

Footprints

November 2009

Summer 2009

Newsletter for Living Streets Aotearoa

News from Walk21, by Janet Lawson

Cities have transformed their economies by encouraging walkability, and reaping the green dividend.

The Walk21 conference was not only about showcasing New York's new pedestrian programmes. Over 650 people gathered from around the globe to share ideas, learn about best practice and inspire others to make changes. The conference themes of sustainability, investment in the public realm, design strategies for urban quality and fit cities, seemed to cover all possible areas of discussion around walking, and there was a wide variety of workshops and walkshops.

Jan Gehl of Gehl Architects delivered a very inspiring and amusing speech, suggesting we don't want to encourage people to walk, but to stop walking, because when you stop walking, you interact with your environment and other people, you support your community, spend money and enjoy life. Sarah Gaventa from CAFE Space in the UK talked about regenerating cities by investing in the public space, improving the city's image, encouraging investment and increasing land values.

There was invaluable input from South America, with the Mayor of Mexico City, Gil

Penalosa, and Claudia Adria-azola from Peru, showing that the problems of traffic congestion, health and sustainability are the same in all countries, regardless of financial status. They highlighted that the solutions are very similar, pedestrianisation of main streets and reducing the traffic levels is unpopular when suggested and flies in the face of conventional thinking, but when implemented is nearly always heralded a huge success.

For me, one of the most important discussions was around the economic argument for walking, which we so often overlook. The examples of cities that have transformed their economy by encouraging walkability and people-centric rather than car-centric design was inspiring. Portland, Oregon is one example of this. When faced with major congestion problems and public protests against further road building, the city developers knocked down car-parks to create public space and installed a light rail system instead

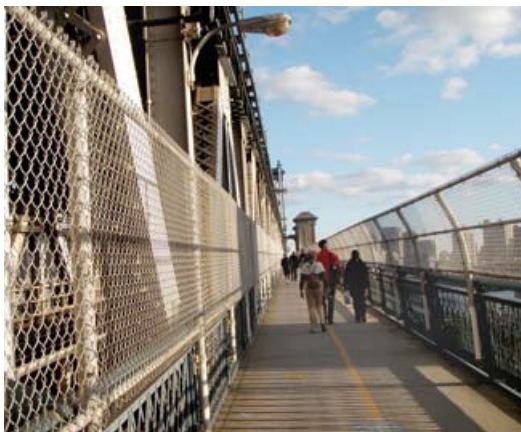
of a new freeway. The benefits were that they reaped the 'green dividend' - people in Portland drive 4 miles less than other US residents each day resulting in an extra \$800million which is then circulated around the economy. Crucially, this money stays within the community rather than being spent on imported goods such as cars and fuel. Melbourne is another example how a sustainable transport system and increased city densities transformed the city into what is now considered one of the most liveable cities in the world.



Pausing outside Macy's department store

Some of the figures cited were astounding and highlighted the real scale of the traffic problem globally. 1.3 million people are killed on the roads around the world every year. The issue is not just sustainability or improving health (big enough problems in their own right) but straightforward safety, particularly for those without a protective metal shell. Outside of the conference, walking New York's streets was both an inspiration and a challenge. Seeing the pedestrian revolution in action and the people reclaiming the streets contrasted with the poor infrastructure that has clearly hindered walkers for many years. The streets are still busy, drivers intolerant and 'sidewalks' are in poor repair. When you look at this and consider that in developing nations, footpaths are often non-existent, you realise that perhaps in New Zealand we have a smaller problem than we sometimes think and maybe even a headstart on other countries for making improvements. It is up to us to put New Zealand among the world leaders in walkable communities.

Next year's conference will be held in The Hague in November.



Manhattan Bridge footpath

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From the Director's Desk



Liz Thomas, Director

Walking is usually something people take for granted. Once you've learned how to do it as a toddler, you just do it, for the rest of your life. Right? You don't need any equipment apart from shoes – and you don't even need them all the time, or everywhere. Everybody does it, so they say, so what's the point of making a big deal about it? Many people don't even consider walking to be a transport mode in its own right.

I have heard it said that the way to make people more aware of what it's like to be a cyclist on the road with fast cars and huge trucks racing past, is to make them ride a bike for a week. Similarly, to make people, particularly decision makers, more aware of the problems people on footpaths face, it might be a good idea to give some of them no other choice but to walk everywhere for a week. And maybe one day send them out on crutches, with a baby buggy and toddler, in a wheelchair, with a white cane, or with great grandma in tow.

That's when you discover the pitfalls, sometimes literally – great grandma tripping and

stumbling on uneven footpaths. Or needing to rest and there are no seats for miles. Cars parked across the footpath with no space to get round except by stepping onto the road – putting baby buggy and toddler at risk. Advertising signs littering the footpath and causing a hazard to those with limited vision.

Sometimes people think that these are the exceptions. Most people get around just fine, they say. Ah, the arrogance of health and youth and privilege! Most of us can get around on foot easily at some stage in our lives. But things can look very different when we're sick, or have something wrong with our hips or feet; when we get old, as we all do if we make it that far; when we're made redundant and have to leave the car at home and carry all the shopping home; when we're pregnant, and then when we try getting around with babies and toddlers. What seemed like a breeze when we were fit and able can turn into a nightmare of badly planned public space, poorly maintained footpaths, inadequate kerb cuts, and traffic signals and signs designed for people in cars rather than people on foot.

Not everyone can choose to drive when walking is difficult. Older people stop driving. Young people don't have driving licenses. People with debilitating illness or impairments often are not able to drive. Poor people can't afford the expense of running a car. And that's where cheap, efficient and reliable public transport is vitally important for those longer journeys that are too far to be made on foot.

When you stride down the street, spare a thought for those who'd love to also but can't. Remember that making walking easy and pleasant for the most disadvantaged makes it better for all of us. We'll all need it one day.

Community Street Reviews

How satisfied are residents in your area with the quality of the footpaths? Living Streets are experts in carrying out Community Street Reviews (CSRs). We work with local people to assess and determine their perceptions of the walking environment.

Councils can commission a CSR to find out what the community really think. The results may surprise you! Often simple changes like adding a bench or relocating street clutter make a huge difference to walkers. CSRs are the NZTA approved system to measure pedestrian satisfaction, and a great tool for gathering baseline information before development, as part of a Neighbourhood Accessibility Plan or to solve transport network problems. For more information go to our website or email: janet.lawson@livingstreets.org.nz.

Would you like to see your business in Footprints?

The Footprints team is looking for people who are interested in advertising in our quarterly newsletter to help cover our production costs. If you have a corporate event or walking related product you would like to promote get in touch by email info@livingstreets.org.nz or phone 04 385 8280.

We are interested in advertising for urban design, community, health, transport, consultants, products, events... we'd love to hear from you!

Send contributions, articles and feedback to the editor at: footprints@livingstreets.org.nz. Past editions of Footprints can be read online: www.livingstreets.org.nz/newsletter. The content deadline for the February edition of Footprints is: 18th January 2010.

Footpaths paved with gold:

The economic benefits of walking for transport

Julie Anne Genter is a transportation planner at McCormick Rankin Cagney.

Kiwis love to walk – it is NZ's most popular recreational activity. Most of us intuitively sense the value of urban environments that are great for walking. People-friendly spaces invite us to stop, shop, eat and enjoy the feel of the community. People attract more people, and a place becomes sought after because it facilitates **exchange** – the fundamental economic activity that motivates a city's existence.

Ironically, for many decades our methods of evaluating the economic benefits of transportation projects have told us that high quality pedestrian environments are not worth providing (despite their low infrastructure costs), and greater benefits are derived from increasing the city's capacity for motor vehicle flow.

We have inadvertently prioritised the movement of motor vehicles, and not considered the costs it incurs in the loss of exchange space. The economic benefits of walking have been difficult to quantify, being somewhat diffuse and dispersed, but research overseas and at home is finally confirming the intuition that walking as a mode of transport is highly valuable; it consumes less land, creates no pollution or noise, and allows us the space for exchange.

Our research into the economic benefits of walking and cycling for transport found that if we achieve the same percentage of people walking to work as Canada (12%), and the same percentage that biked to work in New Zealand in 1996 (4%), it will generate over NZ\$1 million a day in benefits. The cost of achieving this change is minor compared to

the costs of a single major roading project. The following are just some of the economic benefits that can be realised by investing in walkable city streets.

Infrastructure Cost Savings: Walking is clearly far cheaper, both for households and for local and central government, as it requires no fuel other than food and water and very low cost infrastructure. Over 1/3 of all motor vehicle trips in NZ are less than 3km. Put simply, providing infrastructure for 3km in the car is 16 times more expensive than a 3km walking trip.

The cost of **parking** is not included in this estimate of infrastructure costs. Estimates suggest that the cost of parking is equal to or exceeds the cost of all motor vehicles and fuel to run them (Litman, 2006; Shoup, 1999).

Property Values: Research has confirmed a link between walkability, good urban design and higher property values, which is a sign of increased economic activity (CABE, 2007).

An econometric model we have developed in conjunction with the University of Auckland for the Auckland Region has comparable results. If the walking and cycling mode share of Auckland City was to increase from 8% to 20% (which is similar to Wellington City) then average property values would increase by approximately \$50,000.

In 2009, the pedestrianised Queen Street Mall in Brisbane was the most valuable retail space in the entire country, with over 26 million visitors each year. While retail spaces on Queen Street in Auckland are the most valuable in New Zealand, rents are half that of Brisbane, despite being a city of similar size.

Suburban retail space, with easy vehicle access and plentiful free parking, cannot compete with central city high streets.

Health and Environmental Benefits: We found the health benefits of active transport to be comparable to overseas values; about \$3,100 per year for users who walked or cycled 30 minutes a day, 5 days a week. This is approximately \$1.60 per km for cycling and \$3.20 per km for walking.

Motor vehicle trips compromise the air quality in many of our cities and towns with the economic costs conservatively estimated at \$500 million/pa. The costs of greenhouse gas emissions and noise pollution from transport are also significant. The increased environmental amenity associated with walking and cycling trips is valued at approximately \$0.10 per kilometre, which is a low estimate

At this rate, each 1% increase to walking and cycling mode share for all journey to work trips would realise \$8 million in benefits per year. Abridged. For more information and references see our website.

Julie Anne Genter

Local Snippet

The Capital City Initiative is a project involving Government and Wellington City Council, to improve the public space around Parliament (the Capital Centre) and tell the stories of New Zealand's democracy. One proposal is to change the pedestrian crossing lights at Aitken Street to feature a 'green woman' to celebrate being the first nation to give votes to women. How about putting green women



on all new crossing lights from now on, to acknowledge the fact that more women walk to work than men, according to a recent study: www.ijbnpa.org/content/6/1/64.

Happy Feet pilot programme receives award

Thirty children at Hamilton's Kid Klub Early Childhood Centre lined up recently to receive a Highly Commended certificate at the Golden Foot Awards for the Happy Feet programme. The children posed beside their feet painted in bright colours on their "walk of fame" outside the centre. Parents are encouraged to park before getting to the centre and walk the rest of the way with their child.

85% of the children at the Centre walk part of the journey every day. Teachers have noticed this walking time is precious family time, with children arriving more refreshed and happy. The staff have also enthusiastically taken up the challenge to walk to work and support this pilot project.

Daphne Bell, Hamilton City Council

Meet Our New Auckland Networker

Vincent Dickie is the new Auckland Networker for Living Streets, filling in for Kelvin Aris who is in Brazil for a few months.

Vincent spent much of his adult life in France and The Netherlands and has been inspired by the walkability of European cities such as Chamonix and Amsterdam. His interest in walking was further ignited when he walked over 700km across the famous Spanish trail known as the Camino Santiago. Whilst life in Auckland may seem less exotic, he finds it just as adventurous as he predominantly gets around by foot or bicycle. He was recently inspired by David Engwicht's approach to improving communities, such as 'traffic calming'. As a structural massage therapist he is



Vincent, Auckland Networker

acutely aware of the need to increase our mobility to counter modern sedentary lifestyles. Vincent views his position with Living Streets Aotearoa as an opportunity to connect people and help build the resilience of communities. He brings experience in marketing, digital media and organising events. Vincent has expertise in building community networks such as the successful community-owned and operated Grey Lynn Farmers Market. He looks forward to expanding Auckland's existing Living Streets Network.



Hamilton's Kid Klub (photo: Daphne Bell)

Walk This Way! Nina Arron talks with the editor about her recent trip to New York and about observations on walkability – New York-style.

1. *What were your first impressions of New York? Do many people walk? How does it differ from the impression we're given in the media?*

I worked in and around Manhattan for 10 years and came to love New York. It is a fantastic city for walking and the recent initiatives are making it even better. There is always something going on, people out and about, so it feels very safe no matter what time of day or night it is. Going back this year I was in awe at the pedestrian precincts the city has put in along Broadway.

Broadway is a funny street, it does not fit on the orderly grid that covers most of the island. This makes for awkward intersections. To have these triangular difficult junctions turned into spaces for people to sit out, drink coffee, eat, chat and watch the world go by is fantastic. As the NYC Street Design Manual says cities are really about spaces. And NYC has taken what had been dead and/or dangerous traffic filled spaces and turned them into vibrant living spaces. (the manual is available at www.nyc.gov). Where else would you find a pianist busking than on Broadway?

Lots of people walk in Manhattan. It is by far the easiest way to get around, and with the subway for longer journeys many people don't own cars - a surprising number have never learned to drive! They just don't need to.



bus stop feature out of the way of foot traffic

New York has one of the slimmest populations in the US and I believe the walking culture is a major reason. When we first moved to New York we were told it was a dangerous place and all concrete. The reality is that NYC like most cities is made up of neighbourhoods, I would say the city is greener, safer, and the people friendlier than is commonly believed.

2. *What were the highlights of talking to the NYC Transport Department?*

The key point I came away with from my talk with Jon Orcutt and Nina Haiman at the NYC DoT was that making the changes they have was, as Jon said, 95% political will and courage. They have been able to push ahead because Mayor Bloomberg and Transportation Commissioner Janette Sadik-Khan have provided both the will and the courage to try something new. The other wonderful point was that turning a lot of these underutilized car spaces into living spaces has been how cheaply this has been accomplished. It has basically required some paint, some planters and some street furniture. And if you think about the value of a square foot of land in Manhattan it is such a waste to NOT be utilizing every bit of space.

3. *How did you find New York for walkability? Anything you'd like to see replicated here?*

There is a lot I would like to see replicated in New Zealand although our small population base means a need to develop our own solutions. I think we need the political will and courage to make changes just as NYC has, I think we need innovative planners willing to look beyond our current car culture and I think there are simple things we can do that would work. I would love to see the pedestrian areas NYC has along Broadway put in place in New Zealand. I think we could also learn from NYC about how traffic works. I understand this can seem counter intuitive, that traffic is not like water needing a place to divert to if a road is taken away. Rather people change their habits and their choice of transport. I read in the latest Living Streets e-bulletin (on the Trafanz Conference) that walking to work in towns and cities around NZ has decreased everywhere except Wellington and Nelson - both places that have worked hard on improving walkability. We need to get the same commitment in other places and get more people out of their cars.

4. *Did you notice any difference in cultural attitude towards transport in New York? (i.e. do New Yorkers make us look very car-reliant)?*

Yes, we are very car reliant and I think we need to think far more creatively about future options right down to the proximity of where we live and work.

5. *Any parting thoughts?*

One thing we do a lot better than NYC is public toilets! NYC has a woeful lack and while some are planned it does not look like nearly enough.

A walking revolution in New York

... if you can do it there, you can do it anywhere! The main driver for New York's pedestrian revolution was road safety. In 1990 there was one pedestrian death every day on the city's streets. Now deaths are at the lowest recorded since records began in 1910. New York may be bigger in scale than New Zealand cities, but it has many parallels: a grid system road layout, wide roads, similar infrastructure and major congestion.

Here are just a few of the NYC Department of Transport initiatives:

- The 'Pavements into Plazas' scheme. This has created over 1400sqm of new public space, heaving with activity.
- 'Complete Streets' where pavements are being widened, crossing distances are being reduced, traffic lanes are narrowed and new cycle lanes added.
- The 'Streets for Seniors' plan of engineering changes to crossings. Senior fatalities on the pavements have also significantly declined – dropping 43% in just one year.
- The 'Weekend Streets' scheme where 14 streets are closed to traffic every Sunday. On the first weekend 50,000 people came out into the streets to talk, play, dance and just walk around.

Most of this was done in just two years, quickly and cheaply. The ground has been painted, planters have been distributed and bollards put out. The effects on road safety and liveability of the city are impressive, and if it had failed, it could just be converted back. Strong leadership and political backing were crucial in order to make these bold changes.

For more on New York's wide array of pedestrian projects check out: www.nyc.gov/html/dot/html/sidewalks/sidewalks.shtml.

The Consumer's Guide to Effective Environmental Choices:

Practical Advice from the Union of Concerned Scientists. Review by Lily Linton

This book is a good reminder of how everything we do has some impact on the quality of water, air and habitats. Some of our decisions as ordinary consumers have much bigger impacts on the environment than others. But only in a few key areas: the worst offender is transportation, specifically cars and light trucks; then food - mostly meat production and industrial agriculture; and Household Operations, mostly heating and cooling. Changing transport behaviour is by far the easiest way to make a very significant reduction in emissions, pollution and habitat destruction.

The Consumer's Guide to Effective Environmental Choices is already ten years old but still relevant as a comprehensive consumer study. In these days of climate disaster movies, this book is calm, comprehensive and succinct in letting us know the effective actions that make the most difference. Based on American households and industry, the authors traced the effects of many different products on Air Pollution, Green House Gases, Water Pollution and Habitat Degradation. Just the few consumer purchases listed above were found to produce the vast majority of negative impacts. American households are not too dissimilar to New Zealander's in patterns of consumption. Transport and Energy use are the two biggest and fastest growing areas

contributing to equivalent CO₂ in New Zealand. Our meat and energy industries are perhaps a little cleaner.

The good news is anyone serious about wanting to reduce their personal environmental impact can do so easily by looking at their transport choices. The important thing is to reduce the number of trips traveled in private vehicles. Passenger transport is a more efficient use of energy for long trips, regardless of whether it is by train or bus. For short trips of three kilometres or less, walking instead of driving is the best way to reduce your effect on the environment. Cycling is great for trips about three times further. Of course having a hybrid, electric or just a smaller vehicle for when you do need to drive also helps reduce your impact. The key to having all these transport choices is to consider the environment when you are making big decisions such as where to live, or what kind of vehicle to own. Big decisions such as these can affect your spending behaviour for years to come, having a much larger effect than more common everyday choices. When moving house, choosing to live close to where you or your partner works, or near to public transport is possibly the best thing you can do to reduce the environmental impact of your household. Beyond that, setting goals to reduce your car travel by a set number of trips per week is a good step. It can help when reviewing your car usage to consider that climate change is not the only danger you are helping to avoid. You can also choose to protect habitat (land for roads and urban sprawl), air quality (asthma causing heavy particulates and smog) and water quality (run-off from roads and production). By the way off-road recreational vehicles and petrol-powered yard equipment have disproportionately high impacts and are purchases best to be avoided if you have any interest in protecting the environment.

Buying more goods that encourage sustainability is a great idea however, and every purchase will improve these products performance in the future. This includes things like trips on public transport.

I believe we have become a lot more aware as consumers about things like energy efficiency and greenhouse gases but we are still not very good at realising the full impact of our activities on the environment. Greater awareness of our effects on the environment does not necessarily make it easy to change our choices. Often polluting activities are considered 'normal' and so are still consumed

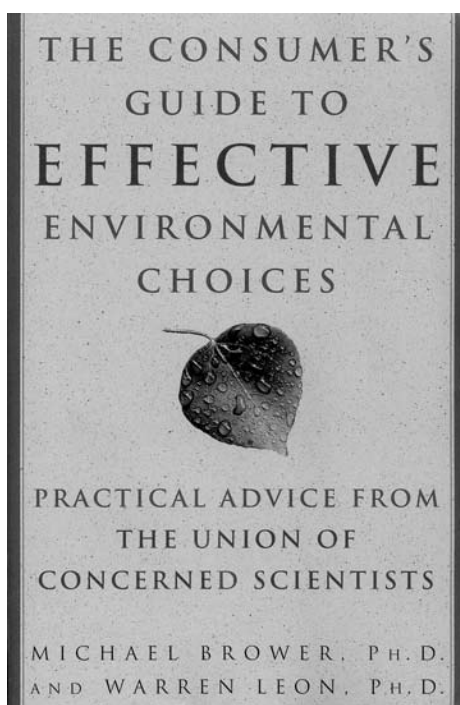
in large quantities. For example pollution from burning fossil fuels is subsidised and built into our expectations of a desirable lifestyle. Governments also have a role to play in expanding

“Changing transport behaviour is by far the easiest way to make a very significant reduction in emissions, pollution and habitat destruction.”

consumer choice. Good government policies are needed for action on the personal lifestyle level to succeed. Governments need consumer feedback too! To live with concern for the environment without living in misery means realising we have a choice, we can reduce our impact and the more we do so the easier it gets.

By factoring the environment in to the choices we make as consumers, we can significantly reduce the damage we cause.

see www.mfe.govt.nz for more information.
~ Lily Linton



By Michael Brower PhD & Warren Leon PhD.
Three Rivers Press, 1999. 304 pp.
Available from UCS website for US\$15



Changes in the Transport Sector

Three major documents released recently in the transport sector will impact on pedestrians and safe walking environments.

In May 2009 the **Government Policy Statement** (GPS) on Land Transport Funding was released, superseding the first GPS issued by the previous government in August 2008.

The first GPS took as its overarching direction the vision for transport to 2040 set out in the NZ Transport Strategy "People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system." It described the impacts the government wanted to achieve in terms of targets. These included increasing the mode share of walking and cycling from around 18 percent to 30 percent by 2040.

The second GPS has as its primary objective economic growth and productivity, underpinned by six new impact statements. The targets have been removed, and allocation of funds is to be more strongly guided by economic efficiency. There is to be a big increase in infrastructure work to improve transport efficiency, with the largest increase going to State Highway construction, guided by identified Roads of National Significance. There is less emphasis on demand management and modal change, and more emphasis on mobility and relieving congestion. Demand management and community programmes only have funding for one year while the programmes are reviewed to provide evidence of their benefits and value for money.

What does this mean in terms of allocation of funding for walking and cycling? The second document, the **National Land Transport Programme**, released in August, talks about an increase in funding from 2009 to 2012 compared with funding for the previous three years. Looking at the priorities in the GPS, one might be forgiven for thinking that they should lead to an increase in funding for walking, cycling and public transport. After all, every person who leaves their car at home and journeys on foot, by bike or on the bus, means one less car on the road. This leaves more space for journeys which have to be made in a vehicle, including business and trade journeys, thus relieving congestion, while also contributing to economic efficiency. However, looking more closely into the funding trend, it is obvious that the level of funding for walking and cycling is on a downward path over the next three years in contrast to an upward path over the previous three years. Additionally, much is for previously committed projects.

A third document recently released for public consultation is "**Safer Journeys**", which will form the basis of the national road safety strategy to 2020. Some of the measures suggested in the document, such as reducing the speed of vehicles, changing rules for turning traffic and pedestrians, and better education for young drivers about sharing the road, will improve conditions for walking and cycling. This in turn will encourage more people out of their cars. Reducing vehicle speeds will trigger a virtuous cycle where as more people walk and cycle, the number of vehicles will decrease, thus encouraging even more people out of their cars.

The challenge now is for those committed to walking, whether they be advocates, Councils or other Road Controlling Authorities to find ways to extract as much as possible for walking and cycling improvements from the total funding available, not just in the walking and cycling activity class.

The UK Transport Secretary, Lord Adonis, recently pledged his support for the "green" transport agenda, which he said means "a plan for fundamental change, not incremental change, in the way we travel".

This is from a country leading the world in transport initiatives, are we travelling in the same direction? We shall find out.



News from

Living Streets North Shore

We made a submission on the Safer Journeys discussion document (see LSA website). We're recognised as a key stakeholder and were invited to comment on North Shore City's draft footpath policy. This month we turn 1! We'll celebrate with an AGM in Takapuna on Thursday 26 November. Details on the website. *Gay*

Walk Auckland

This month we were gainfully employed by Auckland City Council to walk the streets looking for cars on footpaths and overhanging vegetation. As the final phase in Grey Lynn's Neighbourhood Accessibility Plan we distributed letters, a copy of the Western Bays walking map, bus timetables and sustainable transport ideas. In subsequent weeks we swept the streets finding only a few cars on footpaths, so a successful campaign. Ponsonby Rd is now 40kph, a campaign we started in 2004, so five years and two pedestrian deaths later we have achieved slowed traffic. Walk Auckland applied for funding to set up an 'I pledge to drive at 40kph on Ponsonby Rd' campaign but this was rejected. Based on the ideas of David Engwicht, it works on the basis that when a few cars go 40kph, the whole road is slowed. Nice. *Andy Smith*

Waitakere Waewae Walking

We recently celebrated international 350 Climate Action day at an event where members of the public visited the area's historic train station by foot, bike or public transport. It was a gorgeous day with a good turnout. We're currently working to attract more members to represent Waitakere (West Auckland) proudly known as Auckland's 'eco-city'. Waitakere Waewae Walking holds monthly meetings at the RAP House in Ranui. *Vincent*

Living Streets Lower Hutt

We are finding a range of opportunities to take part in processes and have a say in matters relating to walking and accessibility. So far these include Hutt City Council's Road Safety Reference Group, Wellington Regional Council's Active Transport Forum, and Council planning workshops for specific areas of the city. In the next month we look forward to seeing the draft of Hutt City's revised Walking Strategy. Being actively involved in this process will be a great opportunity for us to help raise the profile of walking in our city.

the Regions

Living Streets Wellington

It's been another busy period for us focused mainly on presenting submissions to councils. Wellington City Council is reviewing a range of matters of critical importance to pedestrians: the general strategic approach to the city to 2040, the waterfront's future, parking policies, and the idea of opening Manners Mall to buses.

The latter continues to be highly controversial. Our submission supports the proposal in principle, but we express concern on a number of details such as adequate compensatory pedestrian facilities. We think the Council is not showing commitment to the full range of measures needed to ensure public transport works properly in the CBD - if they don't do the whole package, the sacrifice of Manners Mall will generate far fewer benefits.

At our recent committee meeting we agreed to escape the paper war and focus on a fun year-end event for members! *Paula Warren*

Living Streets Canterbury

We (Cindy and Chrys) are the two new convenors! After five years as convenor Wendy has stepped down but remains a keen group member. We recently met with Christchurch City Council (CCC) to discuss involvement in the new Christchurch Transport Plan development process. The pedestrian strategy is being incorporated with the cycling, parking and other strategies. We have concerns about the effectiveness of addressing pedestrian issues when part of a bigger strategy. Conversely CCC has not written an implementation plan for the current Pedestrian Strategy hence it's languishing on the shelf. The new Transport Plan may be a way forward!

Carfree day was FUN but chilly (note to selves bring hat and coat - see back page for photos), and enabled us to check out Hereford Street, the new proposed 'slow street' www.livingstreets.org.nz/node/2287. Cindy was photographed crocheting, teaching us that doing something quirky attracts media attention e.g. swing ball, a paddling pool, or knitting! We did a health & safety plan for this event so please contact us if you would like to use it for a walking event; livingstreets.canterbury@gmail.com. Our group has proudly put in two submissions, one on the Hereford Street slow street proposal and one for Safer Journeys. At our next meeting we plan to audit the shared paths in Hagley Park. There is a 2004 submission from Spokes Canterbury on which to base our audit. We invited Spokes, our local cycling advocates, to come and help! Finally we plan to apply

for funding to produce a walking map to help rugby fans move from the stadium to the city. *Cindy Carmichael.*

Walk West Coast

Submissions were made on the LTCCP's of the four councils on the coast and on West Coast Regional Land Transport Programme, encouraging the implementation of the Walking and Cycling Strategy. However due to NZTA funding cuts, the initiatives for walking and cycling in the West Coast Regional Walking and Cycling Strategy probably won't be implemented. *Rosie.McGrath@cdhb.govt.nz*

Living Streets Dunedin

Three group members returned from the Wellington walking advocates training weekend filled with renewed enthusiasm. One new idea we have adopted is 'neighbourhood walking meetings' with two so far, attracting over a dozen new walkers to our local group. Regular meetings are now after work (5:30pm) every second Wednesday of the month throughout summer, in a different neighbourhood each time. Details on our website, with routes for the walks.

On World Carfree Day (see photos back page) we stood in a rain-washed Octagon, handing out apples to bemused pedestrians, as a reward for avoiding car use that day. A large number told us they walked or cycled habitually, and agreed with our flyer about the positive health and cost-saving benefits of leaving the car at home. A local pedestrian issue causing debate recently is whether to re-open scenic John Wilson Drive after its closure for sewage upgrades, or keep it as a family seaside promenade. The Council had reached a sensible compromise opening it to cars on weekdays only, but a recent tragic death at the lookout has led them to close it again indefinitely (there were no such deaths during the years of its closure.)

Judy Martin

Meetings

Also available at: www.livingstreets.org.nz - under 'Regions'.

Walk Auckland

Second Tuesday of the month 5:30pm
Leys Institute Hall, 20 St Marys Rd, Ponsonby.
Upstairs in the Supper Room to the left of the stained glass doors.
December 8th, January 12th, February 9th

Living Streets Manukau

Meet the 4th Wednesday of every month at the Tui room at the Otara Town Centre.
Next meeting: 25th of November 6pm, all welcome. Contact Kelvin: 09 378 0953

Living Streets North Shore

Next meeting: 5pm on Thursday 26 November at the Mary Thomas Centre, Gibbons Rd (behind the Library) Takapuna. All welcome.

Living Streets Hamilton

Second Thursday of the month at 5:30pm, at 29 Claude St, Hamilton
December 10th, January 14th, February 11th

Walk Taupo

Meets as required. Taupo@livingstreets.org.nz

Living Streets Palmerston North

Meets as required
chris.teosherrell@livingstreets.org.nz

Living Streets Lower Hutt

Meets last Monday of the month, 5:30pm
Email Jan Simmons for location:
nj2t@xtra.co.nz

Living Streets Wellington

Next meeting: 25th November
paula.warren@livingstreets.org.nz

Living Streets Canterbury

Join us! Contact Cindy and Chrys for where to meet: canterbury@livingstreets.org.nz
Ph 03 328 8359

Living Streets Dunedin

Meets every second Wednesday of the month.
Next meeting: Wednesday December 9th, 5:30pm. Meet at the Terrace outside Crocodile Cafe, in the Botanic Gardens.
Contact Judy Martin, Ph 03 453 4619
dunedin@livingstreets.org.nz

Living Streets West Coast

Meets as required
Rosie 03 768 1160 (ext 716)
Rosie.McGrath@cdhb.govt.nz

Urban walktopia?

Transforming New York's walkability has also bolstered its economy.



1

Car-free Day

Christchurch Living Streets 'car-free day' took over some carparks on Hereford Street, central Christchurch. We bought parking tickets for our miniature cars and proceeded to enjoy the space by reading books, newspaper, crochet and chatting with passers-by. It was an opportunity to promote LSA and the Festival of Walking at Lyttelton. We were greeted at lunchtime by passing cyclists from CAN, also celebrating car-free day! Local traders were supportive - a cafe displayed the LSA banner in their window and another brought out their staff for a photocall. We picked Hereford Street because the City Council plans to calm traffic there, increase pavement width, add cycle parking, etc. We say, the sooner the better!

Rhys Taylor



2



3



4

Captions:

- 1 New cycle lanes have been installed around the city. Putting the parking lane on the outside of the cycle lane, protects the cyclist from the moving traffic as well as overcoming the perennial problem of cars parking in the cycle lane. Also note the hashed area, keeping cyclists out of the 'door opening zone'.
- 2 Times Square, new coloured pavement area for pedestrians that was for cars.
- 3 A central median and busy intersection is converted into a pedestrian walkway and seating area on Allen Street. Cycle lanes take up what was previously a traffic lane. Strangely enough traffic flows much better with fewer lanes!
- 4 Pedestrian areas are widened, protected and lined with seats and plants.

Photos 1, 3 & 4: Janet Lawson, photo 2: Nina Arron



Rhys Taylor

