



## Road space re-allocation (1/6)

Re-balancing road space towards more benign forms of transport is Tyne & Wear stated objective through their third Local Transport Plan (LTP3), and rightly so. Without providing space for cycling Newcastle's **bike modal share** percentages will not get into double figures (as mandated in Newcastle's 2020 cycle plan, and as calculated to 12% in 2020 through the Cycle City Ambition Fund bid). This is clear when **learning lessons from other cities**; only with providing **cycle-specific space on fast busy roads** for better and calmer cycling environments will bike modal share reach beyond the 10% mark.

We hear that journeys by bike are on the up in Newcastle, which would not only make it timely but also somewhat urgent to provide safe conditions. It is the direct, continuous, safe and attractive cycling infrastructure that **makes cycling into a real choice** and into a **sensible transport alternative** - ultimately "getting people out of their cars" - a policy Newcastle has had for decades yet one that remains largely unfulfilled. It has only been actioned in a **piecemeal** approach. Better focus on outcomes and a **more holistic and inclusive approach** to city transport is needed.

A **road diet** is the prescription - more space for walking and cycling. In alignment with city policy we therefore ask for space for cycling to be **set aside from the carriageway** as in a liveable city both walking and cycling must be enabled and facilitated. The new cycle space has to be **created from 'car space'** and not the pavement, otherwise a **modal shift** (away from the short journeys by private car) will not be brought about. It's push *and* pull.

As an ultimate minimum, we must **create dedicated cycle space on all roads at or over 30 mph speed limit**. Or we have to discuss how to reduce speed and traffic volumes to a manageable environment for young and old, men and women to cycle. It will be the prevailing road environment (speed, volume, vehicle mix) that determines the necessary degree of protection required between car and bike users, ranging from a white line to a full kerb, considering upstands, bollards and low kerbs.

Go to our [space4cycling webpage](http://newcycling.org/space4cycling/buildingblocks) for more information

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