

Living Streets Aotearoa



Submission from Living Streets Aotearoa on the Draft Auckland Regional Road Safety Plan 2008-2012

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About Living Streets Aotearoa

Living Streets Aotearoa (LSA) is a national organisation with a vision of “More people choosing to walk more often and enjoying public places – young and old, fast and slow, walking, sitting and standing, commuting, shopping, between appointments, for exercise, for leisure and for pleasure.”

The objectives of LSA 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 e.g. 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.

Living Streets Aotearoa has a network of local Walking User Groups around the country working to make city and suburban environments in their regions more walking-friendly.

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

Submission

Living Streets Aotearoa and Walk Auckland thank the Auckland Regional Transport Authority (ARTA) for providing the opportunity to make a submission on the Draft Auckland Regional Road Safety Plan (RRSP) 2008 2012.

Living Streets Aotearoa defines walking as including running, jogging, using a scooter or skateboard, wheelchair or walking aid. Walking is the primary mode of transport and the glue that holds the rest together. It exemplifies independence for young and elderly alike.

Living Streets Aotearoa and Walk Auckland support the RRSP in principle, particularly the focus on improving road safety for vulnerable road users such as pedestrians, the mobility impaired, the elderly and cyclists. However we believe further emphasis could be provided by including the following in the road safety plan.

Hierarchy of Road Users

The focus on reducing road traffic fatalities and injuries among vulnerable road users should be reinforced by incorporating the road user hierarchy adopted by the city of York, United Kingdom as proposed in the LTSA *Pedestrian Planning and Design Guide*, 2008 (p.5-2)

- Mobility impaired and wheeled pedestrians
- Able pedestrians
- Cyclists/recreational pedestrians
- Public transport users
- Commercial/business users (including delivery + emergency vehicles)
- Coach-borne shoppers
- Coach-borne visitors
- Car-borne commuters + visitors

2.2.1 ii. Pedestrian safety would also be enhanced by greater enforcement of speed limits, red-light running and increased emphasis on education for motorists, cyclists and pedestrians, emphasizing their responsibilities to prevent injury to other road users.

Section 5

Goal

iii. **Pedestrian** deaths and injuries within the Auckland region continue to decline from the five-year annual average (2003 to 2007) of 12 deaths and 363 reported casualties.

This statement should include the addition of the clause “while walking is promoted and increases as a mode of transport”.

Implementation

6.4 There should be a stronger emphasis on visible enforcement.

Summary

In summary Living Streets and Walk Auckland support road safety initiatives which improve the safety of pedestrians and other vulnerable road users.