

Living Streets Aotearoa



Submission from Living Streets Aotearoa on Land Transport Rule: Omnibus Amendment 2016

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Submission

Living Streets Aotearoa appreciates the opportunity to submit on these proposals.

We would like to see users of all vehicles required to meet minimum standards of knowledge of NZ Road Rules and be competent to use their vehicles safely. There are a large number of new vehicle types and current vehicles that are not adequately regulated, and users of them are not required to be licensed in any way.

Proposal 5 - Intersections

We support footpaths also being included in the definition of intersections, which would allow pedestrians similar 'right of way' across intersections as vehicle users.

Proposal 6 – flush medians for overtaking

This should include cyclists' ability to use flush medians when overtaking when safe to do so, as well as drivers'.

Proposal 7 – Give way/ stop rule

As in proposal 5, we support providing pedestrians with the same 'right of way' as vehicle users at intersections. We support this change including all intersections and not just 'shared path' intersections, otherwise this will cause further confusion if pedestrians have right of way on a shared path but not at ordinary intersections of a road with a footpath.

Proposal 9 - Speed limits

We support further clarification to ensure 20 km/hour emergency sign placement is not on footpaths. This can create a safety issue for pedestrians where there is already unusual activity on the roadway.

Proposal 10 - Buses entering cycle lanes

Buses and public transport should have priority therefore cycle lanes should cease at bus stops as they currently do. Cyclists should give way at bus stops as is already provided for in the road rules. We support priority for public transport buses at bus stops. We understand there are already issues with passengers accessing the bus at bus stops along cycle lanes when they have to cross cycle lanes to get to the bus. We do not support the ability to have cycle lanes between buses and the kerb as there is too much potential for conflict.

Proposal 13 – Rural road speed limits

This appears inconsistent with the new approach to setting speed limits based on the particular circumstances of a road, so there will not be one speed appropriate in all circumstances used as a default.

Proposal 14 – Temporary limits 10 km/h less than the 50km/h speed limit

We support the temporary speed limit being able to be as low as required. For instance 5km/hour on a footpath is suitable. Prescription is not required.

Proposal 28 – Maximum width requirement 1.1 metres for cycles

We do not support allowing bicycles 1.1 metres width as this will impact on the space available on shared paths and impact other users.

Proposal 31 - Cycle lighting

Blinding of pedestrians has been reported from cycle lighting particularly on shared paths. This can either be because lights are too bright, or bright lights are flashing, or lights affixed to a helmet and therefore rotate with the cyclist's head. Multi-coloured lights are also being used, which is confusing to pedestrians and other road users.

We support cycle lights being positioned so they do not blind other users, and the ability to have flashing lights on cycles only on the roadway where it may aid visibility to other vehicle users.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz