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17 December 2011

Dear LDF team

LOCAL DEVELOPMENT FRAMEWORK (LDF) CONSULTATION

Why is the LDF important to the Newcastle Cycling Campaign?

We are an interest group concerned with transport, infrastructure, active travel, and its relation to public space and provision of local services. We speak on behalf of our growing membership. To date we have 200+ members: individuals, families and organisations (charities and companies).

CONSULTATION PROCESS

In October 2011 we wrote to relevant LDF officers to seek clarification on the 1Core (now LDF) process and methodology, read [\[1\]](#). Please note that we replied to the previous 1Core UCAAP consultation: responses dated March 2011, read [\[2\]](#) and [\[3\]](#). Receipt had not been acknowledged by council officers and we remain unclear how our responses were taken into account. A consultation report exists, however despite requesting a copy, we have not received it.

COMMENT ON TRANSPORT PLANS

We are disappointed to see Newcastle City Council producing a strategy which is lacking vision, focus and purpose. And we feel compelled to object.

The importance of urban regeneration for our city centre and neighbourhoods lies in providing civilised people-based environments, heavily featuring walking and cycling, by creating destinations and pleasant spaces, safe routes and by reducing mass accessibility by private car. Do this and we will revitalise city centres, neighbourhoods and urban environments.

The current strategy is however - whilst promising to reduce travel *through* the urban core (and we are yet to see details of that plan) - still allowing unfettered traffic *to* the urban core which is in complete contradiction with 1Plan the over-riding document to 1Core. Also



entirely ignoring urban regeneration best practice the 1Core "*acknowledges the need to cater for the private car*". This is an old-fashioned and out-dated view and would lead to urban depression not regeneration.

On the above grounds we therefore **object** to the 1Core LDF strategy as it stands, and ask the council to provide leadership and a strategy which is in line with 1Plan paving the path to a prosperous Newcastle which is also modern, vibrant, European and inclusive: we demand our council to

- follow their own vision, as described in the 1Plan
- draw up a long-term traffic reduction plan (with a car parking strategy)
- set ambitious modal share targets to support active and green travel
- improve modal integration
- carry out a bus route consolidation review
- identify routes for the different transport modes, and safety and design assessments to create an inclusive & compelling green & active transport network that is safe for everyone to use including by foot and bicycle.

Space must be allocated to walking and cycling.

It's time we delineate our space fairly in favour of green and active travel.

Regards

Katja Leyendecker, Chair

Encl

- [1] http://newcycling.org/news/Newcycling_1CORE_LDF.doc
- [2] http://newcycling.org/news/Newcycling_1CORE_FINAL.pdf
- [3] http://newcycling.org/news/Newcycling_UCAAP_FINAL.pdf