



# Footprints

February 2008

Newsletter for Living Streets Aotearoa

## Charter has 215 Signatories in New Zealand

**Living Streets are doing** exceptionally well in their campaign for support of the International Walking Charter developed by Walk 21. The charter for walking helps to raise awareness and encourage people to consider, support, and promote being on foot within their own role in industry and in society whatever that may be. It outlines how to create a culture where people choose to walk, and gives a sense of commitment to the outcome of healthier, more efficient communities and places. The charter is a great way to engage with the public and organisations to promote walking.

Living Streets have been actively seeking signatures from councils and LSA

members, as well as taking the charter to meetings, seminars and community events. (Thanks to Daphne and Fiona for all their hard work!) We now have 215 signatories from around the country. Living Streets are working with Walk 21, combining our collection of New Zealand signatures with their global list (based in the UK).

You can find out if someone from your local or district council has signed by going to our campaign page [www.livingstreets.org.nz/pdf/charter\\_sigs.pdf](http://www.livingstreets.org.nz/pdf/charter_sigs.pdf). The list of signatories includes 37 charters signed by elected members and staff. The following councils have adopted the charter with full committee agreement: Tauranga, Christ-

church and Auckland City Councils, Kaipara District Council, and Greater Wellington and Auckland Regional Councils.

We also have signatures from the following government groups: the sports trusts for Otago and Canterbury; the regional land transport organisations in Auckland and Wellington; Annette King, Nick Smith and Todd Litman.

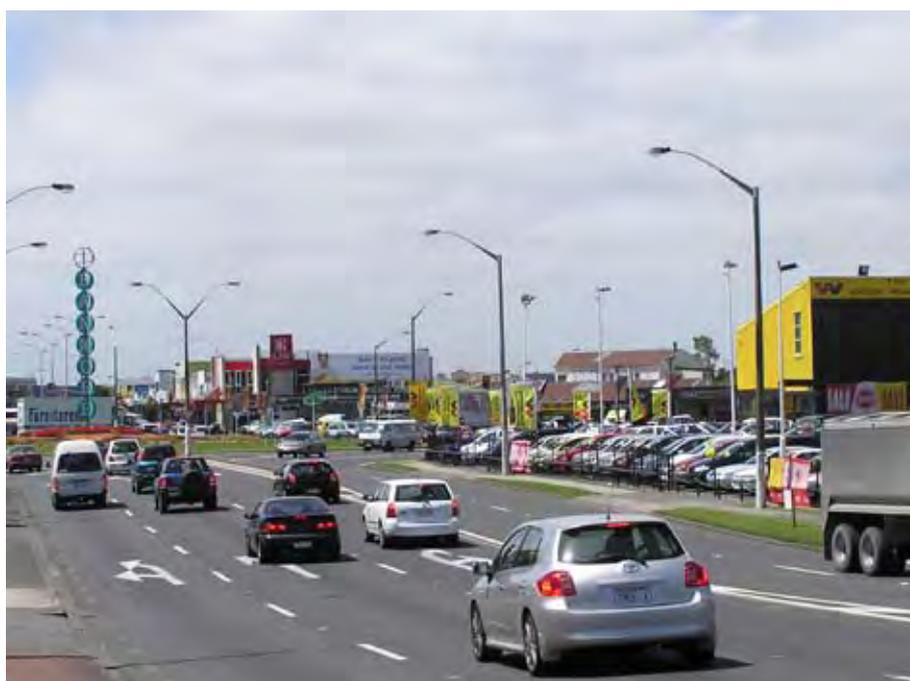
The charter is working for us too. Christchurch and Auckland City Councils have both sent out media releases on their decision to adopt the charter, helping to raise further the profile of walking in New Zealand.

– Lily Linton

## Walking and Public Transport in Auckland

**Maybe public transport in** Auckland is better than some residents believe. I took a bus and train from my friend's house in Ellerslie to Henderson and it matched up seamlessly on Saturday morning, fulfilling all the MAXX timetable promises. The distances between to be walked were short and pleasant enough. Finding the relocated station at Panmure the day before was another story! I have rarely seen a more pedestrian-unfriendly town centre! The main roundabout was a coagulation of car yards; each arm of the roundabout had streams of traffic that had much higher priority than the persecuted walker while hectares of asphalt at a service station formed the shortest route to the station. The station was not obvious to find for a visitor. Eventually I spotted a fingerboard sign down an uninviting footpath but it was dwarfed by enormous advertising hoardings.

– Celia Wade-Brown



**Pedestrian unfriendly:** the Panmure roundabout

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## News from the Director's Desk



### The popularity of walking

came home to me when I tackled the Tongariro Crossing in January. It takes seven hours, or eight and a half if you divert from the high point of the track to walk to the summit of Tongariro, as we did. We went on a glorious day, sunny but with a cool wind at the top, and shared the track with hundreds of other happy walkers, young and old alike. It was magic!

More and more people are discovering, or rediscovering, the joys of walking for leisure and recreation both in New Zealand, and around the world. Trails like the Camino de Santiago, the pilgrim route which crosses the Pyrenees from France to Pamplona, and continues down through Spain to Cape Finisterre, the western-most point on mainland Europe, are becoming more and more popular.

Living Streets' mission is to help create walking-friendly environments in our cities, towns and rural areas which will allow people to enjoy some of the same pleasures they experienced on their holiday walks as they go about their daily business. We want our streets to be designed so that people can walk around safely, get to their destinations

conveniently, and linger to chat in pleasant surroundings. We want routes into town centres and between suburbs to include paths through parks, along riverbanks and by the seashore, not just alongside roads full of traffic. We want to see cities and towns designed to encourage walking rather than driving, and to put people on foot as the number one priority.

More people walking is a win-win situation for walkers and for drivers. Getting people out of their cars and on to their feet means less pollution in the air and fewer cars on the road. Congestion is reduced and there is more space for buses and vehicles on journeys which can't be replaced by walking. Walkers enjoy the benefits of better physical and mental health, the opportunity to meet and talk to people, and the space and time to think during their busy day.

Here at Living Streets we look forward to 2008 being a year when walking rises to the top of the agenda in urban and transport planning, when many more people rediscover the joys of walking, and when we can all bring our holiday pleasures into our daily lives.

– Liz Thomas

**As a schoolboy Edmund Hillary** felt inferior at sport, awkward and uncoordinated. He took refuge in reading and dreamed of a life filled with adventure. "There was phase when I was the fastest gun in the west, then another when I explored the Antarctic. I would walk for hours with my mind drifting to all these things".

## Profile: Gay Richards



**Gay Richards, Living Streets** Aotearoa's new executive council member and secretary, is also an active member of our affiliated local group Walk Auckland. Gay joined the exec at our AGM in Waitakere City in October 2007.

Auckland's North Shore has always been home to Gay, although she spent some of her childhood in Australia. She completed a Bachelor of Arts in History and German at the University of Auckland, and then studied for the Diploma in Library and Information Studies at Victoria University of Wellington. She spent a few years in Britain, before coming home to the North Shore. She now works at the University of Auckland's Tamaki Campus managing the Injury Prevention Information Centre. "It's too far to walk to work but I commute by bus, ferry and train with a short walk at the end".

Gay says, "As I am vision impaired I have never driven. I often walked to work in Wellington and found Wellington a very

walkable city despite the hills. I like to travel and on a recent trip to Germany it was interesting to see both good and bad examples of urban design for walkers and the disabled".

Gay became the Chairperson of the Bayswater Community Committee, her local residents' group, in 2006, and has advocated for well maintained footpaths, sign-posted walkways and slower traffic locally, along with better public transport. She has been a candidate for the Devonport Community Board twice.

"I got involved with Walk Auckland through my injury prevention work and attended the 2005 Walking conference in Christchurch where I was inspired to join Living Streets Aotearoa. I am passionate about improving the walking environment and links to public transport to make our streets healthier and safer for all".

Welcome aboard the Living Streets walking bus, Gay!

– Lily Linton

## Green Award to Living Streets Hamilton

**Living Streets Hamilton** received the 2007 Kowhai Community Group award at the Green Christmas function at Hamilton Zoo. The award of \$300, sponsored by Hamilton City Council, recognises the contribution that local community environmental groups make to the city.

Established in November 2006, Living Streets Hamilton has already made its mark through submissions, letters to the editor and rallying locals to speak out for pedestrians. Its pro-active advocacy and practical approach should help to make Hamilton a more pedestrian-friendly city. Co-ordinator, Judy Macdonald says "we want to encourage walking by choice by making the urban environment as safe and walkable as possible".

## Walk Nelson Tasman

**Walk Nelson Tasman** is the newly established walking advocacy group for the Nelson Tasman Region. It comprises walkers

and is also attended by staff from Nelson City Council, Tasman District Council, and the Nelson Marlborough District Health Board.

Activities to date include making a submission against the sale of a Nelson City Council reserve which would adversely affect access to a walkway and input into the Transport Forum set up to consider the 5000 plus submissions on the Brightwater to Nelson North corridor study. Another major issue of concern is the conflict between walkers and cyclists on shared use paths and footpaths.

The contact address for Walk Nelson Tasman is: [walknelsonstasman@gmail.com](mailto:walknelsonstasman@gmail.com).

## Esther James' Walk for Buy Kiwi Made

**December 2007 was the** 76th anniversary of Esther James beginning her walk from one end of New Zealand to the other; the first recorded person to have completed this feat. And she made this walk, from Kaitiāia to Bluff and then across Stewart Island, to promote kiwi made goods. James was also New Zealand's first fashion model and made the entire journey modeling only

New Zealand made clothing. She was bombarded with attention, autograph hunters and media coverage, including interviews on every single New Zealand radio station (there were eight at the time). She said,

"Some people imagine that to walk all this way I must be a huge girl with big feet. But you can see that I am not. I weigh seven stone and take size three in shoes. You see, in New Zealand-made goods, it's the quality that counts not the size."

## Membership renewals coming up!

**It's that time** of year again—time to renew your annual subscription!

Membership renewal forms have been included in this newsletter for everyone to update for the 2008-09 year. Please take the time to fill out and return the form—Living Streets will continue to strengthen and grow with your support!

# Back to School Campaign

Rodney District Council, New Zealand Police and Auckland Regional Transport Authority (ARTA) have initiated a region-wide campaign to increase safety and reduce the number of pedestrian casualties in the vicinity of schools. The 'Speed Kills Kids' campaign will enforce a 4km/hour tolerance over the posted speed limit within 250 metres on each side of school boundaries at school opening and closing times on weekdays.

In conjunction with this, "School Zones" are being installed outside several schools to alert drivers to slow down in anticipation of the potential hazards that exist at school gates. The School Zones consist of red coloured road surfacing materials with the word 'school' line marked onto them, kerb extensions to reduce the perceived width of the carriageway and improved signage.

"We plan to introduce solar powered flashing lights, which are programmed to flash at school start and finish to raise awareness further", says the council's School Travel Planner Sarah Burrows. "All of these approaches are aimed at motorists driving in school zones at peak times and is critical to reducing child pedestrian casualties. A child struck by a vehicle traveling at 60 km/hour has only a 15% chance of survival. When the impact speed is reduced to 50 km/hour, the chance of survival



**School zone:** Outside Orewa Primary

increases to 55%".

Over 1200 child pedestrians have been killed or injured during school terms in New Zealand in the last five years. The improve-

ments to safety around schools are also being used to promote walking and cycling for school students.

– Claire Flattery, RDC

## Government News

### Community Focused Funding Process

Land Transport NZ has produced a handbook to encourage Councils to work with local community groups to develop and deliver local land transport safety and sustainability activities. Have a look at the guidelines at: [www.landtransport.govt.nz/funding/nltf/guidelines-2008-09/docs/appendix-6.pdf](http://www.landtransport.govt.nz/funding/nltf/guidelines-2008-09/docs/appendix-6.pdf)

If your community group is interested, talk to your local Council about opportunities for tapping into the funds, as it is the Council that applies for the money. If the Council has a walking/pedestrian strategy this is a good point of entry, as they are likely to be interested in activities that fit within their strategy. Councils can receive

up to 75% of the costs of a project from Land Transport NZ with the remainder being found by the Council or the community group: this can be in-kind contributions.

### Pedestrian Planning and Design Guide

The long-awaited Pedestrian Planning and Design Guide, which we had optimistically hoped to launch at the 2006 Walking Conference, has at last seen the light of day in its final draft form, thanks to the relentless hard work of Tim Hughes at Land Transport NZ.

Check it out at: [www.landtransport.govt.nz/consultation/ped-network-plan/index.html](http://www.landtransport.govt.nz/consultation/ped-network-plan/index.html).

If you spot any typographical errors or

other minor issues, contact Tim before it's printed and launched – which we hope will be very soon!

### Update of the New Zealand Transport Strategy

In December the government released the Discussion Paper on Sustainable Transport for consultation. This is an update of the NZ Transport Strategy, and contains specific targets including increasing walking, cycling and other active modes to 30% of total trips in urban areas. Check it out and make your submission at [www.transport.govt.nz](http://www.transport.govt.nz)

# Dickens Heath – walking misses its chance

A particularly interesting part of my European study tour last year was the New Urbanist settlement of Dickens Heath, built since 2005 just outside Birmingham.

I was stunned by its architecture. This faithfully replicates Birmingham's Industrial Revolution styles, and skilfully uses vistas, spaces and massing, to provide exciting variety within a unifying theme. It didn't, however, replicate that era's plentiful use of walking.

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## Why, in a settlement small enough to comfortably walk across, are there ranks of angle parking along the so-called Main Street?

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The developing company Parkridge Homes has built not only houses, but also a 'village centre' from old Dickens Heath Road via a Main Street commercial centre; and a Garden Squares" luxury apartments and town houses area (still being built); to a Waterside offices and apartments complex. The last of these has fountains cascading down to the Stratford-upon-Avon Canal, and near the Main Street is a Village Green, with community facilities.

Fine, you might think. Yet why, in a settlement small enough to comfortably walk across, are there ranks of angle parking along the so-called Main Street? Small



it may be, but driving is still the predominant transport choice. They've diverted the original country lane, and designed new roads too small to take even the moderate traffic flow—I was caught in a traffic jam, even on Sunday morning (and no, there wasn't a large church nearby disgorging a congregation).

Even with top-notch architects and imaginative concepts (the development has won awards), you can neglect walking. Surely the plentiful use of angle parking, which seems a hallmark of urban-design-

reworked town centres, sterilises key space at the centre of the public realm, which could have been given over to walking, thus boosting personal safety, positive ambience and commercial income for local businesses? Also, although Dickens Heath had some walk-friendly features (like woonerf-style shared space within small housing groups, or the "Waterside" concourse area), these were within localised parts of the development.

Could not the designers have started by working in among the pre-existing fields, hedgerows and oak trees, some inviting walkways and building-overlooked concourses, and then integrated provision for cycling, buses and cars around this? Surely advantage could have been taken of the settlement's small size and "village" branding to base its whole design (as distinct from localised elements) around foot movement as the "first transport choice", reducing the parking needs, and potentially also a valuable element in the developer's marketing armoury? Then Dickens Heath might have been great, rather than just 'good in parts'.

– Roger Boulter



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**above:** Concourse area within the Waterside development

**left:** Dickens Heath "Main Street": great building design and space enclosure; pity about the cars

# News from the Regions

## Walk Auckland

The Auckland Harbour Bridge Walk Cycle way: one side will be cycles both ways and the other side walkers. We have 3 options:

[1] 1.7m Walk and Cycle way by reducing lane size on clipon - \$5m

[2] 2.3m Walk and Cycle way by reducing lane size on clipon and put outside fence on brackets - \$5m

[3] 2.5m Walk and Cycle way with a Clipon on the clipon \$40m

Design 1 and 2 can run the entire length of the Bridge. No need for an elevator like in 3. Solution 3 can still be added later. Options 1 or 2 can be carried out this year when the outside barrier is replaced. This is looking very positive but we are still not there.

Auckland City Council and TERNZ, a transport research company, are carrying out a project in Pt England. The focus is to create streets where drivers are aware of the pedestrians and cyclists. As a result, roads will be improved so people can drive safer. It's called 'Self-explaining Roads' similar to Home Zones. Here in New Zealand TERNZ / Waikato University research led by Dr Samuel Charlton has shown that driver-behaviour based road design does save lives and is effective. TERNZ has recently been awarded a government (Foundation for Research Science and Technology) research grant to implement and evaluate SER designs. TERNZ will be working with Auckland City and Manukau city to carry out the research.

The Western Bays walking map is ready to go to the printers. Councillor Graeme Easte has been working hard on this and it will be launched at a Walk Auckland public meeting in March or April.

## Living Streets Hamilton

We have acted on the first of two \$1000 grants, obtained last year from the Getting There Together Partnership Programme, and now possess a very elegant portable banner to promote Living Streets Aotearoa at public events. This will get its first airing on March 9th at the Round the Bridges Family Walk and Cycle day, which is one of the final events in the Hamilton City Council's Give 'em A Go Active Transport Fortnight. The remainder of that grant is currently being turned into small giveaways printed

with the Living Streets logo, for use on the day.

We have started work on the second grant, which is for the development of a walking map of the Hamilton CBD, showing places to go during the lunch hour. Two of our members investigated a railside walk which they found very pleasant, and a group of us went out for evening wanders on January 17th to time a number of other possibilities and check out their availability for people with disabilities. We were assisted in this by two members of Access for All, who were our 'guinea pigs' for mobility and visual impairments.

## Living Streets Palmerston North

Over the last few months we have conducted some research for creating a 'notable trees walk'.

## Walk Taupo

It is a quiet time for our group over December and January, but busy in Taupo as the town is full of tourists and visitors. We had one significant thing happen in December when Walk Taupo was given a cheque for \$500 by the Taupo Sports Advisory Council. This grant is to go toward developing a pamphlet advertising and encouraging 5 lunch time walks in and around the CBD of Taupo. We were thrilled and grateful to receive this grant.

## Living Streets Wellington

Living Streets Wellington has been busy providing submissions to a number of strategies and consultation documents. These have ranged from plans for managing growth around Wellington City, Porirua City Centre Revitalisation and various transport plans around the region. Members have also had input into the revision of the Greater Wellington Region Walking and Cycling Plans, following on from the revised Wellington Regional Land Transport Strategy.

One of the most important submissions is for the Ngauranga to Airport Strategic Transport Study. Living Streets Wellington combined with five other groups to distribute postcards around the city to enable people to easily make a submission. The postcards emphasise public transport and infrastructure to better accommodate this, as well as priority for pedestrians and cyclists.

We are also planning our contribution

towards 'Stepping Out' – a Wellington City Council initiative for the month of March that encourages people to get out walking and to enjoy what the city has to offer. We currently hold weekly Tuesday walks and will be continuing these. We are also looking to come up with some creative ideas to encourage even more people to get out and enjoy walking!

The first of our 2008 meetings will be 25 February and we look forward to another busy year.

## Living Streets Christchurch

We have decreed that 2008 is the year to celebrate local walking, with informal gatherings as we discover member's neighbourhoods on foot. The first for the year is planned for Wednesday Feb 20th at 4.30pm. Catch the Bowenvale Bus (no. 15) to Huxley St in Sydenham. Meet outside 66 Huxley St and Rhys will lead us from there. In case of rain we can still meet but we'll head to a local cafe. Each walk will be documented and we'll do our own audit as we go along. The results will be shown at the walking conference in August. If you would like to participate contact Wendy Everingham 328 8359 [wendy.everingham@xtra.co.nz](mailto:wendy.everingham@xtra.co.nz). As members volunteer to show their neighbourhoods a schedule will be developed. We hope to run this activity monthly.

Spokes, the cycle advocates have kindly invited Living Streets to attend a cycling workshop they have organised with the City Council on Feb 21st from 5.30pm. We get a chance to introduce ourselves to the council. Any members welcome to attend.

A team of us have had another briefing meeting with the CCC team discussing signage. New inner city directional signage is well on the way to completion. We plan to meet regularly with council staff throughout the year. The next meeting is planned for Feb 28th at 4pm. This meeting will focus on signage again.

## Living Streets Dunedin

After the summer break, Dunedin pedestrians are looking forward to a new year and a new set of activities for 2008. We will be holding our first meeting of the year on Wednesday February 20 at 7pm, in the meeting room at Sport Otago, 184

## Walker Friendly Signage

High St (next to the Warehouse entrance near the bottom of High St). Special guest at February's meeting will be Mr Bruce Conaghan, recently appointed to the DCC as senior traffic engineer. He comes from Manakau so we have a chance to hear his thoughts on both cities.

Issues coming up for 2008 include monitoring the new Parking on Footpaths Council strategy, and identifying and publicizing local hazards that keep walkers off our streets.

## Local Snippets

**This is your last** chance to comment on the Government's attempt to make the NZ Transport System more sustainable. Living Streets Aotearoa has put in a submission, so why don't you? Closing date is 29th February, see [www.beehive.govt.nz/release/king+launches+vision+sustainable+transport+future](http://www.beehive.govt.nz/release/king+launches+vision+sustainable+transport+future). We want separate walking targets and support general thrust while not being clear how Government thinks targets are likely to be achieved. We believe there is over reliance on technological fixes. Urban form, promotion of walking to work and school, nicer slower streets with trees and places to sit as well as crossing without undue delay would all help transform our emissions, local economy and environment.

**I presented to the** Transport and Industrial Relations select committee about the Land Transport Amendment Bill. The MPs were generally receptive, asking questions of their officials when I made some points about funding for footpath upgrades, station accessibility and the need for financially level playing field e.g. bus season passes not to be treated as taxable when a car in a company owned car park is not subject to fringe benefit tax.,

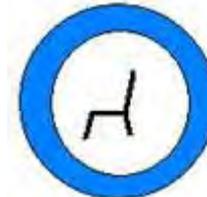
**If parking a car** in a mobility carpark will incur a fine of \$150, how about increasing the fine for parking on a footpath, also obstructing people who use wheelchairs or people with visual disabilities as well as many other people.

– Celia Wade-Brown

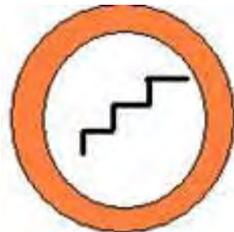
**I would like to** propose a system of signage to be included on the Direction and Destination Signs at the ends of Urban Walkways/Street links. If possible, the footpath beside the entrances could also be painted with a 'Walking Man' symbol or footprints across as these entrances are often very hard to spot.



**[1] Gold:** for fully accessible to wheelchairs, pushchairs and mobility scooters.



**[4] Information:** Blue e.g. toilets, playground, seats etc

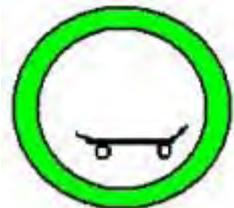


**[2] Caution:** Orange for warning of steps, deep shingle, bad surface angle, drop etc



**[5] Forbidden:** Red e.g. cars / motorbikes. Although people respond better to Positive ideas, at times a 'NO!' is needed.

– Judy Cox, Walk Nelson Tasman



**[3] Permission:** Green for dog walking on leash, bikes [where a bike lane is provided]

## International Snippets

**Bosch has developed an** electronic system that detects when a vehicle makes contact with a pedestrian or cyclist. [www.wheels24.co.za/Wheels24/News/Industry\\_News/0,,1369-1372-2095\\_2246432,00.html](http://www.wheels24.co.za/Wheels24/News/Industry_News/0,,1369-1372-2095_2246432,00.html)

**The Sustrans "Connect2" project** recently won £50 million from the Big Lottery Fund for walking and cycling throughout UK. The lottery was decided by public vote

– quite an endorsement of public support for active modes. Sustrans is sustainable transport charity that has already established an impressive network of walking and cycle paths around the UK. The money will have a huge impact, improving local travel options by cycle and foot for 79 communities. [www.sustransconnect2.org.uk](http://www.sustransconnect2.org.uk)

**Transport for London (TfL)** has commissioned national public spaces charity Living Streets to carry out a Street Audit of the walking environment area around King's Cross & St. Pancras Stations. 15 Jan 08 [www.livingstreets.org.uk/news\\_and\\_info/](http://www.livingstreets.org.uk/news_and_info/)

# Photo Competition Reminder

**Living Streets is holding** a photo competition to help us build our image library and we have a great first prize of a \$100 book voucher. The deadline is being extended till the 31st of March to allow you to send in your great holiday photos! We also have runner up prizes. Thanks very much to those of you who have sent photos already.

- We want images with a positive message about walking for use in promotions, publications, flyers etc.
- Competition is open to anyone
- Enter as many times as you like
- Photos supplied are a donation, and will

be added to the WalkIT image library

- Pictures on WalkIT may have comments or your name attached if you wish
- Photos must be your own to give
- Winning photos will be selected by Living Streets staff
- Digital format images are preferred but photo quality prints are also welcome.

## Please send entries to:

Lily Linton  
Living Streets Aotearoa,  
PO Box 25-424, Wellington 6146  
Email [lily.linton@livingstreets.org.nz](mailto:lily.linton@livingstreets.org.nz)  
Phone 04 385 8280.



## Walking Events

### Auckland

#### Oxfam Tramline Walk, Waitakere City

Sunday 9th March

A once a year opportunity for the public to walk the full route past Watercare's Upper Nihotupu Dam

Start 9am, takes around 2 hours.

Adults \$7.50, children \$2.50

[www.oxfam.org.nz](http://www.oxfam.org.nz)

### Mangawhai Walking Weekend

5th-6th April

Series of wonderful walks over two days

Bookings necessary!

[www.mangawhaiwalkingweekend.co.nz](http://www.mangawhaiwalkingweekend.co.nz)

### Hamilton

#### Round the Bridges Walk & Bike Ride

Sunday 9th March

Part of the Cycling & Walking: Give Em A Go Fortnight 2008

Philip King (07) 838 6991

### Doors Open 2008

Architecture Hamilton walks

Weekend of 3rd-4th May

Locations to be announced

[www.architecturehamilton.com/tours.html](http://www.architecturehamilton.com/tours.html)

### Wellington

#### Twitching on the Coast

Sunday 2nd March, 8-10am

A guided walk looking at bird life within the park and learn about the role of the wetlands.

Meet at rangers office, Queen Elizabeth

Park, McKay's Crossing

[bookings@gw.govt.nz](mailto:bookings@gw.govt.nz) or 04 381 7735

### Te Aro Community Gardeners' Solidarity Tour

Saturday 8th March

10am-2pm

Aro Community Hall, Aro Street

[www.arogardener.com/](http://www.arogardener.com/)

### Christchurch

#### Grand Opening New Otukaikino Stream Walk

Sunday March 2nd

10.30am start

[www.active.christchurch.org.nz](http://www.active.christchurch.org.nz)

### Climate Change World Meteorological Day Walk

Sunday 23rd March

10.30 am start

Meet at Halswell Quarry Car Park

[www.active.christchurch.org.nz](http://www.active.christchurch.org.nz)

## Meetings

### Auckland

Second Tuesday of the month 4:30pm, Leys Institute Hall, 20 St Marys Rd, Ponsonby, upstairs in the Supper Room to the left of the stained glass doors. The Leys Institute is by 3 Lamps Ponsonby, it houses the Library and parking is behind the building. March 11, April 8, May 13.

### Living Streets Hamilton

Second Thursday of the month at 5.30pm, at CCS Disability Action, 17 Claudelands Rd, Hamilton.

February 15, March 13, April 10.

### Walk Taupo

Meets when required

### Living Streets Palmerston North

No formal meetings planned

### Living Streets Wellington

Fourth Monday of the month, 6pm, WCC Committee Meeting Room.

25 Feb, 17 March, 28 April

### Living Streets Christchurch

No formal meetings

### Living Streets Dunedin

Third Wednesday of the month, Sport Otago rooms, 7pm. (unless otherwise notified)

20 Feb, 19 March, 16 April