# Road space reallocation: evidence and learnings

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| In many countries, road space is often allocated primarily for motor vehicles. The negative health and well-being externalities of such an allocation are well known: social severance and alienation, diseases from sedentary lifestyles and pollution, deaths and serious injuries from motor vehicle crashes. For the past two decades, a movement to reallocate space for other uses (walking, cycling, public transport, and public space) has steadily grown – but not without strong pushback from some parts of the community. Projects often fail where there isn’t political support and succeed where there is. While much has been written about the challenges and critical success factors, there have been few meta-analyses or collations of evidence on the impacts of reallocation. This presentation will highlight New Zealand-specific findings of a broad literature review including North American, European, and Australasian cities.  |