



Submission of Civic Trust Auckland

Consultation on Lane Use Improvements

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1. Civic Trust Auckland

(a) Civic Trust Auckland (CTA) is a non-profit public interest group, formed in 1968, with activities and interests throughout the greater Auckland region.

(b) The aims of the Trust include:

- Protection of natural landforms
- Preservation of heritage, in all its aspects
- Encouragement of good planning for the city and region.

(c) In our current submission to Auckland Council on its 2026-27 Annual Plan, we have included our view that e-scooters should not be used on footpaths where there is a high density of pedestrians. Our submission on the previous Council Annual Plan included the following:

“We are very opposed to the publicly available e-scooters, as the scooters take up space on footpaths, are often irresponsibly used, making the footpaths unsafe and threatening places for all pedestrians, especially those with vision, mobility, and hearing issues. Nationally, between 2021 and 2023, there were over 7,000 ACC claims for e-scooter related injuries, with a 37% increase in 2023. There have been several deaths from e-scooters in Auckland and many serious head injuries.”

(d) CTA supports increased use of public transport, bicycles and walking as means to get around Auckland City and the Auckland region, being modes of travel that enable protection of the natural environment, aside from other benefits. We support enabling people to enjoy a pleasant and safe urban environment.

2. New Zealand Transport Agency Proposals

We address each of the five consultation proposals, in order.

Proposal 1: Allow children aged 12 years and under to ride bikes on footpaths

(a) CTA opposes this proposal. Pedestrians, especially those more vulnerable, such as blind, deaf and mobility impaired pedestrians, need to feel safe when they are using a footpath. Furthermore, a footpath is not always safe for a young child to ride

on, as vehicles come and go from driveways, sometimes backing out across footpaths.

(b) CTA would like to see these current rules retained:

- Land Transport (Road User) Rule 2004 clauses 1.6 and 11.1(4): A cycle with wheels not exceeding 355 mm in diameter (a “wheeled recreational device”) may be ridden on a footpath.
- Land Transport (Road User) Rule, clause 11.11(2): Persons delivering newspapers, mail or printed material to letterboxes may ride a cycle on a footpath.
- Crimes Act 1961, section 22(1): Children under the age of 12 shall not be convicted of an offence.
- Land Transport (Offences and Penalties) Regulations 1999, clause 3(2)(a)(i) & Schedule 1: Other persons riding a cycle on a footpath may be subject to an infringement fee of \$55.

(c) More cyclists on footpaths decreases safety for pedestrians. Children on bicycles can be (or can be perceived to be) more of a threat to pedestrians than adults, as children can be less aware of other users of the same space and don’t always proceed in a straight line. This is noted in the consultation document, namely, that children “are still developing the skills and judgement needed to ride responsibly, and some may travel at higher speeds or behave unpredictably” (page 7).

(d) Instead of enabling more cycling on footpaths, CTA submits that more cycle lanes for cyclists and e-scooter riders should be established where there are none currently, in order to keep all users safe. We also note that it is easy enough to walk while pushing a bicycle along a footpath until reaching a cycle lane.

(e) CTA would like to see relevant regulations acknowledge that pedestrians have fundamental right of way on footpaths.

Proposal 2: Set a minimum passing gap for when vehicles pass other road users

(a) CTA supports the setting of a legal minimum overtaking gap when passing pedestrians, micro mobility users, mobility device users and cyclists, of 1 metre where the speed limit is less than 50 km/hr, 1.5 metres where the speed limit is 50 km/hr and above, and 2 metres, with a passing speed of no more than 20 km/hr, when passing a horse.

Proposal 3: Allow people to ride e-scooters in cycle lanes

(a) CTA supports this proposal, and it is included in our Annual Plan submission to Auckland Council. We also submit that where a cycle lane is in place, e-scooters must ride in the cycle lane. They certainly should not be ridden on footpaths where there is a high density of pedestrians. Being passed closely by a scooter is a distressing experience for a pedestrian, and already many pedestrians have been injured by e-scooters.

(b) We also propose the Government allow local authorities to ban cycling on footpaths in high density pedestrian areas, with the concomitant enforcement and consequences via compliance/enforcement officers.

Proposal 4: Require drivers to give way to buses leaving bus stops

(a) CTA supports this proposal. We note that many drivers already do this, as well as tending to give way to buses merging into traffic at other places, which should be encouraged.

Proposal 5: Clarify signage requirements for enforcing berm parking restrictions

(a) CTA supports amending the Road User Rule to clarify that road controlling authorities can use signage to support berm parking rules, but they are not required to install signs for such bylaws to be enforceable.

(b) We support avoiding signage costs and signage clutter, but where road controlling authorities find that signage is needed, they should be allowed to install appropriate signs.

Date of submission: 25 March 2026

Signature:



A handwritten signature in black ink, which appears to read "Audrey van Ryn".

Audrey van Ryn, Secretary, Civic Trust Auckland