



## Office of Hon Simon Bridges

MP for Tauranga

Minister of Consumer Affairs

Associate Minister for Climate Change Issues

Associate Minister of Transport

**27 JUL 2012**

Mr Andy Smith  
President  
Living Streets Aotearoa  
[andy.smith@livingstreets.org.nz](mailto:andy.smith@livingstreets.org.nz)

Dear Andy

### **Official Information Act request**

I refer to your oral request, pursuant to the Official Information Act 1982, seeking the briefing paper provided to me by the Ministry of Transport for our meeting of 20 June 2012. Your request was confirmed by the Ministry of Transport by email on 6 July 2012.

The following document was identified in your request and is enclosed:

- OC00854: Meeting with Living Streets Aotearoa

Appendix 1 and 2 of the briefing (Living Streets Aotearoa's proposal for motorists to give way to pedestrians at intersections and a response from Minister Tremain to you about this issue) are not enclosed as you already hold this information.

Certain information is being withheld in reliance on section 9(2)(f)(iv) of the Official Information Act which relates to the constitutional conventions which protect the confidentiality of advice tendered by Ministers or officials

With respect to the part of the document that has been withheld, I do not consider there are any other considerations which render it desirable, in the public interest, to make the information available.

You have the right under section 28(3) of the Official Information Act to make a complaint about the withholding of information to the Ombudsman, whose address for contact purposes is:

The Ombudsman  
Office of the Ombudsmen  
P O Box 10-152  
WELLINGTON

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Simon Bridges', with a small arrow pointing to the top of the first letter 'S'.

Hon Simon Bridges  
**Associate Minister of Transport**

## MEETING WITH LIVING STREETS AOTEAROA

<b>Reason for this briefing</b>	You are meeting with Andy Smith, President of Living Streets Aotearoa, on 20 June 2012.
<b>Action required</b>	No action is required.

### Contact for telephone discussion (if required)

Name	Position	Telephone		First Contact
		Direct Line	After Hours	
Maria Kirkland	Adviser	04 439 9255		✓
Nick Brown	Manager People and Environment	04 439 9235	021 684674	

### MINISTER'S COMMENTS:

<b>Date:</b>	15 June 2012	<b>Briefing Number:</b>	OC00854
<b>Attention:</b>	Hon Simon Bridges (Associate Minister of Transport)	<b>Security level:</b>	In-Confidence

### Minister of Transport's office actions

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> <i>Noted</i> | <input type="checkbox"/> <i>Seen</i>                 | <input type="checkbox"/> <i>Approved</i>            |
| <input type="checkbox"/> <i>Needs change</i>     | <input type="checkbox"/> <i>Referred to</i>          |   |
| <input type="checkbox"/> <i>Withdrawn</i>        | <input type="checkbox"/> <i>Not seen by Minister</i> | <input type="checkbox"/> <i>Overtaken by events</i> |

## **Purpose of report**

1. To provide you with some background information and advice for your meeting with Andy Smith, President of Living Streets Aotearoa.

## **Background**

2. Living Streets Aotearoa is the national walking organisation in New Zealand. They seek to promote walking friendly communities throughout New Zealand and their vision is to see more people choosing to walk more often.
3. Andy Smith, who you will be meeting with, is the President of Living Streets Aotearoa.
4. The Ministry of Transport and the NZ Transport Agency (NZTA) meet quarterly with Living Streets Aotearoa, Cycling Advocates Network and Bike NZ.

## *Facts on walking from the NZ Household Travel survey*

5. Walking makes up 13 percent of total time travelled (all journeys) and 17 percent of the number of trip legs.
6. Those aged 15–24 years walk the most of any age group at nearly one hour and twenty minutes per person per week.
7. Walking by those aged 5–14 years has decreased from 1.5 hours per person per week in 1989/90 to around 1 hour per person per week in 2007–10.

## *Government investment in walking*

8. The government invests in walking and cycling through the National Land Transport Programme (NLTP), of which \$51 million is allocated for walking and cycling investment in the current NLTP (2009/10-2011/12).
9. The new Government Policy Statement (GPS) on Land Transport Funding (2012/13-2021/22) was released in July 2011 and focuses walking and cycling investment on its contribution to economic growth and productivity, reducing congestion, and improving pedestrian and cyclist safety.
10. The new GPS has set the funding range for the walking and cycling activity class over the next 3 years at \$36-90 million. The NZTA will decide where within this range the actual allocation of funding will lie. This will be set out in a new NLTP (2012/13-2014/15) which is due to be published in late August 2012.

## **Issues to discuss**

11. Living Streets Aotearoa has identified two main issues they would like to discuss with you. These are:
  - their campaign to change the Road User Rule to ensure that pedestrians have right of way at intersections
  - a nationwide variable speed limit of no more than 40km/h, outside all schools at relevant times

## Giving way to pedestrians at intersections

12. Living Streets Aotearoa are advocating for an amendment to the Land Transport (Road User Rule) 2004 which would require motorists to give way to pedestrians at intersections. Their proposal is attached to this briefing as Appendix 1.
13. Currently, the law does not give priority to pedestrians at intersections, except at traffic signals and when a driver is entering or exiting a driveway; the driver must give way to a road user on a footpath (clause 4.4).
14. The Land Transport (Road User) Rule 2004 was recently amended in 2011. The main change was to New Zealand's give-way rules. During public consultation on the Land Transport (Road User) Amendment Rule 2011, Living Streets Aotearoa submission advocated for pedestrians to be given priority over motorists at intersections. They advocated for a similar law as Australia, where drivers turning at any intersection (except a roundabout) must give way to any pedestrians crossing the road they are entering.
15. Living Streets have said that prioritising pedestrians would clarify the responsibilities of motorists at intersections, reduce confusion and thereby increase safety. However, this change was outside the scope of the Land Transport (Road User) Amendment Rule 2011 and Living Streets suggestions were not included in the final amendment Rule.
16. Living Streets Aotearoa wrote to the previous Associate Minister of Transport earlier in the year about this issue. The Ministry of Transport and the NZTA's advice has been that the change to the give way rules on 25 March 2012 needed to happen first and that adding further changes might have complicated things for road users who were already concerned about how to apply the new give-way rules. Minister Tremain's reply is attached to this briefing as Appendix 2.
17. The total numbers of deaths and police reported injuries for pedestrians over the last 10 years shows that the number of deaths, serious injuries and minor injuries has declined by 31 percent, 34 percent, and 11 percent respectively. It has been expected that the change to the give-way rules would reduce relevant intersection crashes by 7 percent. However, it is too early for any statistical analysis of intersection crashes and the effect on pedestrians resulting from the change to the give-way rules.
18. Safe walking and cycling is a medium priority area in *Safer Journeys*. Changing the give-way rules was a first action and *Safer Journeys* states that:
  - "The changes to the give way rules for turning traffic would improve pedestrian safety. We will review the effectiveness of these changes, and if necessary consider further changes at a later to date to give pedestrians more priority."
19. The changes to the give-way rules need to be embedded and results need to be monitored before any further changes are considered to give pedestrians more priority.

## Speed limits outside schools

20. Living Streets Aotearoa would also like to raise with you their support for a nationwide variable speed limit of no more than 40km/h, outside *all schools* at relevant times. We provided a briefing to you which outlined this issue in May 2012 (OC00767 refers),

[REDACTED]

9(2)(f)(iv)

Withheld under section

21. The safety of school children is recognised as a significant road safety issue. However, the Ministry of Transport and the NZTA do not consider that the safety of school children would be improved by the passing of a law that would reduce speeds to 40km/h outside *all schools*. This is because experience has shown that motorists do not always slow down just for a change in speed limit. Motorists respond to what they see, which in the case of schools means the level of pedestrian activity on the roads around the schools. As most of the time there are few children on or near the road outside them, some drivers are reluctant to slow down despite the speed limit being lowered.
22. The Ministry and other road safety partners support variable speed limits outside schools, but a blanket approach may not be the most effective or enforceable. A number of local authorities are working with the NZ Police and schools on 40km/h school zones and these are growing in number.
23. It is considered more effective to limit the 40km/h limit to the busy periods around the start and end of the school day when activity around the school is busiest. This helps drivers understand the need to reduce speed at these times and helps the Police to target their enforcement effort to times of greater risk.
24. In the rural environment, it is unrealistic to expect drivers to slow down from 100km/h to 40km/h in the short length of a school zone. However, there are some examples of 40km/h variable speed limits in rural school zones that operate satisfactorily on roads with a permanent speed limit of 80km/h. This suggests that where the permanent speed limit is over 80km/h it will need to be reduced for a variable limit to be effective.
25. Motorists are already required to slow down to 20km/h when passing a stationary school bus that is picking up, or dropping off school children. This is intended to create a 'safety cocoon' that warns other motorists they are approaching an area where children are likely to cross the road, and to slow down.

Maria Kirkland  
Adviser

Nick Brown  
Manager People and Environment

**MINISTER'S SIGNATURE:**

**DATE:**