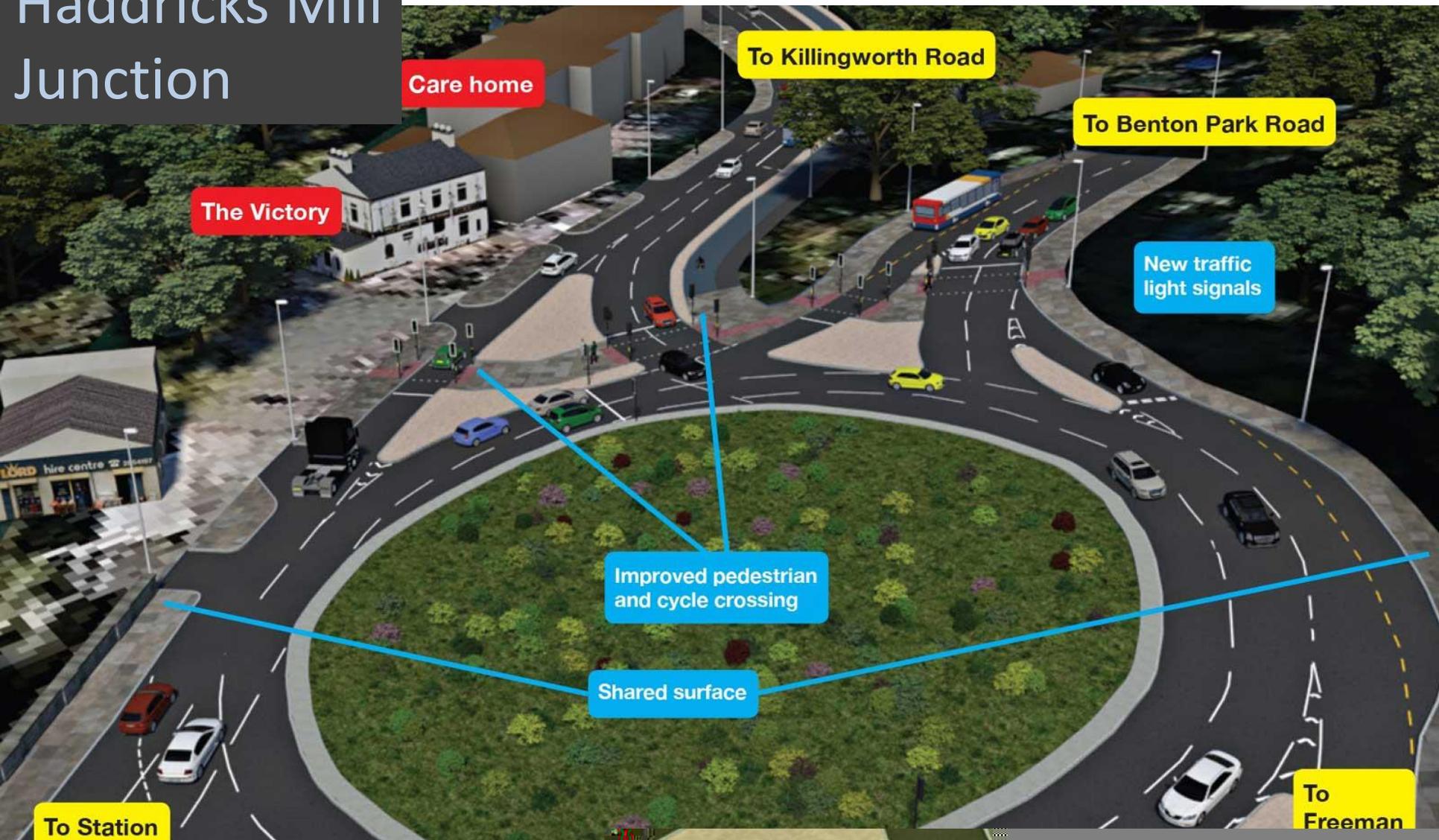
1. **Newcastle's future should not be urban motorways and over-sized junctions** – other cities have done this already, found it didn't work and are now reallocating that space back for people.
1. **Air Pollution: Building vehicle capacity induces traffic** – congestion benefits will be short-lived but air pollution will linger.
2. **Slow, indirect routes and shared space will discourage walking and cycling**, and key safety objectives will not be achieved.
3. **Roads should not be barriers that limit mobility.** Crossing is important too.
4. **The Town Moor must be protected.** It is a key part of the Newcastle upon Tyne 'brand', gives Newcastle a distinctive character and enhances the city's status.

# Haddricks Mill: Salters' Lane Metro Bridge



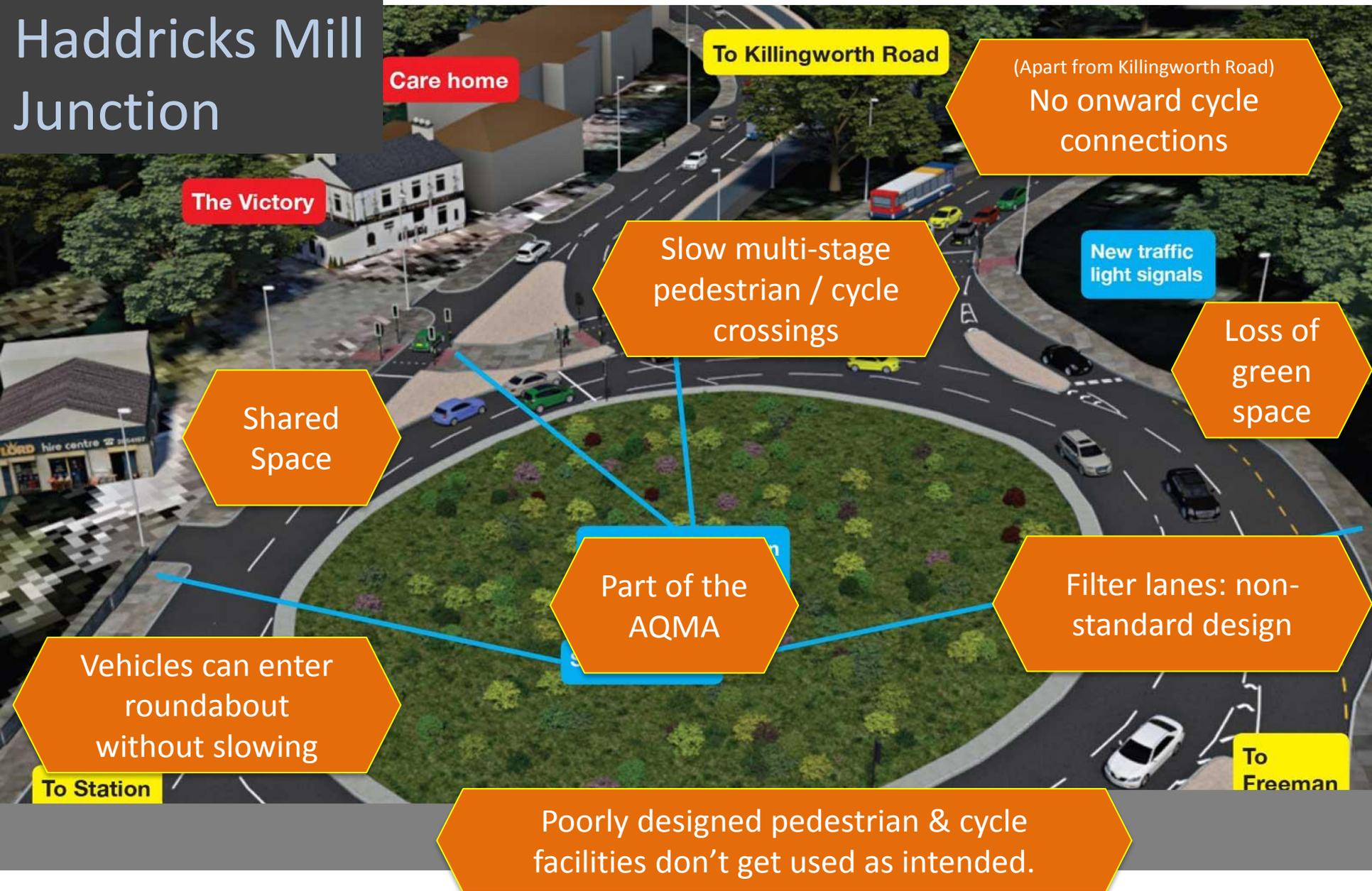


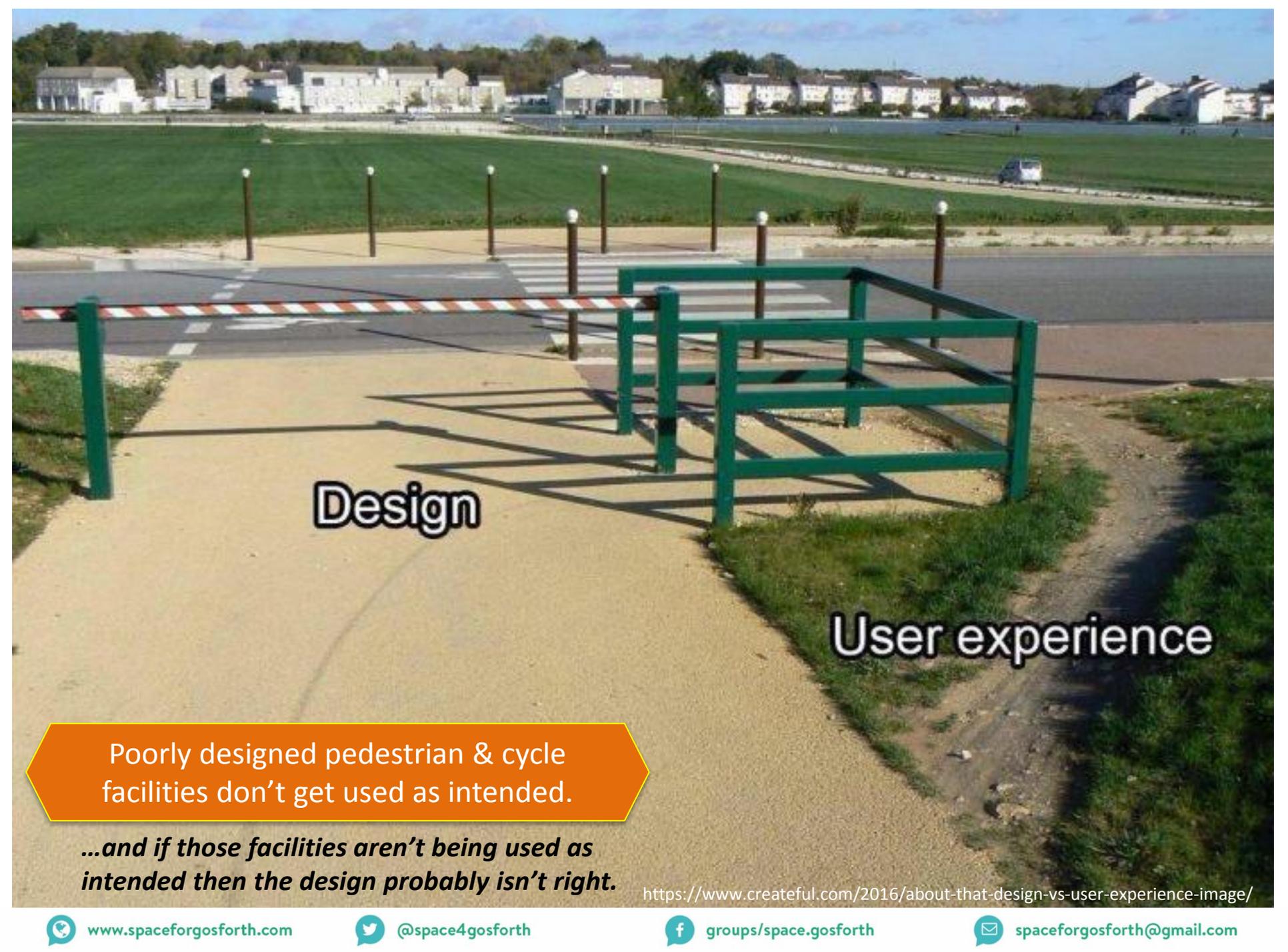
# Haddricks Mill Junction





# Haddricks Mill Junction





Design

User experience

Poorly designed pedestrian & cycle facilities don't get used as intended.

*...and if those facilities aren't being used as intended then the design probably isn't right.*

<https://www.createful.com/2016/about-that-design-vs-user-experience-image/>



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# Dutch safe design for a high-throughput roundabout

(up to 500-1500 motor vehicles per hour on the busiest arm of the roundabout)

>1500 motor vehicles => traffic lights or grade separation

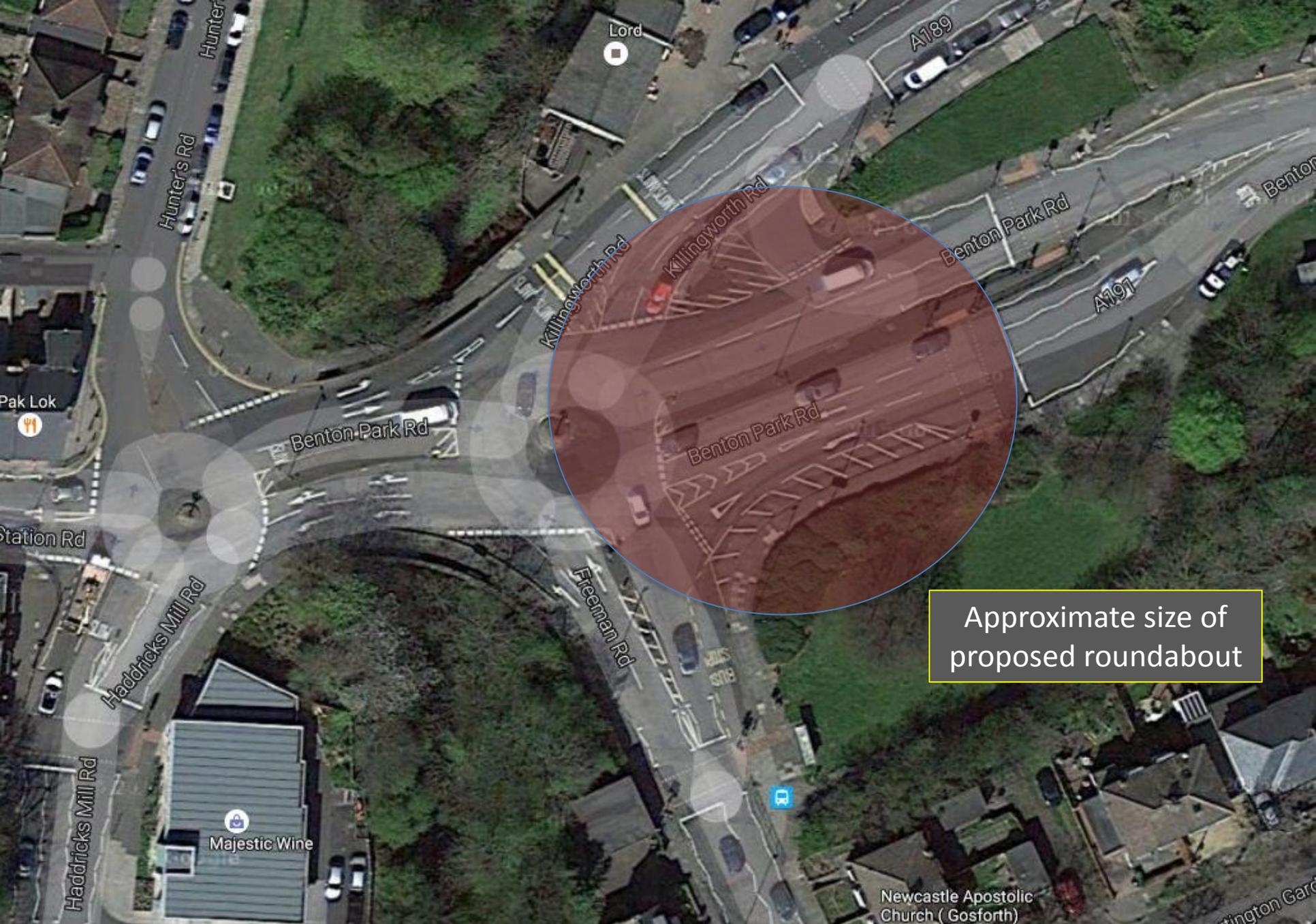


Drivers are kept safe because the design reduces vehicle speeds through the roundabout

People walking and cycling are kept safe by having separate routes, both separate from vehicle traffic and part of a wider route network

Nobellaan, Assen, Netherlands

<http://www.aviewfromthecyclepath.com/2014/05/the-best-roundabout-design-for-cyclists.html>



Approximate size of proposed roundabout

Existing pavement retained for pedestrians /no shared space

Traffic lights as per the Council proposal

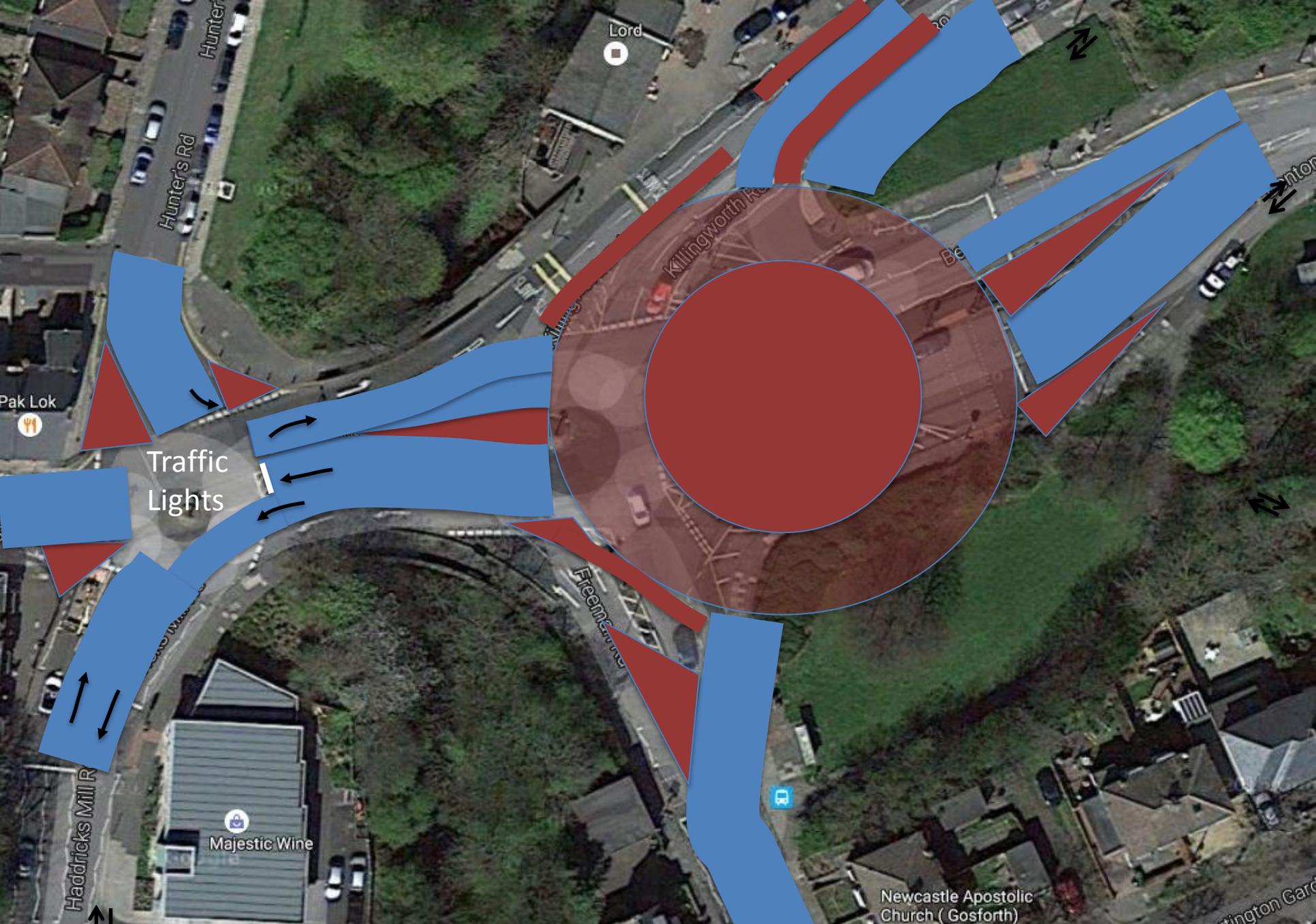
Traffic Lights

One east-bound lane over the Ouseburn but same queue capacity as the entrance to the roundabout is further east

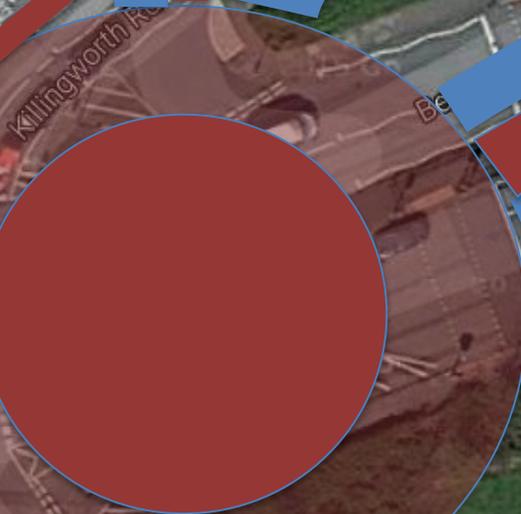
More traditional roundabout design with no filter lanes

A smaller roundabout means more retained green space

Entries and exits to roundabout tighter to slow vehicles



Traffic Lights



[www.spaceforgosforth.com](http://www.spaceforgosforth.com)



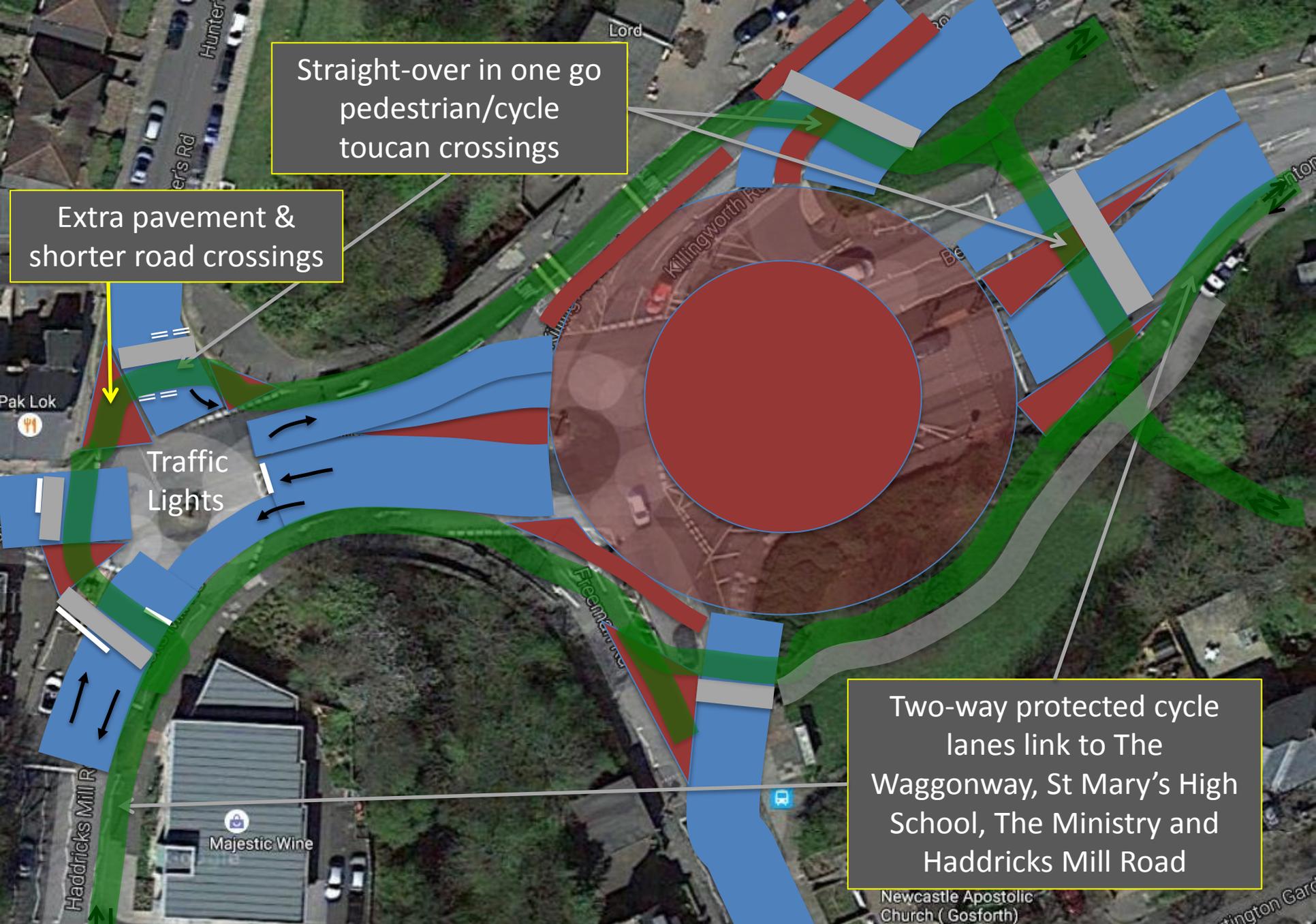
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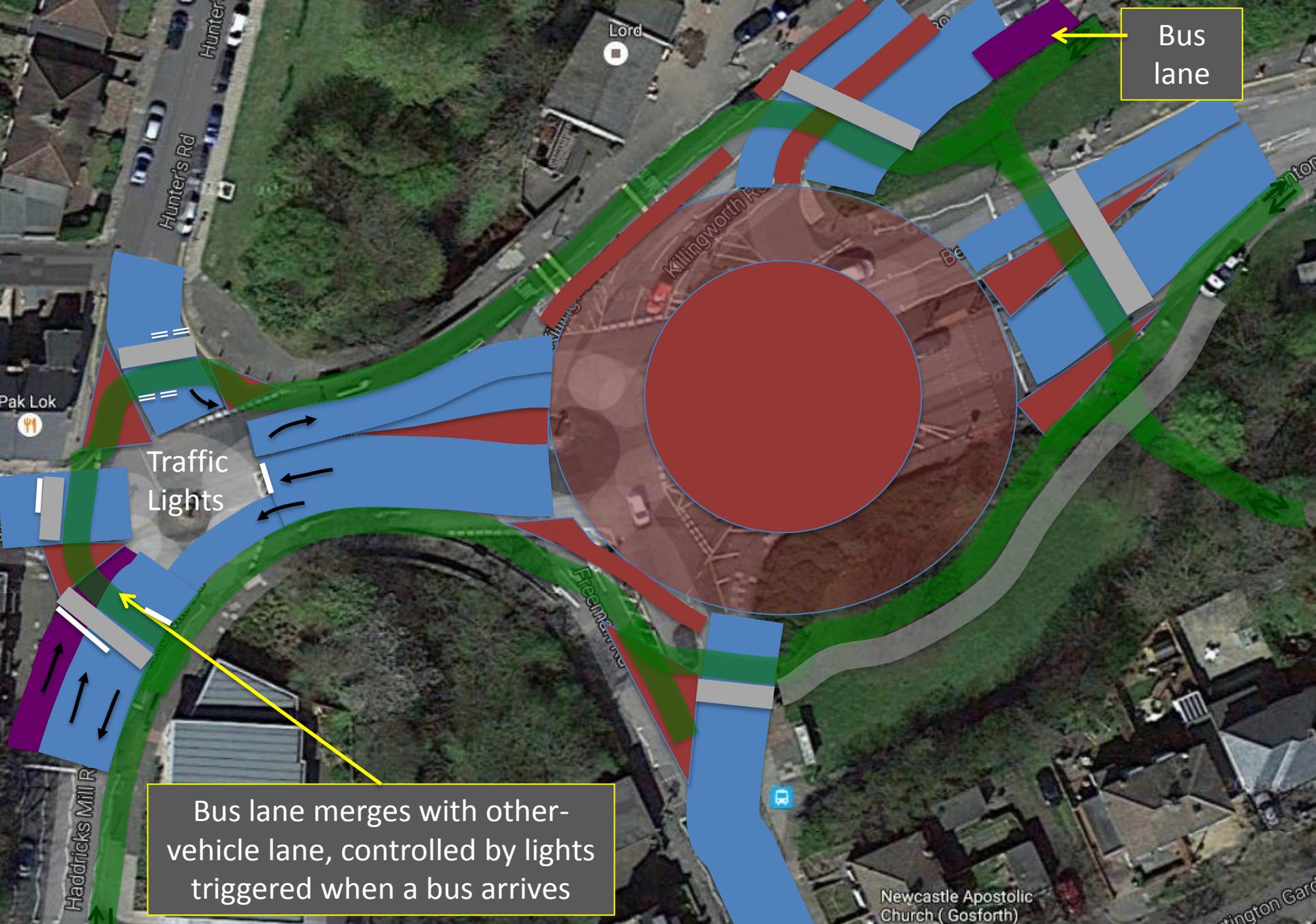


Straight-over in one go pedestrian/cycle toucan crossings

Extra pavement & shorter road crossings

Traffic Lights

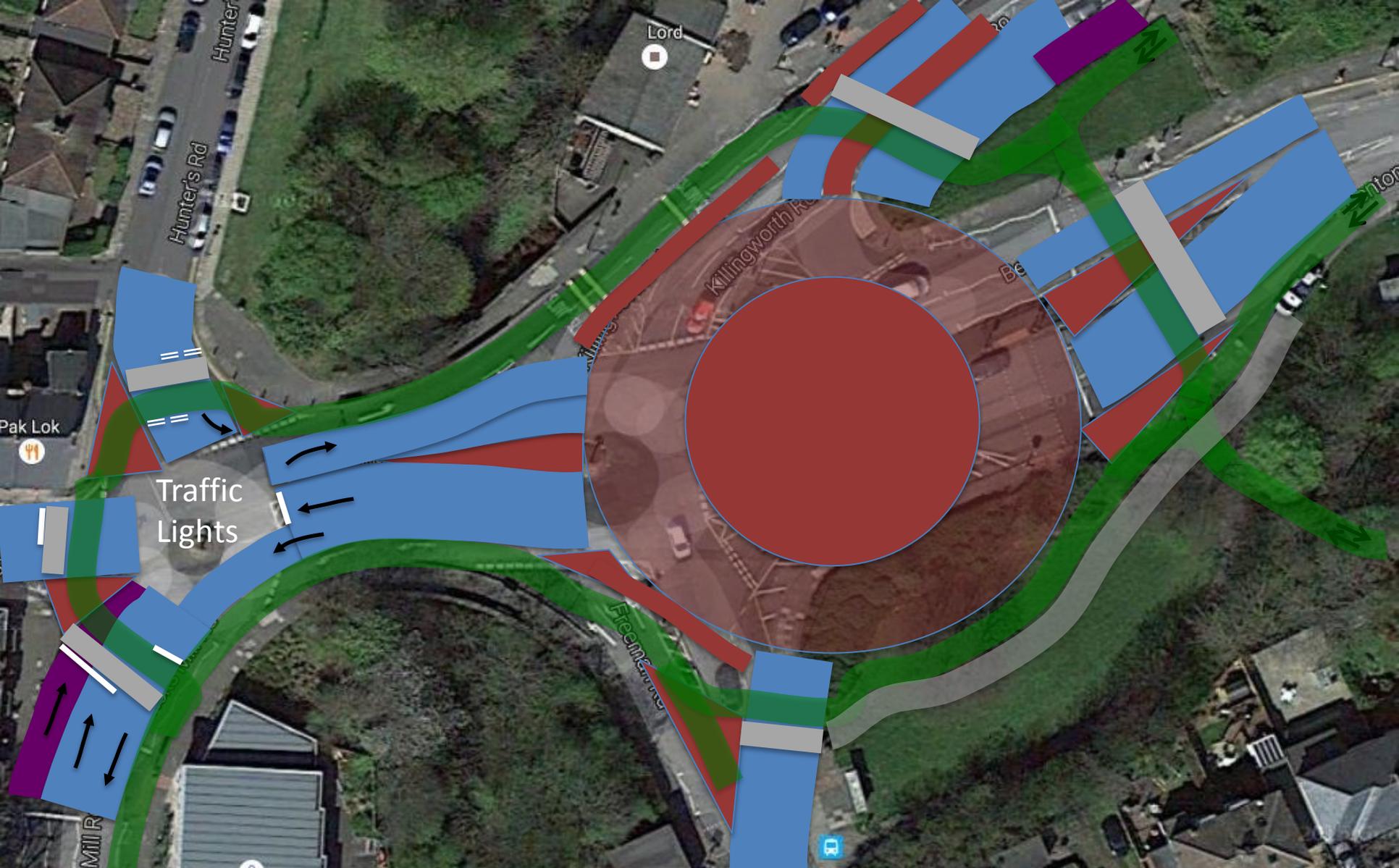
Two-way protected cycle lanes link to The Waggonway, St Mary's High School, The Ministry and Haddricks Mill Road



Bus lane

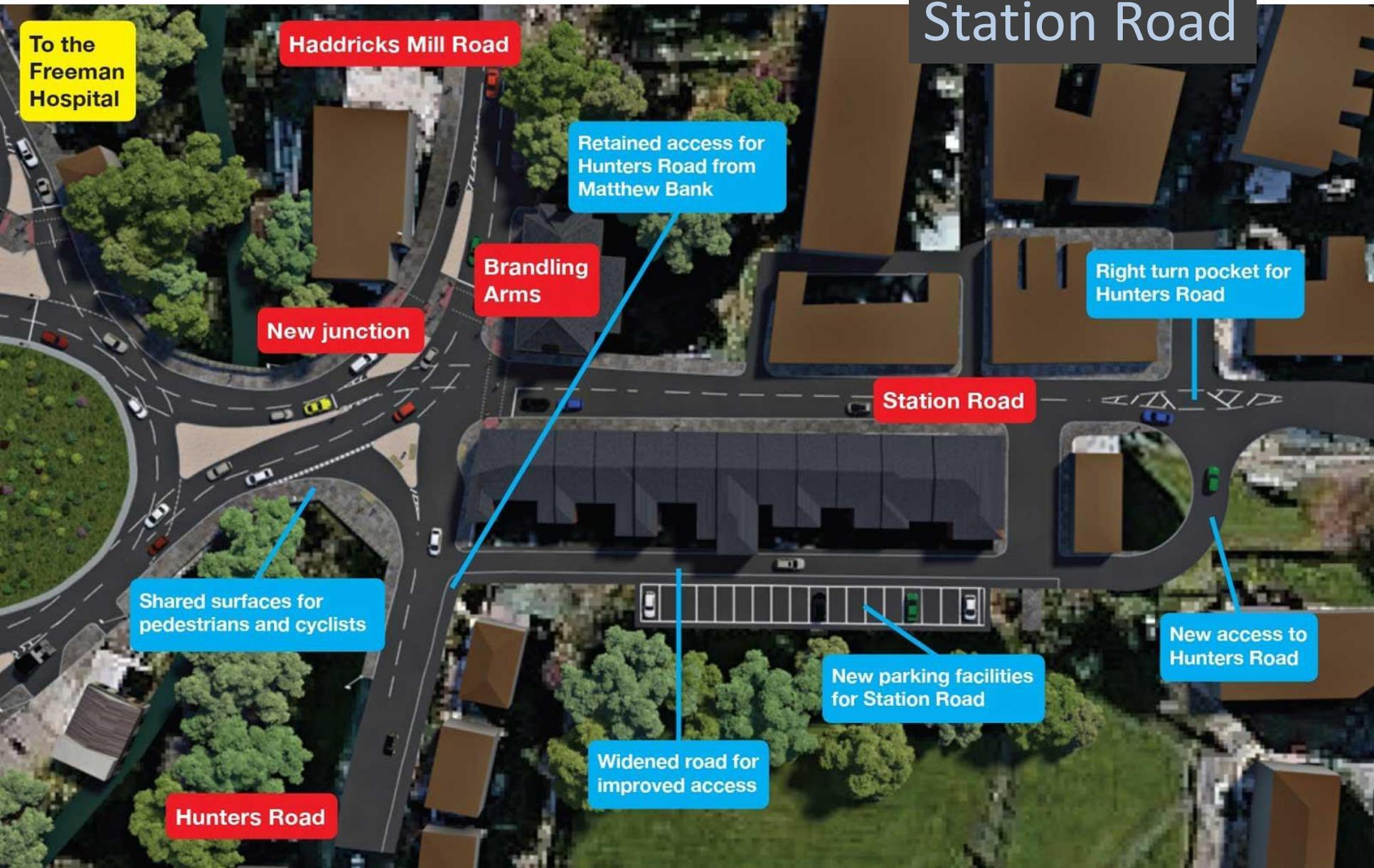
Traffic Lights

Bus lane merges with other-vehicle lane, controlled by lights triggered when a bus arrives



Note: This is a conceptual design illustrating the changes we would like to see. Any detail design / impact assessment would need to be completed by the Council.

# Station Road



To the Freeman Hospital

Hadders Mill Road

Retained access for Hunters Road from Matthew Bank

Brandling Arms

New junction

Right turn pocket for Hunters Road

Station Road

Shared surfaces for pedestrians and cyclists

New access to Hunters Road

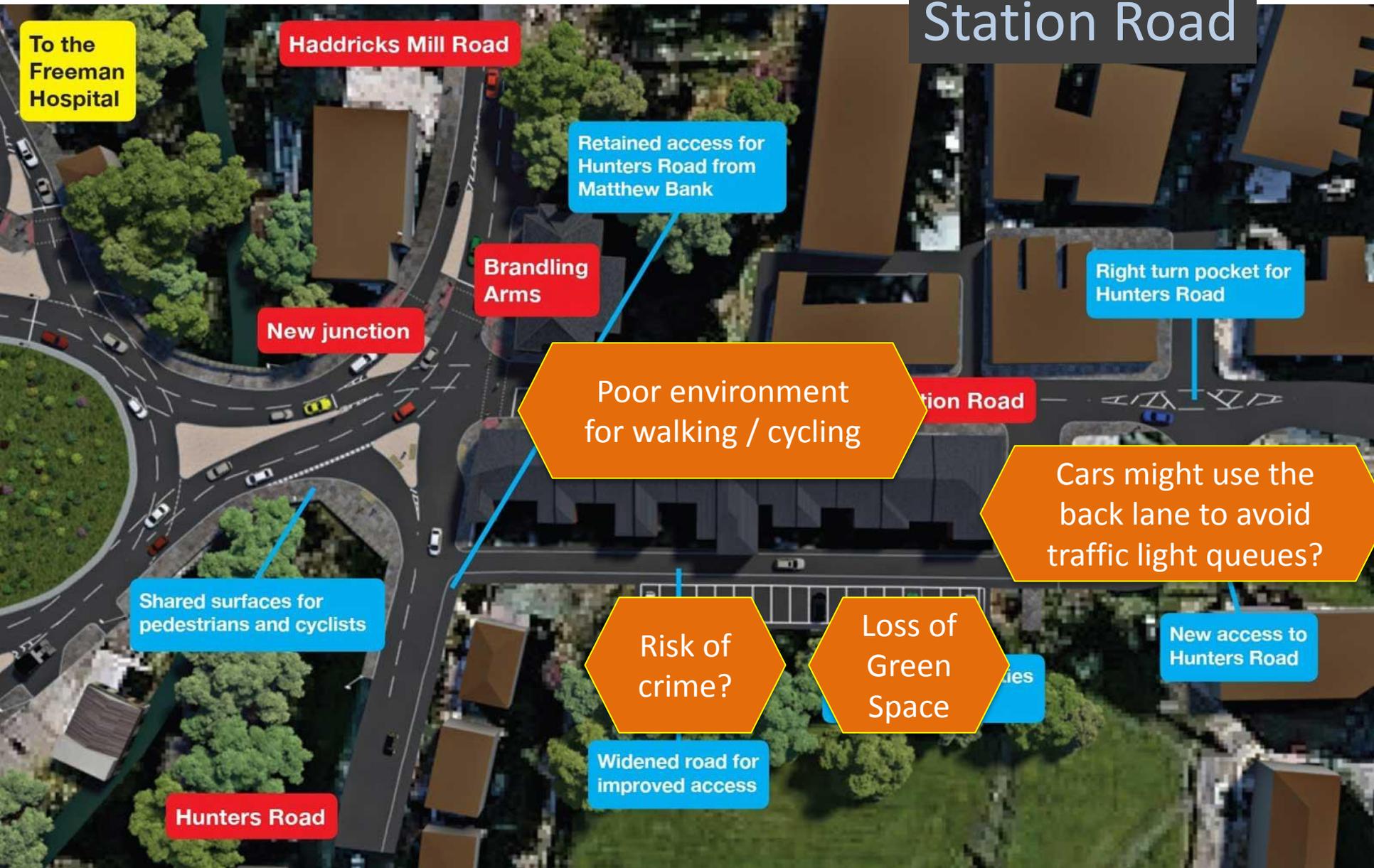
Hunters Road

Widened road for improved access

New parking facilities for Station Road



# Station Road



# Station Road

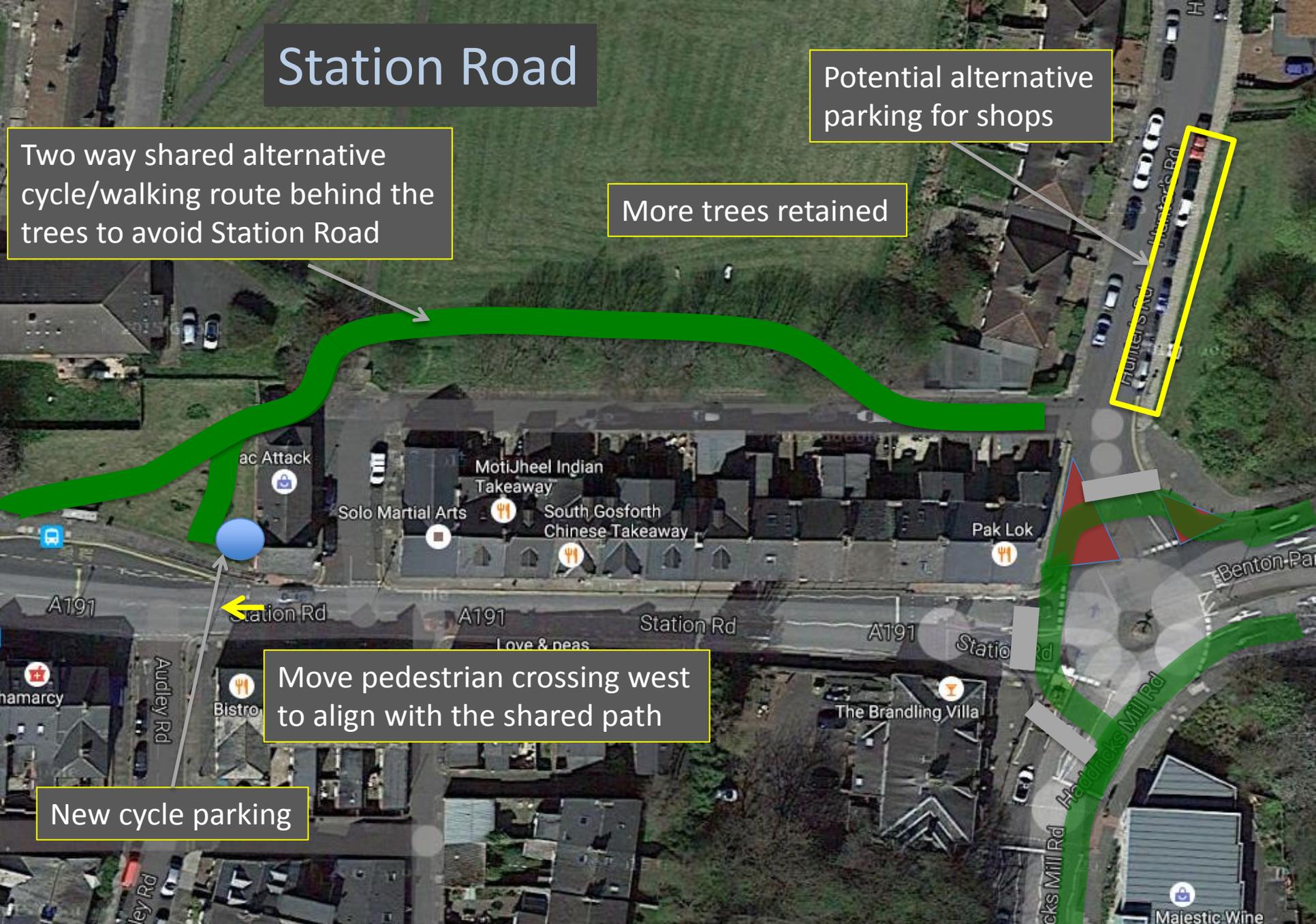
Potential alternative parking for shops

Two way shared alternative cycle/walking route behind the trees to avoid Station Road

More trees retained

Move pedestrian crossing west to align with the shared path

New cycle parking



# Haddricks Mill Road



Wide lanes encourage speeding

Lack of usable pavement width

Pavement

Parking

## Proposal

North bound lane

South bound lane

Parking

Two way Cycle path

Wider Pavement



# Castles Farm Road



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# Jesmond Dene Road

Existing Traffic Issues not addressed

Changes to access making the bridge one-way to stop traffic cutting through

To Haddricks Mill

Upgraded traffic lights

Ilford Road

Allotments

Jesmond Dene Road

No safe cycle routes

Upgraded traffic lights

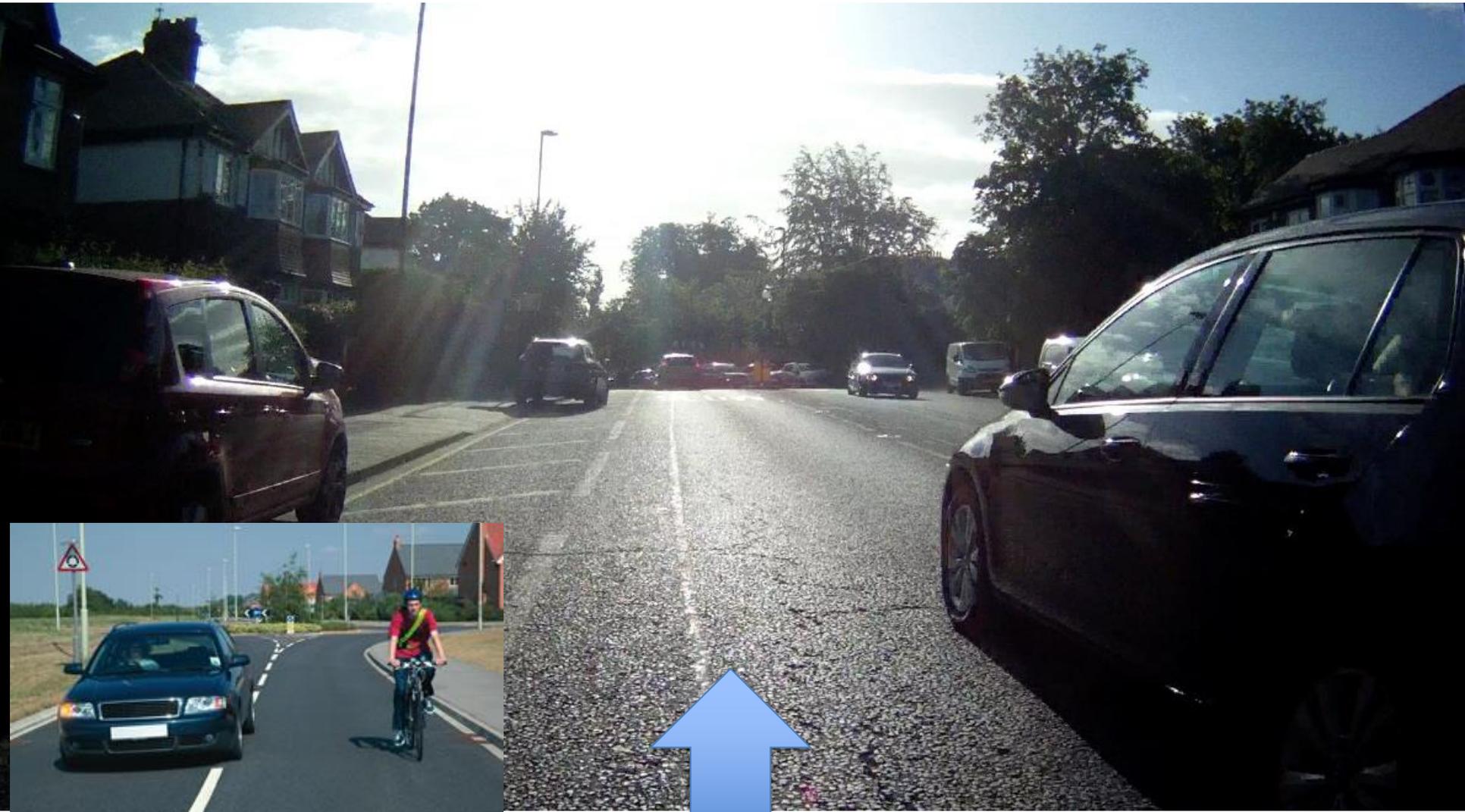
One lane westbound

No right turn into Ilford Road

New pedestrian crossings across Osborne Road

Poor linkage between Gosforth and Jesmond

# Jesmond Dene Road



**Rule 163: Give vulnerable road users at least as much space as you would a car**

There is space here for 2 traffic lanes, parking and cycle lanes

# High West Jesmond

Idea: Reduce the volume of exiting traffic rather than banning turns

Two-way cycle track separate from traffic connects routes and helps cycles to cross

Options for High West Jesmond  
1. Leave as-is with traffic calming

# High West Jesmond



Idea: Reduce the volume of exiting traffic rather than banning turns

Two-way cycle track separate from traffic

- Options for High West Jesmond
1. Leave as-is with traffic calming
  2. Remove through traffic

# High West Jesmond

Idea: Reduce the volume of exiting traffic rather than banning turns

Two-way cycle track separate from traffic

Retain right turn option for buses. Cars from H.W.J. can turn right from Moorfield

Options for High West Jesmond

1. Leave as-is with traffic calming
2. Remove through traffic
3. Limit direct routes

# Blue House

To West and Central Motorway

To Gosforth

Additional tree planting

Shared surface pathway through junction over existing road

Enhanced green space

To Jesmond and Haddricks Mill

Planting opportunity for new trees and copses

Cycle lanes, priority bus lanes and improved pedestrian crossings on all approaches to junction.

Blue House

To City Centre



# MOVEMENT



# PLACE



# WALK / CYCLE CROSSING

# Blue House

To West and Central Motorway

To Gosforth

It's enormous!

Part of the AQMA

Shared surface pathway through junction over existing road

Enhanced green space

It's the Town Moor! part of what makes Newcastle special

To Jesmond and Haddricks Mill

Planting opportunity for new trees and co...

Multi multi-stage crossings

Cycle lanes, priority bus lanes and improved pedestrian crossings on all approaches to junction.

Induced Traffic – Air Quality

Blue House

Walking/cycling routes as for a high volume 'Dutch' junction

WALK/  
CYCLE

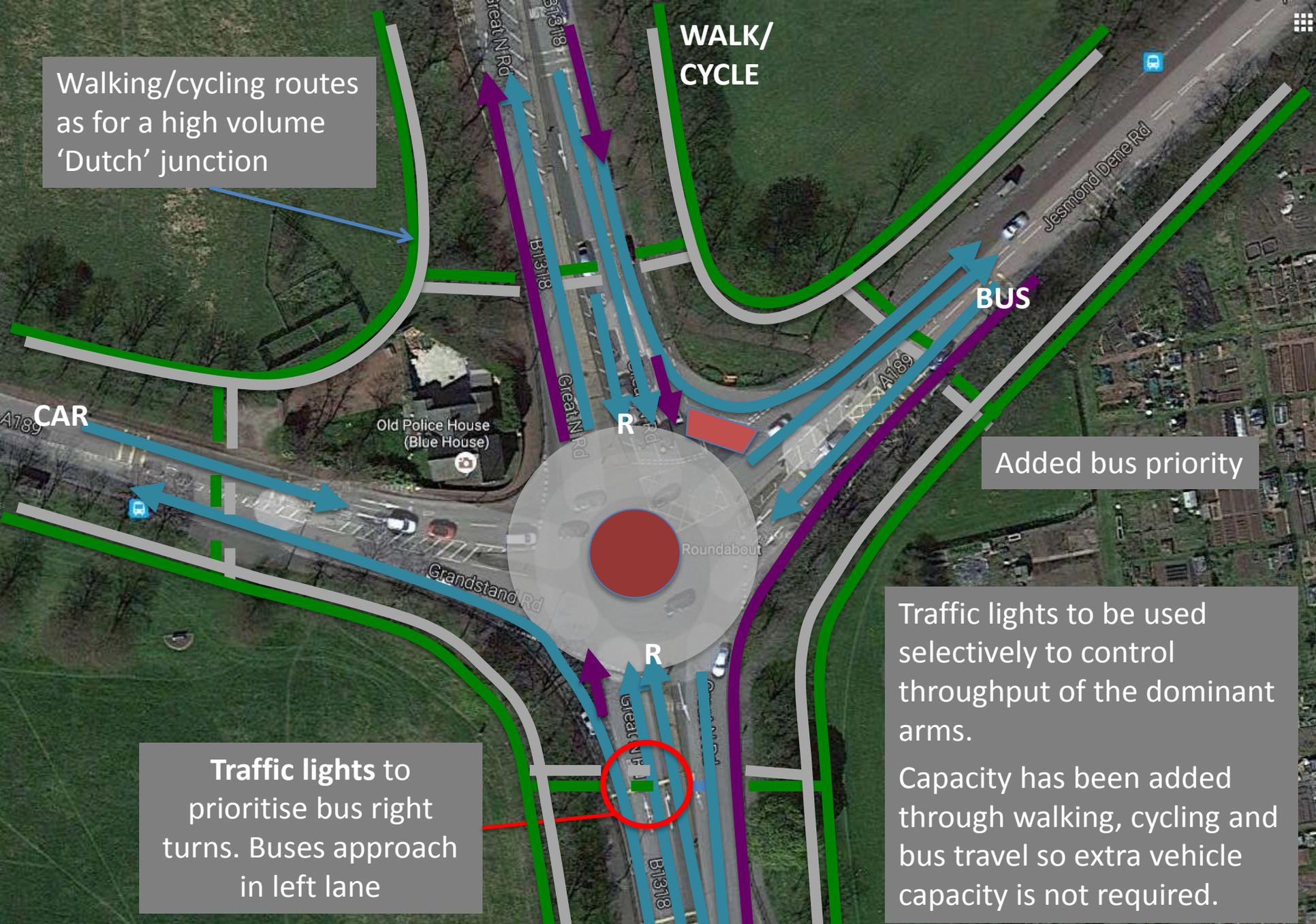
BUS

CAR

Added bus priority

Traffic lights to prioritise bus right turns. Buses approach in left lane

Traffic lights to be used selectively to control throughput of the dominant arms.  
Capacity has been added through walking, cycling and bus travel so extra vehicle capacity is not required.



# Blue House to Haddricks Mill

## SPACE FOR GOSFORTH

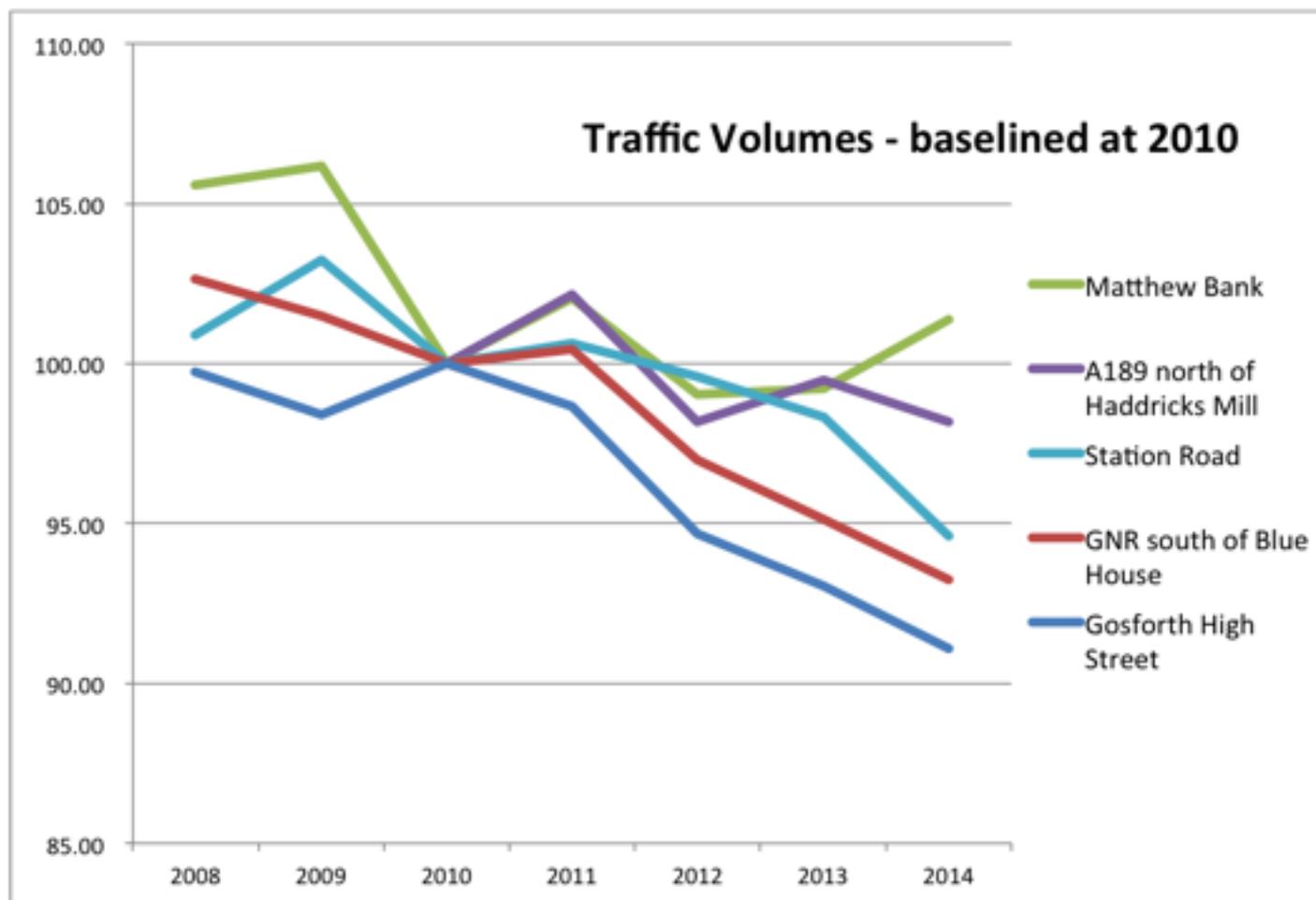
Safe Pedestrian and Cycling Environment



The End

# Recent Traffic Volumes

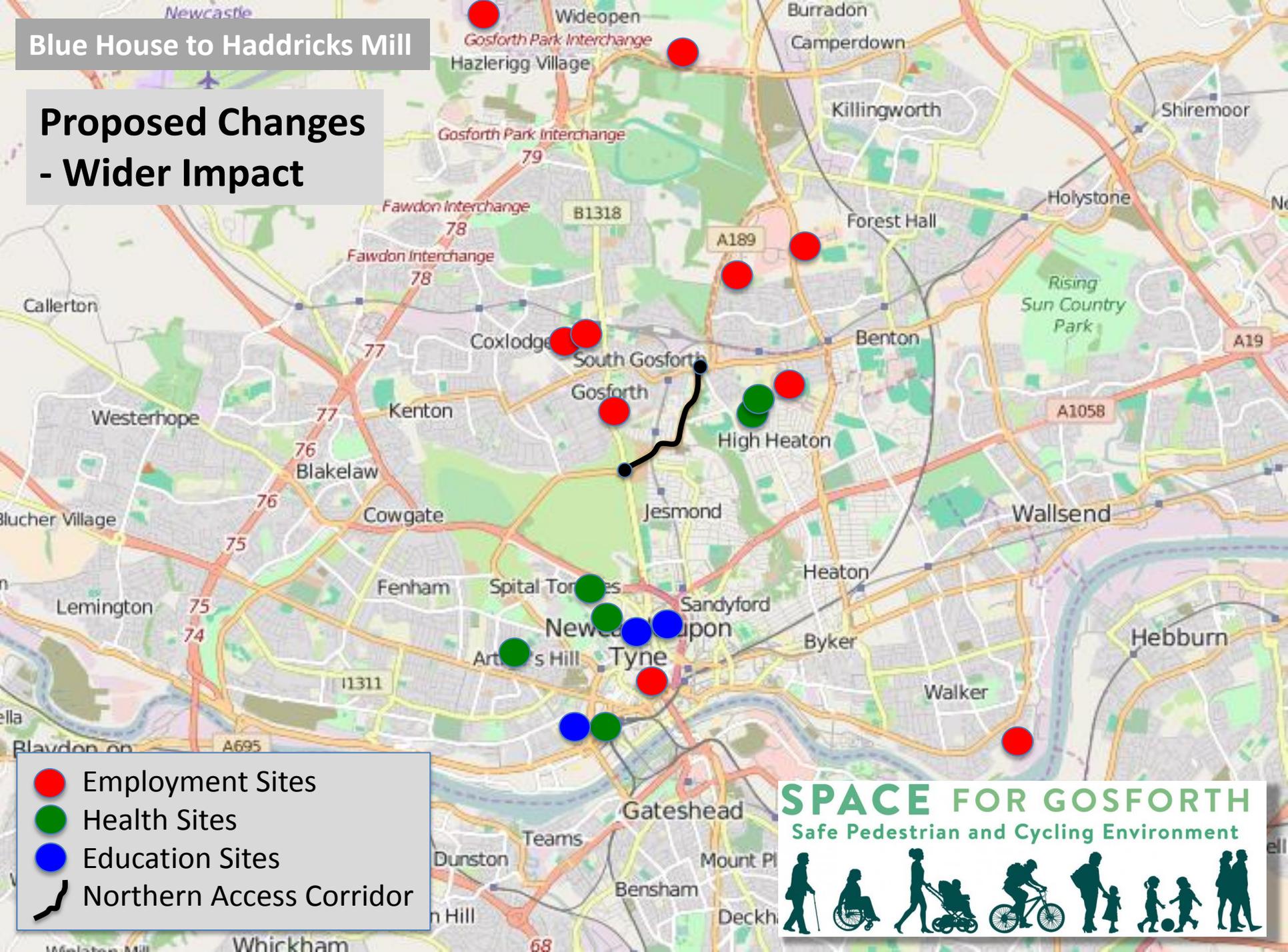
- The new junctions are based on a forecast of 20%+ growth in vehicle traffic



Newcastle

# Blue House to Haddricks Mill

## Proposed Changes - Wider Impact



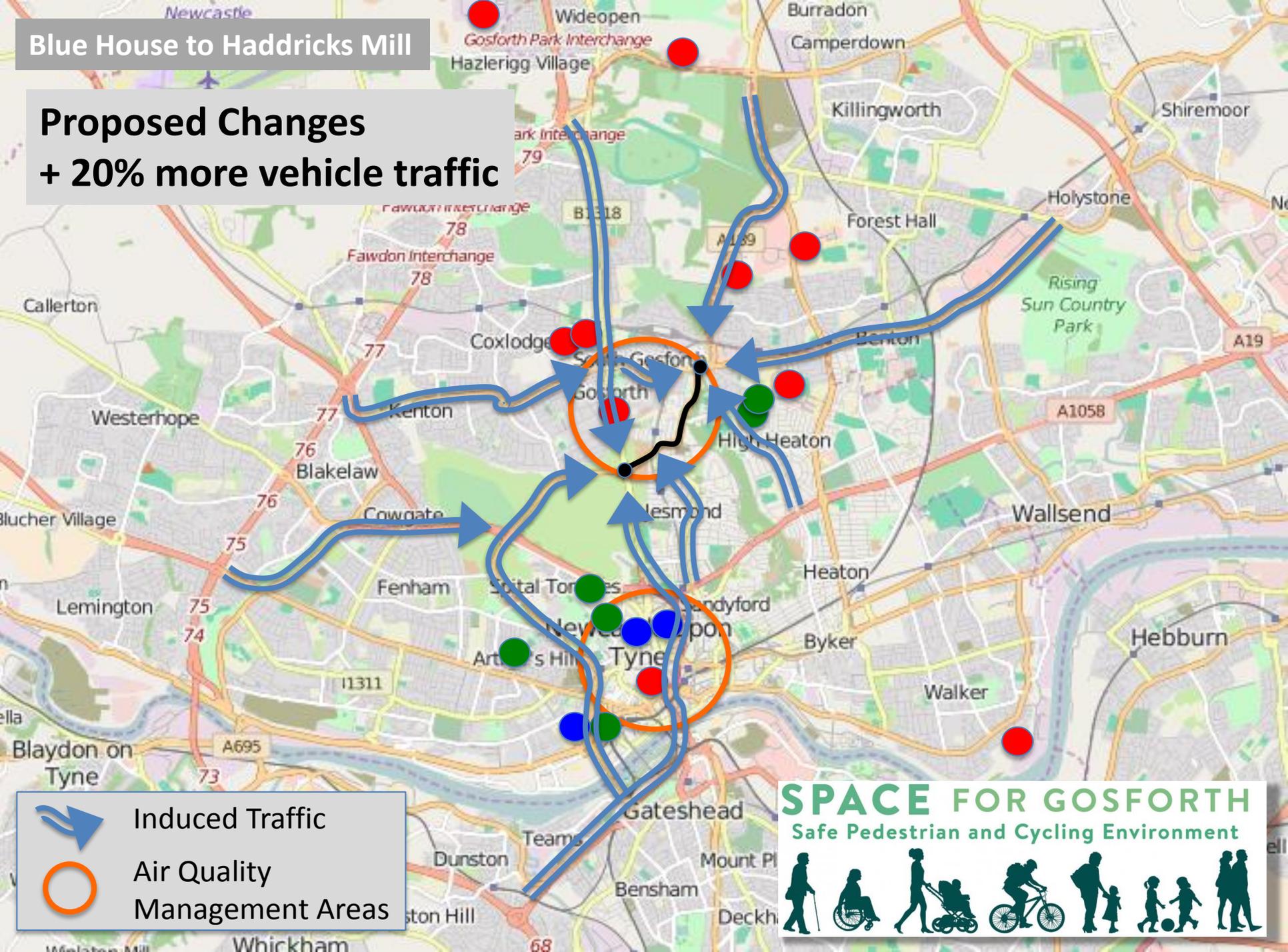
- Employment Sites
- Health Sites
- Education Sites
- Northern Access Corridor

**SPACE FOR GOSFORTH**  
Safe Pedestrian and Cycling Environment

The graphic features a row of silhouettes representing different types of pedestrians and cyclists: a person with a cane, a person in a wheelchair, a person pushing a stroller, and a person on a bicycle. This visualizes the 'Safe Pedestrian and Cycling Environment' mentioned in the text above.

# Blue House to Haddricks Mill

## Proposed Changes + 20% more vehicle traffic



-  Induced Traffic
-  Air Quality Management Areas

### SPACE FOR GOSFORTH

Safe Pedestrian and Cycling Environment



# Blue House to Haddricks Mill

## Proposed Changes - alternative travel options

48 buses per hour  
each way (daytime)

3 miles from Blue House  
≈15 minutes on a cycle

 Metro

 Park and Ride

### SPACE FOR GOSFORTH

Safe Pedestrian and Cycling Environment

