**Who goes first? What’s changed in the UK?**

In 2022 the UK followed in the footsteps of other countries and rolled out major changes to laws governing road rules offering greater priority to active modes. The move arose from a public consultation receiving over 20,000 responses and the resulting changes may represent a monumental shift in national and government thinking about who UK streets should be for.

A new hierarchy of road users was introduced stating: “those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others”.

Those crossing unsignalised side roads on foot or by bike, or even waiting to cross, are now prioritised over other vehicles, in a seemingly major push-back against generations of private car-dominance.

Against the background of Waka Kotahi’s aspirations to improve travel choice and reduce car dependency, or Auckland’s Transport Emissions Reduction Pathway seeking to “Supercharge walking and cycling”, could changes to the Road Code offering priority or protection to active modes be a key asset in the toolkit?

Are these types of changes to law and road rules a mandatory step to meeting targets and creating the future towns and cities we hope for?

We will look at recent experience from the UK and how this stacks up against other nations, some of the core aspirations behind the changes, how they were implemented, and how this might change UK streets and cultures in the future.

Most importantly, could something similar be successful in Aotearoa New Zealand and contribute to the future streets and cultures we seek?