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UK Government

Newcastle
City Council 



Sustainable transport proposal for Gosforth

Proposals to improve walking, wheeling, cycling and bus journeys in Gosforth and Great North Road.

March 2025



Introduction

Proposals to improve walking, wheeling, cycling and bus journeys in Gosforth and Great North Road.

The proposals are part of the next phase of improvements for Gosforth High Street, which aim to improve road safety, create better public transport links and encourage active travel.

The package builds on the improved bus priority measures which were made permanent last September, as well as wider plans for the bus corridor improvements to the Great North Road, improving bus reliability on one of the busiest routes for buses in Newcastle.

The proposals are available at www.letstalknewcastle.co.uk for people to comment until the 27 April.

People can also discuss the proposals with the team at the following drop-ins:

Wednesday 2 April – 3 till 6pm – in Trinity Church, High Street, Gosforth (access through the café).

Monday 7 April – 5 till 8pm – in Café 1901, Trinity Church, High Street, Gosforth.

The Active Travel improvements are funded by the UK Government.

Map Legend



Metro Line



Dedicated cycle route
(Cycleway 12)



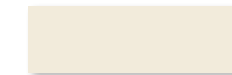
Other cycling connection



Boundary of proposed
area



Cycle track protected from
motor traffic



Buildings and structures



Trip-generating locations

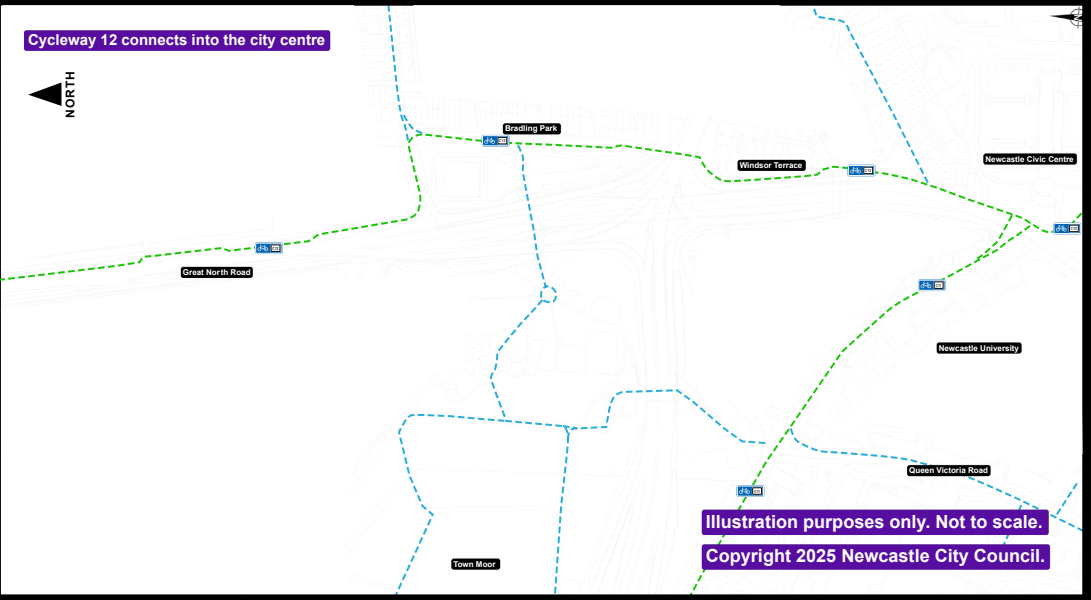
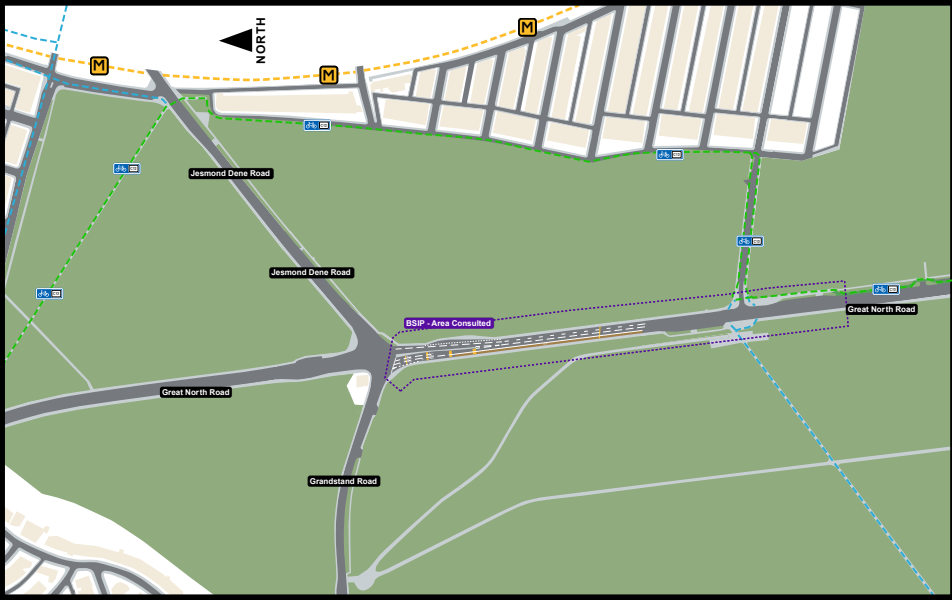
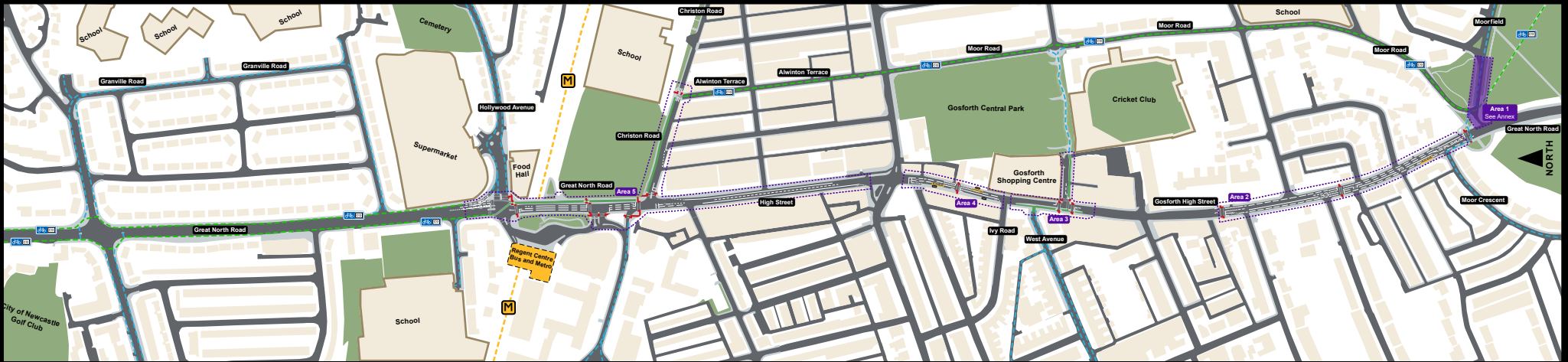
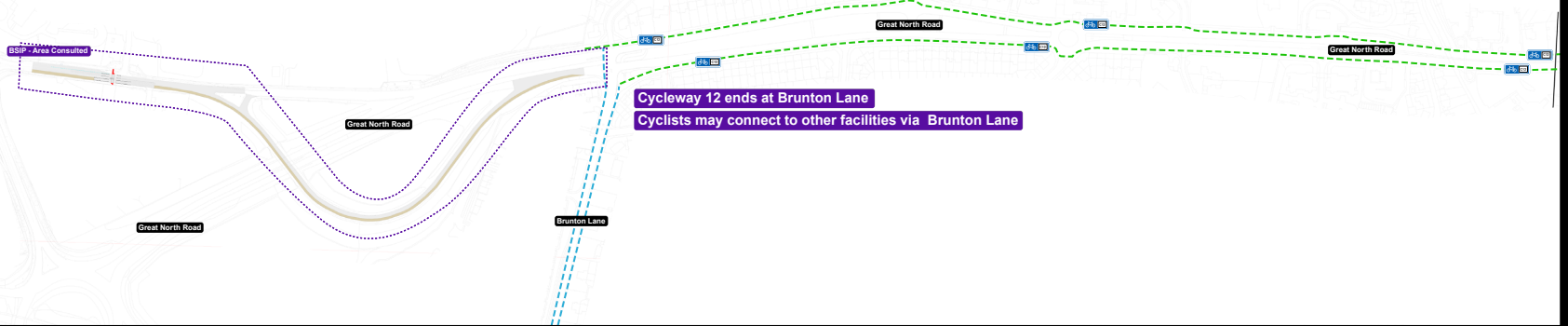


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Area 1 - See Annex



Did you know? - Drivers can benefit

Did you know that by making our streets safer for all road users and enabling alternatives to driving, it can help reduce the cost of insurance premiums in locations where accidents are less common or less severe.*

*Insurance premiums are also based on a variety of other risk factors.

Did you know? - Boost learning

Children who walk, wheel or cycle to school can have an increased level of concentration over children who are driven to school.

Increased levels of concentration can have positive impacts in the classroom.

If we can make it safer and easier for children to get to and from School then they are far more likely to do it.

Changes to road layout (See Annex)

People cycling north and south are advised to use Moor Road and Little Moor because it is quieter than the High Street.

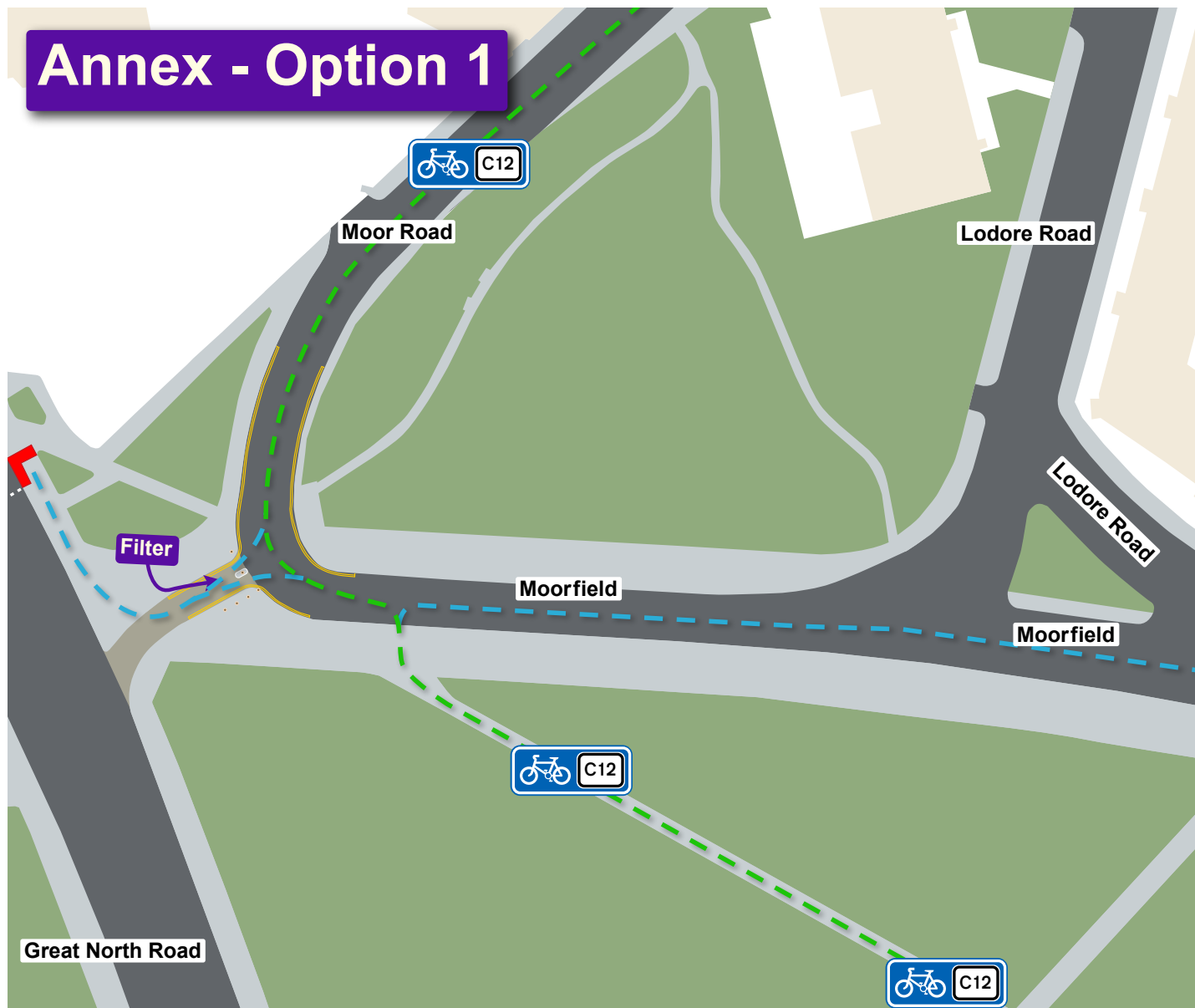
Most people will only cycle where it feels safe. - Traffic volumes can affect this. Therefore, to reduce unnecessary through-traffic, changes to the road layout are proposed. (See Annex)

Reducing through-traffic for safer, healthier streets

Less through-traffic can make neighbouring streets feel quieter and safer for everyone. Safer streets make it more inviting to walk, wheel and cycle. People inside and outside of a motor vehicle can enjoy the benefits of safer, healthier streets with less through-traffic.

Access is maintained for local residents, usually by an alternative nearby route.

Area 1 - Annex Option 1



Option 1 - Filter traffic on Moorfield at the junction with Moor Road and Great North Road.

This section would be closed to motor vehicles. People walking, wheeling and cycling can continue to pass through the filter.

The filter would stop through traffic turning onto Great North Road. Local residents can still access Great North Road via alternative routes nearby.

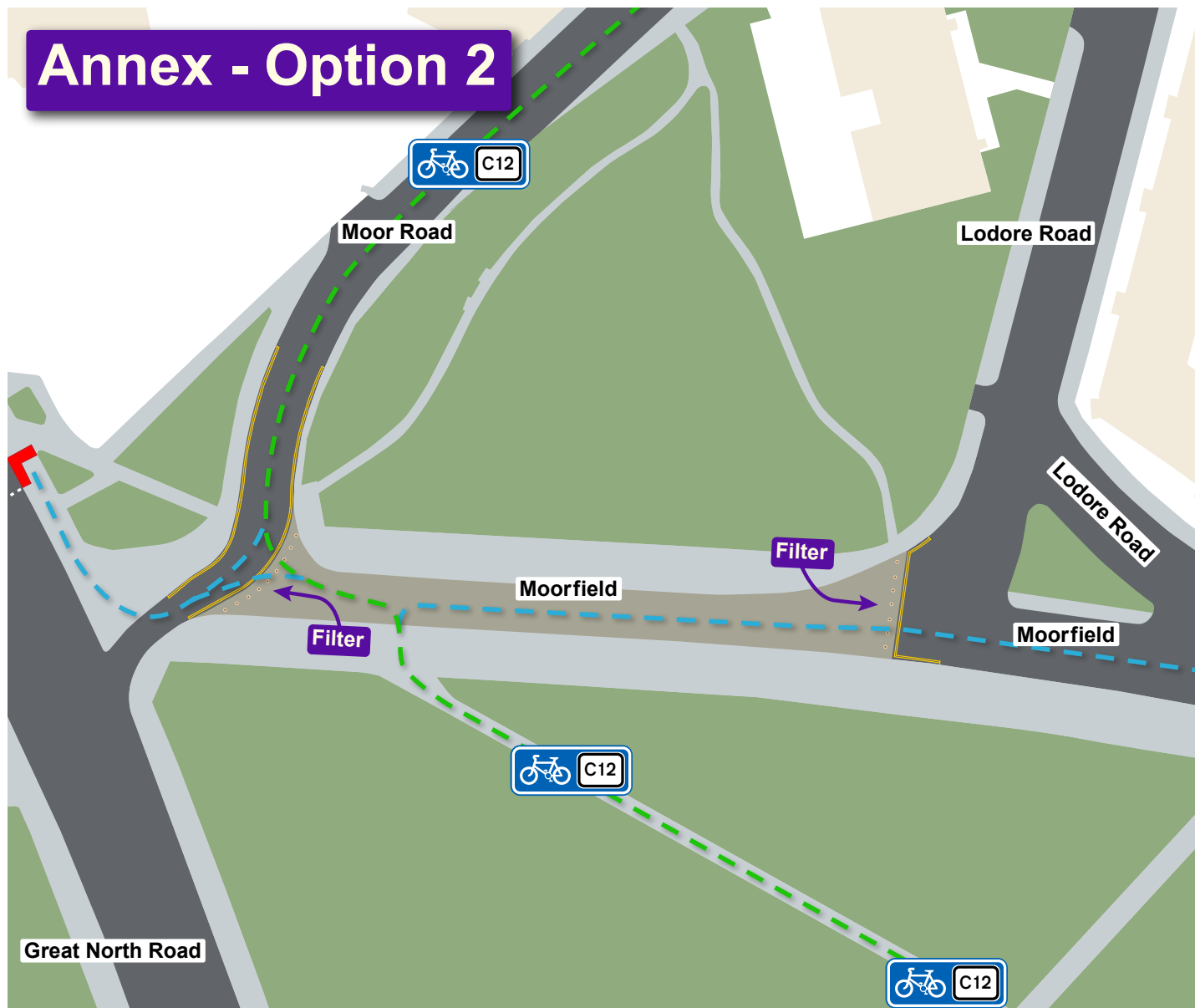
Filtering allows for quieter streets with lower traffic volumes. This unlocks the neighbourhood's potential to enable active travel by improving comfort and safety for everyone.

Did you know?

The emergency services are consulted on when proposing road closures or filters for motor traffic.

Usually, proposals are supported because they can reduce traffic in an area while supporting public health and road safety.

Area 1 - Annex Option 2



Option 2 - Filter traffic on Moorfield at the junction with Moor Road and Lodore Road.

This section would be closed to motor vehicles. People walking, wheeling and cycling can continue to pass through the filter.

The filter would stop through traffic from passing through Moorfield via Lodore Road or Moor Road. Local residents can still access these roads via alternative routes nearby.

Filtering allows for quieter streets with lower traffic volumes. This unlocks the neighbourhood's potential to enable active travel by improving comfort and safety for everyone.

Did you know?

The emergency services are consulted on when proposing road closures or filters for motor traffic.

Usually, proposals are supported because they can reduce traffic in an area while supporting public health and road safety.

Area 2

Pedestrian Crossing
Pedestrian crossing remains.



Existing lanes
Existing bus, cycle and vehicle lanes to remain.

Existing connections
Cyclists may choose to connect east-west via Moor Crescent and the existing toucan crossing.

New bus lane
New bus lane on the western side of the High Street. This is to support bus service reliability. The cycle lane will be retained.

New pedestrian crossing
A pedestrian crossing is proposed north of Rosewood Ave to help people walk and wheel across the road, especially during busier periods such as rush hour and school pickup/ drop off.

The pedestrian refuge island to the north of The Grove will be removed.

Area 3

Filtering gap

People cycling south can turn right onto West Avenue.

Protected cycle track ends

The protected cycle track ends just north of West Avenue. Cyclists may choose to use the bus lane.

Less confident cyclists travelling north onto Great North Road may choose to join Cycleway 12 to the east. Cycleway 12 is quieter and runs parallel to the High Street.

Cyclists priority reinforced.

Cyclists heading into and out of the park have priority over traffic turning across the cycle track. This is reinforced by road markings and the Highway Code (Rule H3).

St Nicholas Avenue - safety improvements

A protective cycle track is proposed on St Nicholas Avenue. This will enable cyclists to connect onto Moor Road (Cycleway 12) via Gosforth Central Park and West Avenue. Cycleway 12's route follows parallel to the High Street.



Bus lane change

The bus lane is reduced slightly to facilitate the protective cycle track.

Buses will merge into one lane just before the junction with St Nicholas Avenue.

The bus lane restarts North of Ivy Road.

West Avenue - safety improvements

Proposed closure of West Avenue to motor vehicles to enable a protected east-west connection for people cycling. This will improve safety for vulnerable road users and reduce delays caused by traffic waiting to turn into or out of Gosforth High Street.

Cyclists protected from motor traffic

The junction is modified to enable a safer east-west connection for people cycling. A cycle track is installed to protect people from motorised traffic when cycling.

It also acts as a buffer by moving northbound traffic further away from pedestrians. This creates a more comfortable walking or wheeling experience.

Area 4

Advanced stop line for cyclists.

For cyclists using the High Street, the advanced stop line and filter lane is retained.

Lane changes

The first lane is for left turns only (except for buses and cycles heading north onto the new bus lane).

The second lane will become ahead and right turn only.

Footway is widened.

The western footway on the High Street is widened to improve comfort for people walking, wheeling or waiting for a bus.

Bus shelters repositioned where possible

Wherever possible, the bus shelters will be repositioned as the footway is widened.

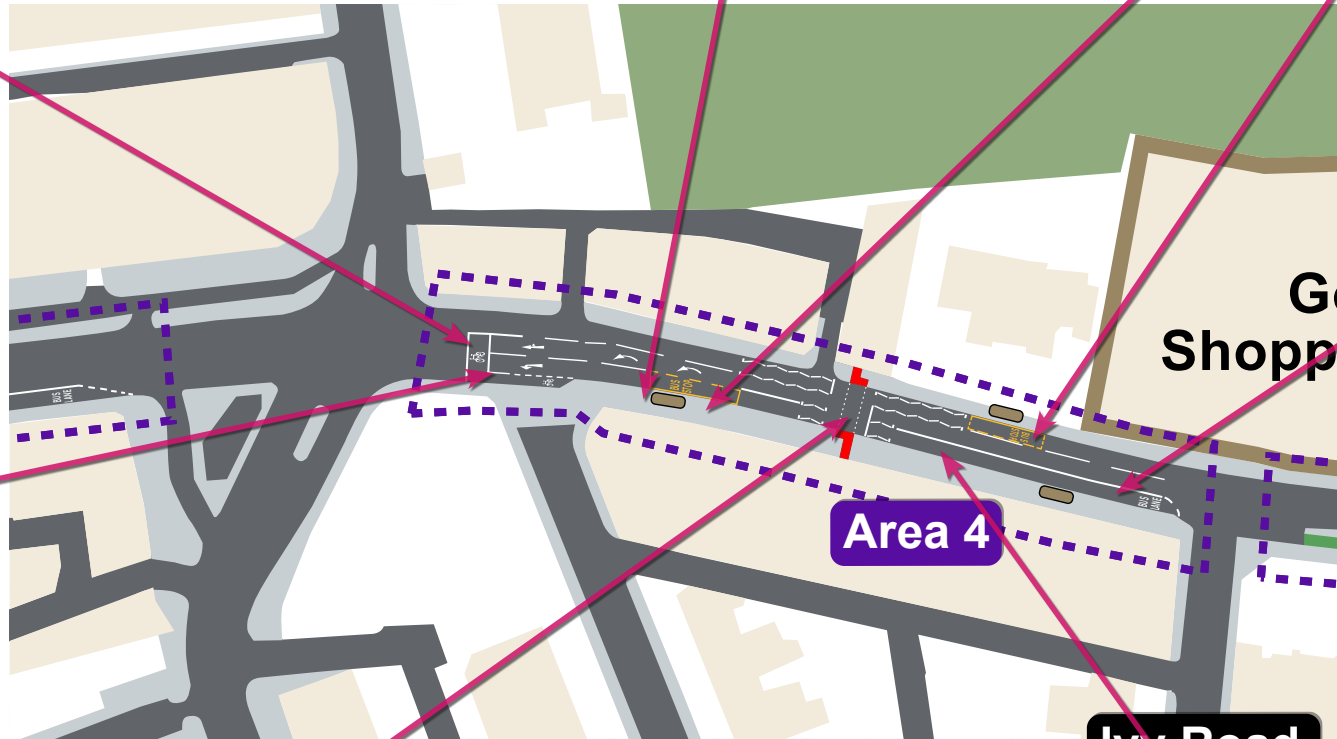
Bus stop

The existing bus stops will remain.

Bus lane

The existing bus lane north of Ivy Road will remain to support the reliability of bus services.

The eastern cycle lane is removed.



Pedestrian crossing

The pedestrian crossing will remain to allow people walking and wheeling to cross the High Street. Lane markings will move slightly to reflect changes to the road layout.

Cyclists may use the bus lane.

People cycling may choose to use the bus lane but may change to the right hand lane if a bus has stopped ahead.

Area 5

Pedestrian crossing

Altered due to proposed changes to the road layout.

Connections

The blue dashed line on the map shows key cycling, wheeling and walking connections. For example, to schools and other Cycleways.

End of scheme

People cycling north continue onto the protected cycle lane on Great North Road (Cycleway 12).

New protected signal

Northbound cyclists cross the junction on their own traffic signal.

New Parallel zebra crossing

To help pedestrians and cyclists safely connect to the school and Cycleway 12 on Christon Road.

Cycleway 12

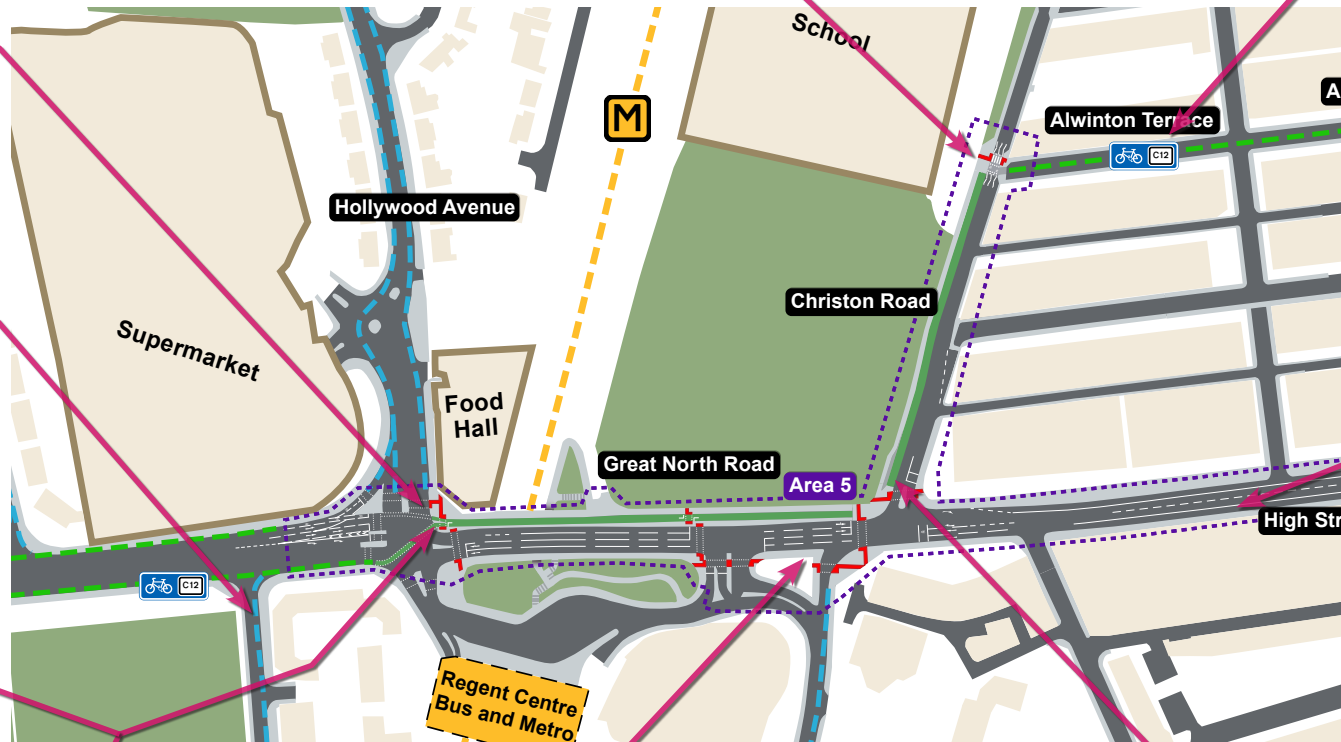
continues onto Alwinton Terrace and Moor Road (carriageway only). These streets run parallel to the High Street and offer a quieter experience for people cycling to and from the City Centre. Because the traffic volumes and speeds are low, cyclists do not need to be segregated from motor traffic.

New bus lane

To improve bus reliability, a bus lane is proposed to the south of High Street/ Great North Road.

The existing cycle lane is removed due to width restrictions.

Cycling is encouraged via Alwinton Terrace which continues parallel to the existing route. Confident cyclists may use the bus lane.



Pedestrian crossings

The pedestrian crossings are simplified, increasing capacity where possible. Crossing times are reduced as a result. School children can use these crossings to connect to public transport at Regent Centre.

Cyclists protected from motor traffic

Two-way cycle track connecting Great North Road and Christon Road. At the junction, cyclists share with pedestrians due to limited space.

Safety improvements can enhance comfort and encourage more people to get around by bike, such as cycling to school.