

SPACE FOR GOSFORTH

Safe Pedestrian and Cycling Environment



Design Code - Middle Callerton



Indicative relationship between existing and proposed built form



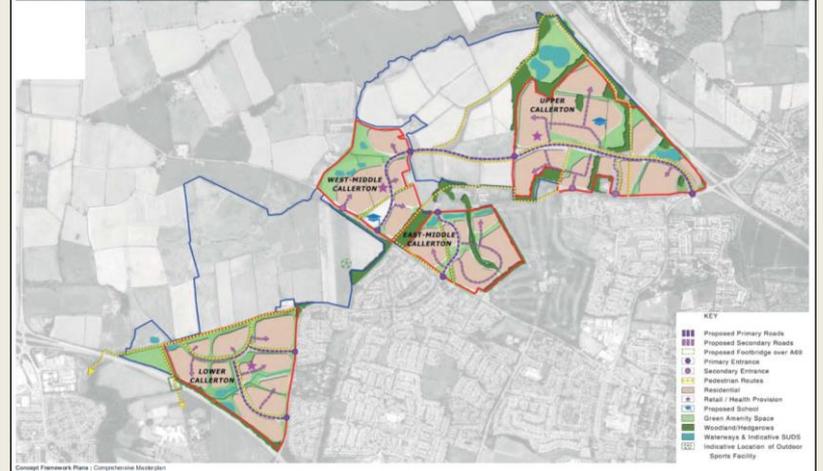
Indicative development image



Site Location Plan

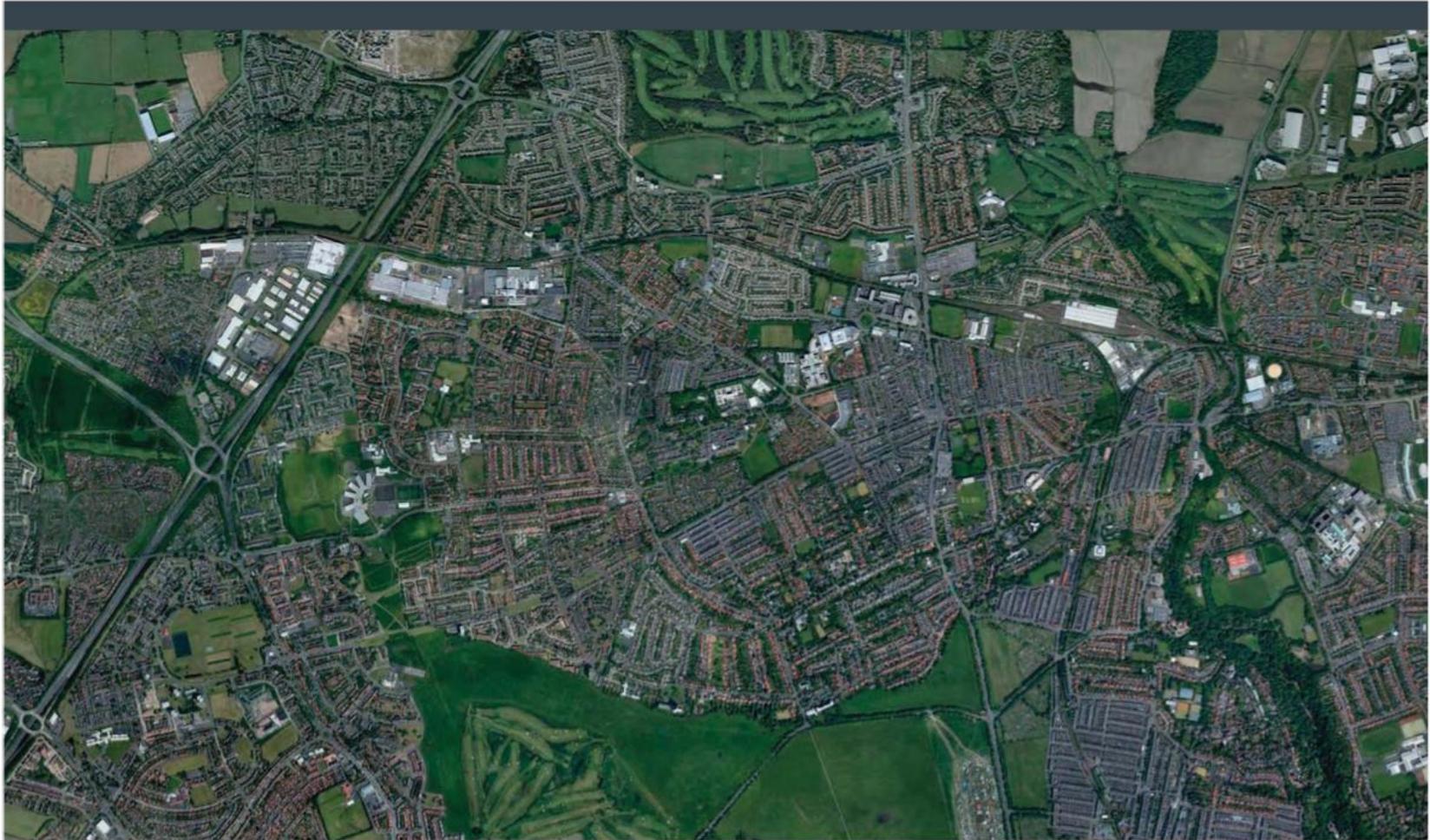


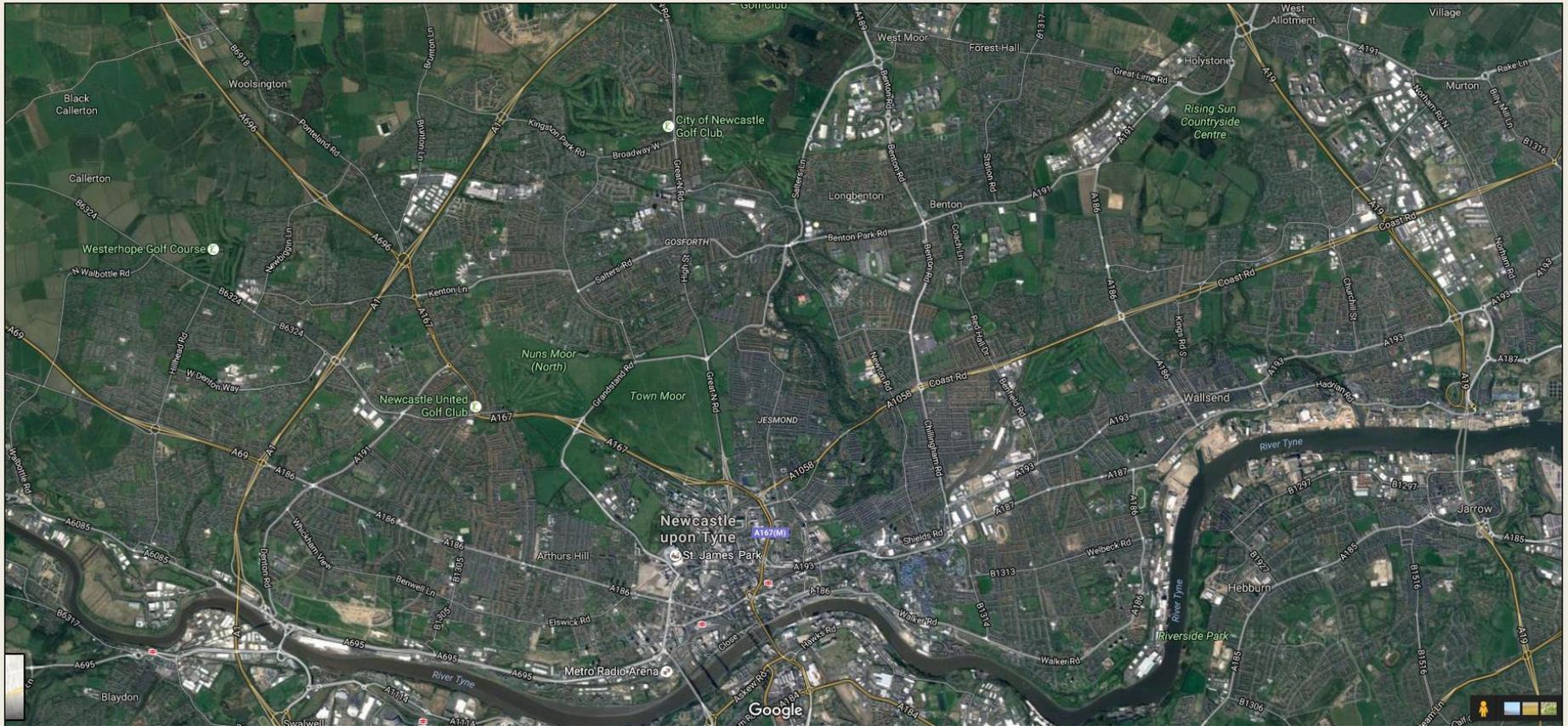
Comprehensive Masterplan for Callerton



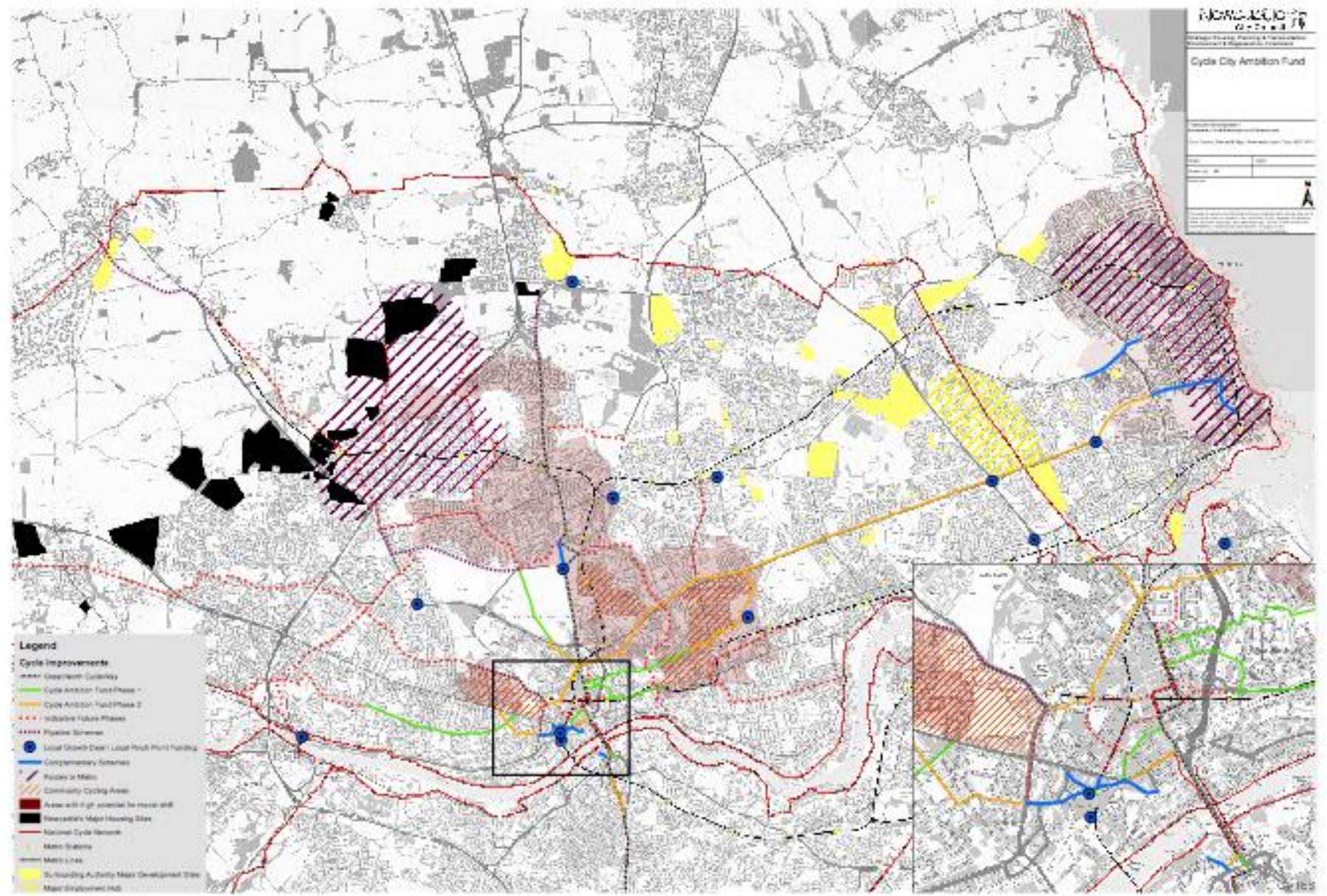


Nathaniel Lichfield
& Partners
Planning, Design & Economics





Project Name	
Project Number	
Project Start Date	
Project End Date	
Project Status	
Project Manager	
Project Sponsor	
Project Budget	
Project Funding Source	
Project Description	



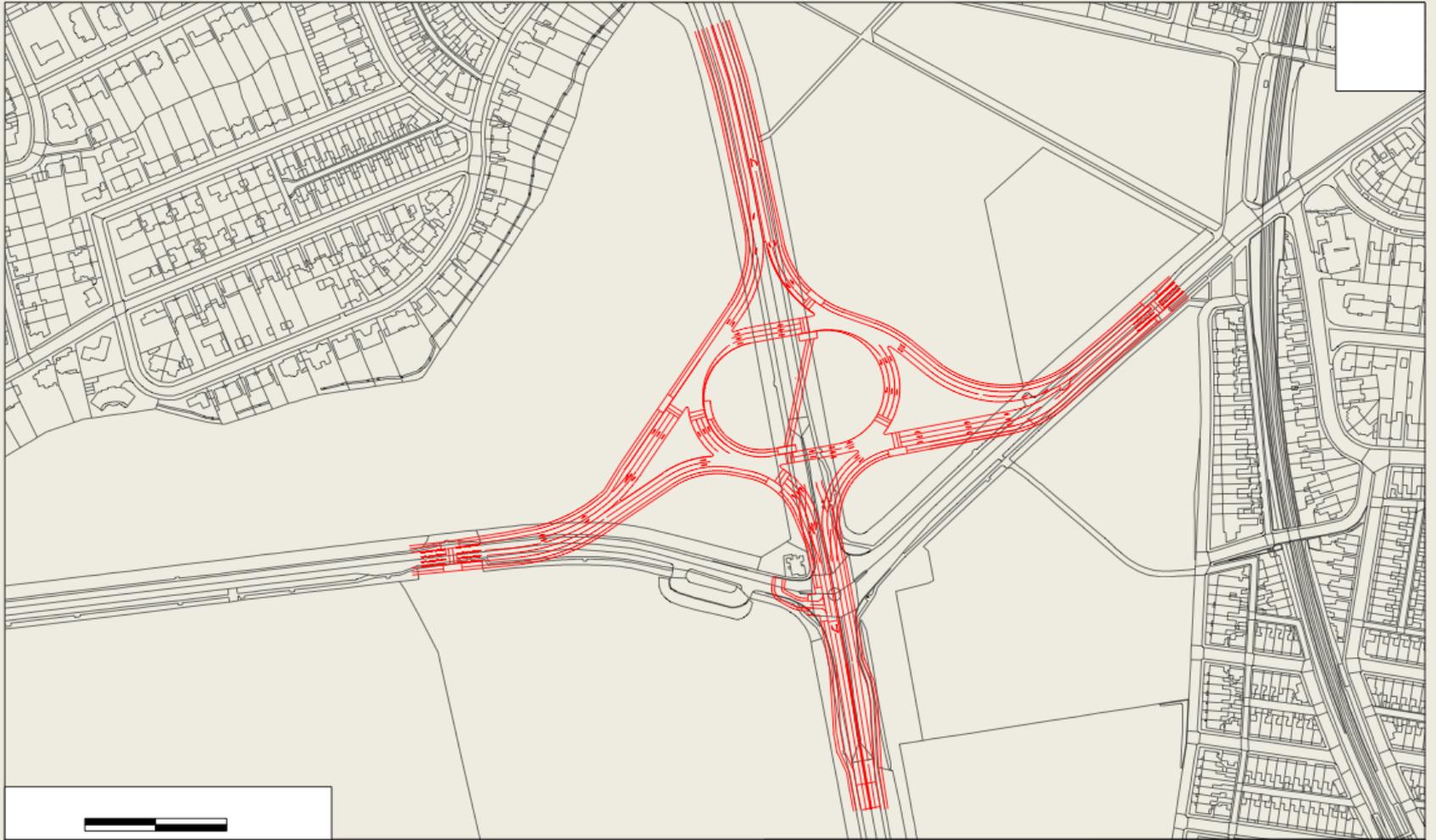
- Legend**
- Cycle Improvements
 - Green line: Cycle Ambition Fund Phase 1
 - Yellow line: Cycle Ambition Fund Phase 2
 - Orange line: Cycle Ambition Fund Phase 3
 - Blue line: Cycle Ambition Fund Phase 4
 - Red dashed line: Pedestrian Footway Phase 1
 - Blue circle: Local Growth Deal / Local Growth Fund Funding
 - Blue line: Complementary Schemes
 - Blue line: Routes in Motion
 - Red hatched area: Community Cycling Area
 - Red hatched area: Areas with high potential for growth
 - Black hatched area: Newcastle's Major Housing Sites
 - Red dashed line: National Cycle Network
 - Yellow circle: Major Stations
 - Yellow circle: Major LHA
 - Yellow circle: Surrounding Authority Major Development Sites
 - Yellow circle: Major Employment LHA



Overview of proposed junction



View of proposed junction looking north



Newcastle
City Council

AECOM



What is Transport North East? What will it do?

- The North East Combined Authority is the first Transport Authority established in the country with coverage of such substantial urban and rural populations
- Transport North East will be the new identity for transport functions for the Combined Authority
- It will design and build transport networks around common standards, and oversee transport operations that deliver connectivity to communities, businesses, and visitors.
- It will promote the healthiest and greenest ways to move around, and so encourage walking, cycling and the use of public transport wherever possible.
- This means the public should notice no change in standards simply because they have travelled across a council boundary within the North East.

Transport North East will promote the healthiest and greenest ways to move around.





“Transport needs to work for everyone.”

Vision

The North East needs good transport that creates economic growth and sustains jobs and communities.

We want to make sense of transport so that for people who live, work and visit here it is easy to use, reliable, affordable and accessible. Transport must also work for businesses that are located here, or are looking at moving to the North East. We want a transport system that reflects the character of our area: hard-working, efficient, accessible, and friendly.

Transport needs to work for everyone. Our future transport system in the North East must be:

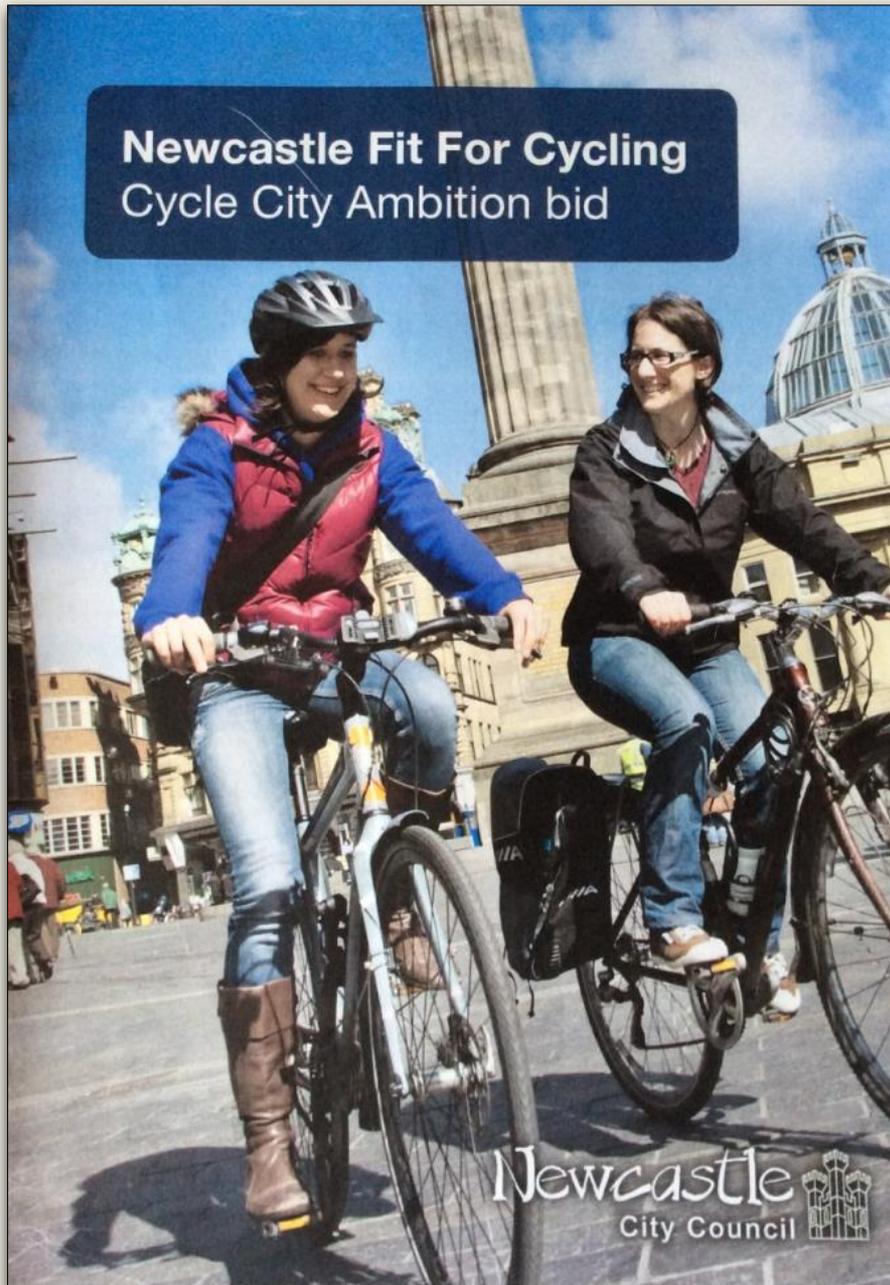
- 1. Easy to use.** It should be easy to plan safe journeys, find out the best way to travel, pay for tickets and get all the essential information for your journey.
- 2. Reliable.** The transport network should be one that we can rely on to work, with buses and trains running on time and congestion at a minimum.
- 3. Affordable.** Transport should be provided at a reasonable cost relative to the journey being made.
- 4. Accessible.** Transport should run as near as possible to where people live and want to travel to, and where businesses are (or want to be) located. It should be usable by everyone.





Cities, towns & districts	Population
London	7,074,265
Birmingham	1,020,589
Leeds	726,939
Glasgow	616,430
Sheffield	530,376
Bradford	483,422
Liverpool	467,995
Edinburgh	448,850
Manchester	430,818
Bristol	399,633
Kirklees	388,807
Fife	349,300
Wirral	329,179
North Lanarkshire	325,940
Wakefield	317,342
Cardiff	315,040
Dudley	312,194
Wigan	309,786
East Riding	308,689
South Lanarkshire	307,450
Coventry	306,503
Belfast	297,300
Leicester	294,830
Sunderland	294,261
Sandwell	292,196
Doncaster	291,804
Stockport	291,080
Sefton	289,739
Nottingham	283,969
Newcastle-upon-Tyne	282,338
Kingston-upon-Hull	266,775
Bolton	265,449
Walsall	262,593
Plymouth	255,826
Rotherham	255,342
Stoke-on-Trent	254,438
Wolverhampton	244,453
Rhondda, Cynon, Taff	240,117
South Gloucestershire	235,129
Derby	233,708
Swansea	230,180
Salford	229,179
Aberdeenshire	227,430
Barnsley	227,213
Tameside	220,722
Oldham	220,172
Trafford	218,893
Aberdeen	217,260
Southampton	214,859
Highland	208,700
Rochdale	207,563
Solihull	203,922
Gateshead	200,968
Milton Keynes	197,131
North Tyneside	193,619
Calderdale	192,844
Northampton	192,382

Newcastle Fit For Cycling Cycle City Ambition bid



Newcastle
City Council

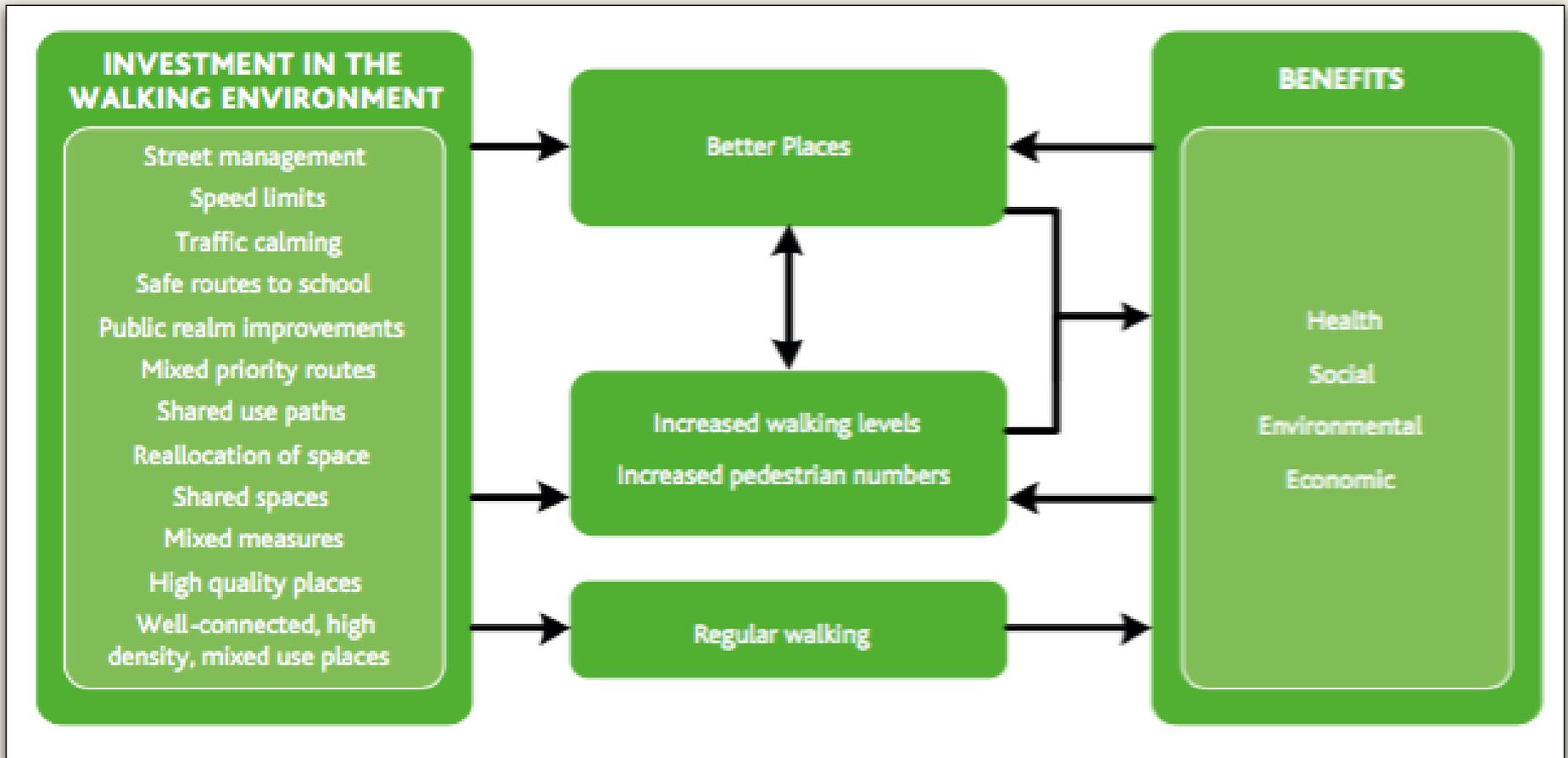






Newcastle Strategic Cycle Routes







One in five of cars on the road at morning peak traffic times are taking children to school



One in three children leave primary school either overweight or obese



3 New Local Developments

3.1 Road Traffic Sources

Newcastle City Council confirms that there are no new or newly identified road traffic sources of pollution which may have an impact on air quality within the Local Authority area.

3.2 Other Transport Sources

Newcastle City Council confirms that there are no new or newly identified road transport sources of pollution which may have an impact on air quality within the Local Authority area.

3.3 Industrial Sources

Newcastle City Council confirms that there are no new or newly identified industrial sources of pollution which may have an impact on air quality within the Local Authority area.

3.4 Commercial and Domestic Sources

There have been no newly identified commercial and domestic sources of pollution since the Updating and Screening Assessment in 2012.

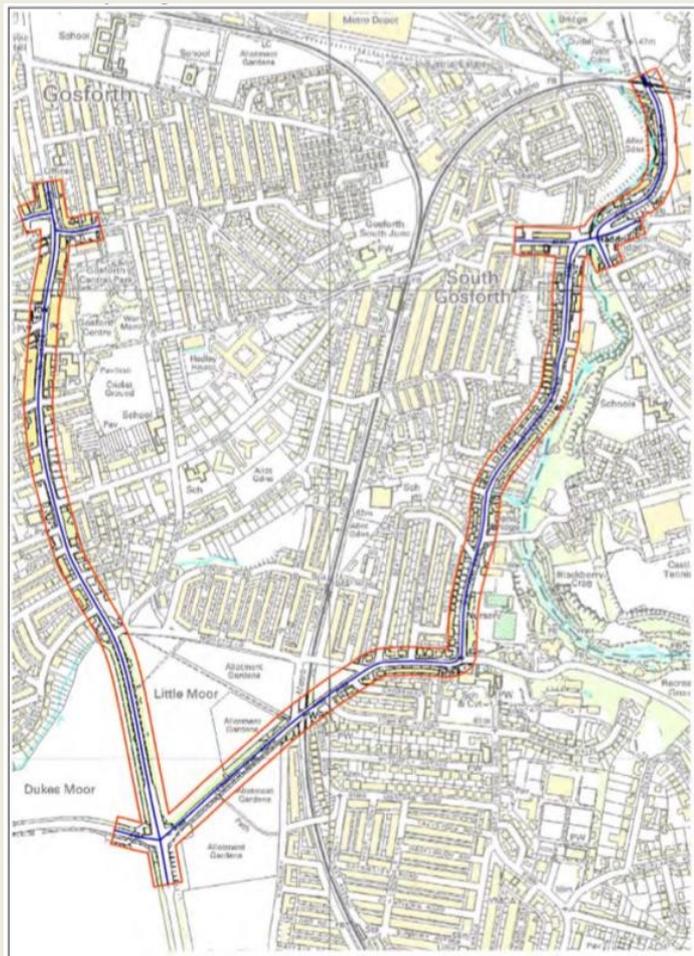
Newcastle City Council confirms that there are no new or newly identified commercial and domestic sources of pollution which may have an impact on air quality within the Local Authority area.

3.4.1 New Developments with Fugitive or Uncontrolled Sources

Newcastle City Council confirms that there are no new or newly identified local developments which may have an impact on air quality within the Local Authority area.

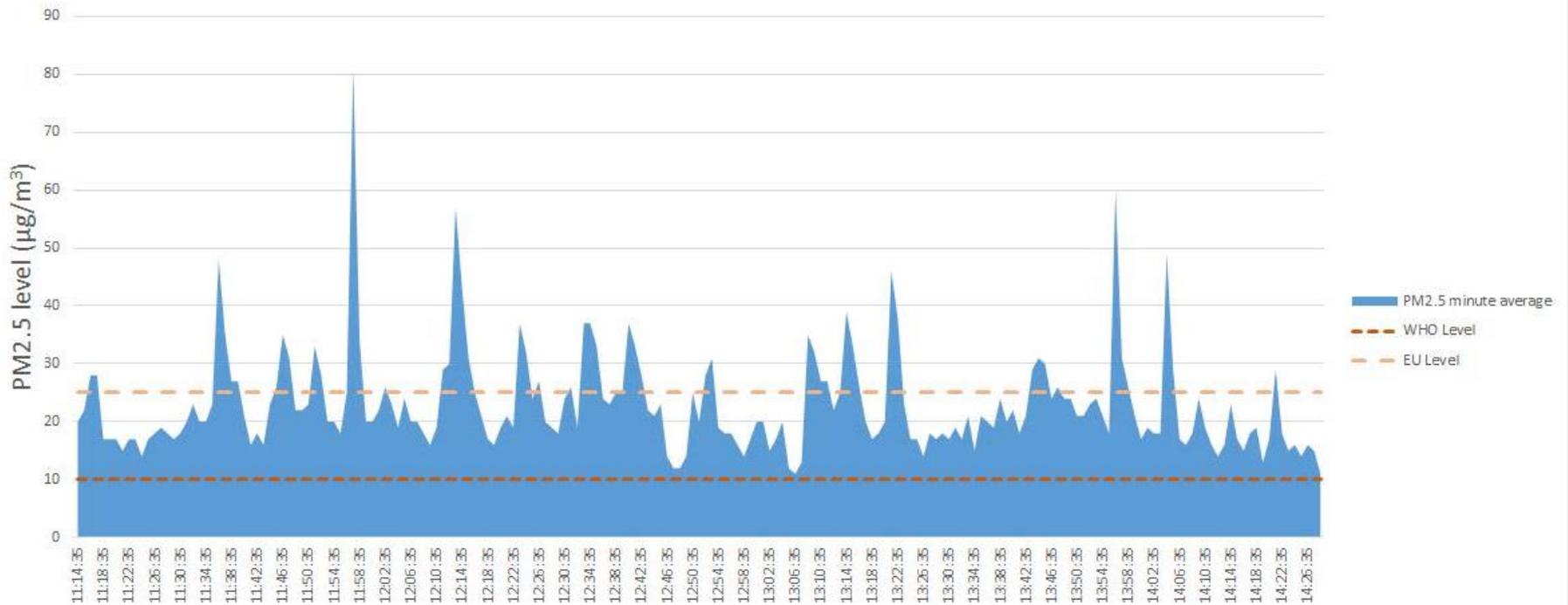
Newcastle City Council confirms that all the following have been considered:

- Road traffic sources
- Other transport sources
- Industrial sources
- Commercial and domestic sources
- New developments with fugitive or uncontrolled sources.

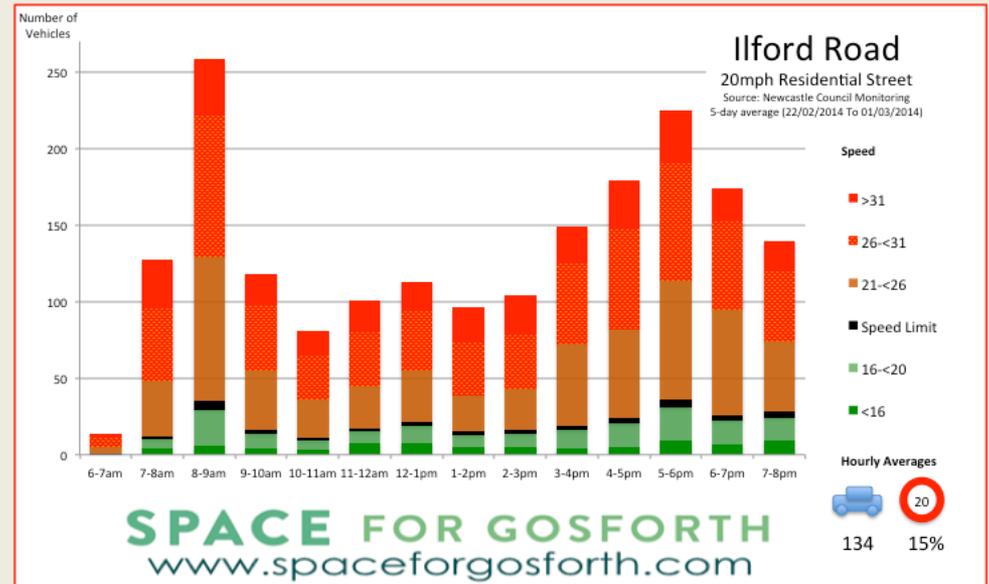
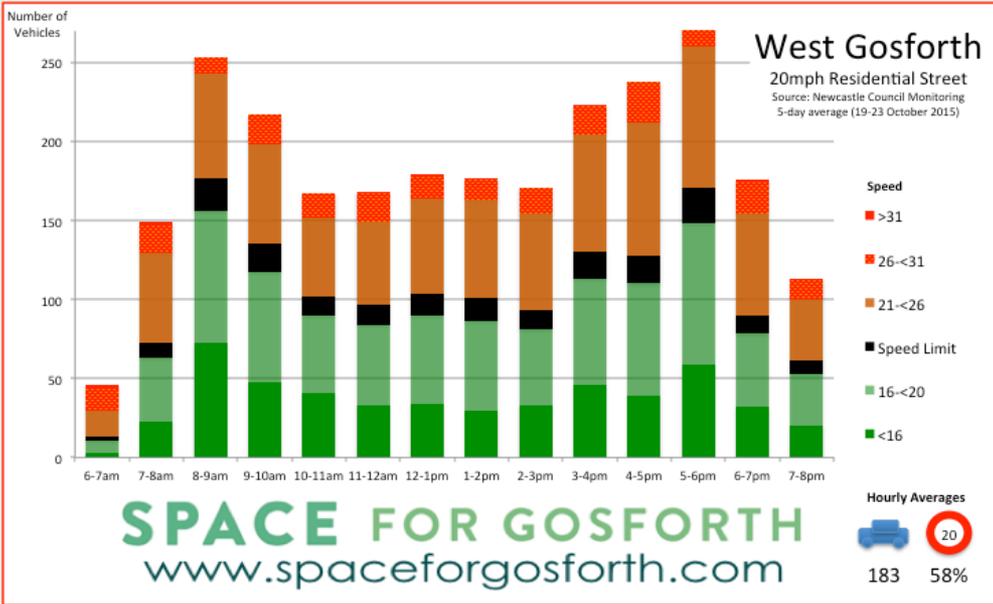




PM2.5 Gosforth High Street 17th October 2015









MATERIALS AND COLOUR SCHEDULE

CODE	MAIN BRICK	CLADDING
1	IBSTOCK GRANGER GOLD 2771	HARDEPLANK - IRON GRAY JH90-30
2	IBSTOCK MORPETH BLEND 2804	HARDEPLANK - TIMBER BARK J140-30

CODE	ROOF TILE
A	RUSSELL GRAMPAN SLATE GREY
B	RUSSELL PENNE TERRACOTTA

RENDER	MONOCOUCHE RENDER COLOUR- IVORY
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GENERAL NOTES
 ALL JOINERY TO BE GREY (INC. SOFFITS & FASCIAS)
 ALL RAINWATER GOODS TO BE BLACK SQUARE PVCU
 WINDOW FRAMES TO BE GREY
 FRONT ENTRANCE DOORS TO BE BLACK
 GARAGE DOOR COLOURS TO BE BLACK
 FOR DOOR TYPES REFER TO ELEVATIONS

WALTHAM FOREST



- Road Closure (Modal Filter)
- Bus Gate
- Blended Crossing
- Landscaping, Tree Planting, Pocket Park
- Streetscape Improvements
- Proposed 2-way
- Proposed 1-way
- Existing 1-way



Pedestrians hit at **30mph** are
6 times as likely to be killed
as those hit at **20mph**

