



Auckland Plan 2050

Submission from Brake, the road safety charity

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About Brake

Brake is a road safety charity with global interests, and branches in the UK and New Zealand. It approaches road safety and sustainable travel using the vision zero method. That is to say, the charity considers that all deaths and injuries on roads are unacceptable, and eliminating carbon emissions from transport, which is the largest contributing carbon sector, should be approached with equal zeal. Brake's vision is a world where people can move around in ways that are safe, sustainable, healthy and fair.

Brake promotes road safety awareness, safe and sustainable road use, and effective road safety policies. It does this through national campaigns, community activities, services for employers and fleet professionals, and coordination of national Road Safety Week.

Brake also cares for families bereaved and injured in road crashes. It does this by providing specialist support resources to families following a crash.

Brake's response to the plan

Brake is delighted to see the commitment of Auckland Council to investing in safe and sustainable transport, particularly the inclusion of zero road deaths and serious injuries, and prioritisation of active and public transport modes.

Brake strongly supports the inclusion of a Vision Zero approach – highlighting that road deaths and serious injuries are unacceptable, and aiming for zero as a long-term goal. We support the move towards transport decisions being more heavily weighted towards safety, which is absolutely necessary to reduce the number of deaths and injuries on our roads.

Brake supports the inclusion of appropriate speed limits around high-risk locations, and will continue to advocate for more 30km/h limits in urban areas and around schools, and for 80km/h limits on many rural roads.

Lower speed limits in the city centre, residential areas and through town centres will be key to improving safety on our roads. The World Health Organisation (WHO) has emphasised the need for 30km/h limits, stating that in areas where *'motorised traffic mixes with pedestrians, cyclists, and moped riders, the speed limit must be under 30km/h'* due to the vulnerability of these road users¹.

This is particularly important for protecting children, who often make mistakes when using roads. Research has found that children cannot judge the speed of approaching vehicles travelling faster than 30km/h, so may believe it is safe to cross when it is not².

Lower limits have the support of a number of groups, and a proportion of the public already. The Ministry of Transport's road safety attitude survey 2016 showed 52% of those surveyed support 30km/h outside urban

¹ [Global Status Report on Road Safety 2015](#), WHO, 2015

² [Traffic at 30mph is too fast for children's visual capabilities](#), University of Royal Holloway London, 2010

schools³. Brake's own surveys have shown that a high number (60%) of people are concerned about traffic being too fast in their own community⁴.

Lower speeds in communities also results in a decrease in fuel use and fewer emissions and pollutants, resulting in cleaner, greener and more liveable communities. Furthermore, in urban areas, increases in travel time for vehicles due to lower speed limits are negligible⁵.

Brake also supports further improvements to public transport to increase accessibility for all, and support for the development of rapid transit options, particularly to the airport.

Brake feels that a key point that is missing in the current plan is both short-term and long-term targets. This includes targets for reducing road deaths and injuries, towards zero, and other measurable goals such as the length of new cycleways built, and the target increase in patronage of public transport.

Brake thanks Auckland Council for the opportunity to provide feedback on this plan.

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3 [Public attitudes to road safety survey results](#), Ministry of Transport, 2016

4 Family road safety survey (370 respondents), Brake, 2017

5 Austroads (2005) Balance between Harm Reduction and Mobility in Setting Speed Limits: A Feasibility Study. Austroads Publication No. AP-R272/05.