



Footprints

November 2008

Newsletter for Living Streets Aotearoa

Walking & Cycling Micro Fund

CONGRATULATIONS TO SUCCESSFUL WALKING PROJECT APPLICANTS!

A very pleasing number of interesting and varied applications were received this year. This is the second round of funding Living Streets has administered as part of the Getting There Community Partnership Programme. Grants of up to \$1,000 are available for projects designed to encourage more people to choose to walk and cycle more often.

Fifty-three walking and cycling projects received funding. Twenty-one projects actively promote walking, twenty cycling and twelve a combination. Funded projects include Walk2Work events, cycling skills courses and events, school and commuter challenges, and map and trail projects.

Find a full list of funded projects at: www.livingstreets.org.nz/WaCMicrofunding
~ Lily Linton

Embrace that friendly breeze!

It's time for Wellingtonians to stop being shy about the wind in their city, says Brooklyn resident Richard Thomson.

"We're making the stand that Wellington's wind is something to be proud of and to celebrate," says Thomson, who is part of a team that organised the city's inaugural Wind Walk. "There's nothing more life-affirming and soul-cleansing than a good bluster, and besides, we could argue we have the cleanest air in the country."

The Wind Walk in September was a family-oriented event that embraced the wind theme. Participants walked from Brooklyn to the

turbine flying kites, balloons and flags, accompanied by drums and wind instruments.

There was a fire engine, music and spot prizes at the top, with Celia Wade-Brown, local councillor and walking advocate dishing out the goodies!

"In this peak oil environment, we all should be out walking more. This is a sustainable event that helps to build a sustainable community," says fellow organiser Ben Zwartz.

With the success of the inaugural event, this should become an annual happening.

Celia Wade-Brown

Page 4:

Barcelona - go by foot

Articles by Rhys Taylor and Daphne Bell.

Mark it in your diary now!

Training workshops for walking advocates and Living Streets AGM will be held on the 25 & 26 of July 2009.

"We're making the stand that Wellington's wind is something to be proud of and to celebrate"

~ Rob Thomson



Wellingtonians enjoy the summit of the Wind Walk



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From the Director's Desk

By the time you receive this newsletter, the election will be all over bar the shouting, and the jostling for position in smoke free offices will be well underway. One thing will be certain, however. The financial troubles facing the world will still be large on the horizon, making people nervous about their financial security, and looking for ways to cut back on their spending.

What does this mean for the way people live and work, and the mode of transport they use? Recently fuel prices have dropped, but this is likely to be a temporary blip. Many people are selling their second cars or using smaller cars, dusting off their bikes, and walking and using public transport more often.

However, the issue of road safety is a deterrent for many people considering active modes. Parents are unwilling to let their children walk or bike to school because of the number and speed of cars on the road. Would-be cyclists are put off by the lack of provision for cyclists and the often appalling attitudes of many drivers towards cyclists.

The government's "Road Safety to 2010" strategy, aims to reduce road casualties to no more than 300 deaths a year, which would be a great improvement. However, there is something ethically uncomfortable about a target of

killing 300 people on our roads every year. As a nation, we still regard road deaths as an inevitable, although unfortunate, by-product of our right to personal freedom and mobility.

Sweden has adopted a revolutionary approach to road safety, which is being copied in countries around the world. The philosophy behind Vision Zero is that safety cannot be traded for mobility and that eventually "no one will be killed or seriously injured within the road transport system" – a zero tolerance approach to road deaths.

Claes Tingvall, known as the father of Vision Zero, is director of traffic safety at the Swedish Road Administration. He has been in New Zealand recently talking about Vision Zero and the



Liz Thomas walking the talk! ~ CWB

results achieved in Sweden, where fatalities have been falling steadily.

Key to the concept is the radical notion of moving responsibility for accidents away from road users and on to those who design the road transport system. Swedish car manufacturers have also played their part by developing new technologies which make driving cars safer.

Vision Zero accepts that accidents will happen, so the best course of action is to try to minimize the effects by methods including slowing traffic and redesigning intersections. By lowering speed limits in urban areas injuries to cyclists and pedestrians have been reduced by 50% in Sweden.

Evidence in New Zealand shows that a pedestrian hit by a car travelling at 50kph is seven times more likely to be killed than being hit by a car travelling at 30 kph. By lowering speed limits, we can reduce the number of road deaths, make our roads safer, and get more people walking and cycling – which in turn reduces the number of cars on the roads.

This will require a change in the prevailing attitudes of many road users here in New Zealand, but if Sweden and other countries can do it, so can we. It's time we stopped tolerating the carnage on our roads and put safety ahead of our personal convenience. The result will be fewer deaths from crashes, and as more people turn to active modes, fewer deaths from obesity and respiratory diseases caused by pollution.

You can google **Vision Zero** for more articles and studies.

Liz Thomas
Director

The 2009 National Nutrition and Physical Activity Conference

KIA HONO: KIA AWE, CULTIVATING CONNECTIONS: INSPIRING SOLUTIONS.

WELLINGTON 25-27 MAY 2009, MUSEUM OF NEW ZEALAND TE PAPA TONGAREWA

Connect with colleagues for three days of inspiration as we focus the spotlight on how we can collectively respond to environmental changes to promote healthy eating and healthy action.

21st century challenges such as climate change, declining fossil fuels and the rising cost of food and transport will be explored. With a focus on community action, environments that support healthy lifestyles and building relationships across sectors, our conference will present realistic ways to build sustainable communities.

Dr Karen Webb of Sydney University uses her experiences from the Penrith Food Project to illustrate innovative strategies for improving a community's food supply. To give a local perspective, Hamilton's Rhode Street School Principal Shane Ngatai will describe school projects being used to build an environment

where students learn to grow and prepare their own produce.

Associate Professor Mardie Townsend of Deakin University will present research on the importance of contact with nature for increasing physical activity and social connectedness, as well as strategies for optimising health and wellbeing, from parks to hands-on engagement in the management of natural environments.

James Samuels showcases the Transition



Get outdoors and get active for good health

Towns Initiative, which brings communities together to reduce fuel dependence. Learn about the power of community collaboration and re-localising communities to help create environments that promote healthy lifestyles and sustainability.

Further presentations will explore current initiatives to increase active transport and promote work life balance.

Registrations and a call for abstracts open in November. If you have a project or research relevant to sustainability, active transport, urban design promoting healthy lifestyles, community action and/or cultivating supportive environments, we encourage you to submit an abstract.

For further information visit www.ana.org.nz or contact Julia on julia@ana.org.nz to include your name in our contacts database to receive updates on conference progress.

Government News

The government is developing a **National Policy Statement on Urban Design** under the Resource Management Act. The first stage of consultation has been carried out by the Ministry for the Environment. Another chance to have your say about urban development is through the discussion document recently released by the department of Internal Affairs "Building Sustainable Urban Communities - a discussion document exploring place based approaches to sustainable urban development in New Zealand". The document looks at intensifying land use in areas that have the potential to provide New Zealanders with more housing choices, viable public transport and thriving town centres. The Department of Internal Affairs is accepting comments until Friday 28 November 2008. www.dia.govt.nz

The New Zealand Transport Agency has been up and running for 3 months now. The CEO Geoff Dangerfield has appointed the second tier management positions, including the new Regional Directors. To find out who the Regional Director in your area is, ring your NZTA regional office www.nzta.govt.nz

A new website has been developed to provide a one-stop-shop for partners and organisations that work with the NZ Transport Agency. The site is not yet complete, but already has information which may assist Walking User Groups when working with Councils.

www.smartmovez.org.nz

Walk2Work day Wednesday 18th March 2009 – now is the time to start planning an event in your area! The guide to running a walk2work event is on the Living Streets website. Start talking to other agencies in your area, such as the Regional Sports Trust, the DHB, and other organisations, and set up a combined committee to organise the event – you don't have to do it alone!

Walking Conference

Papers and presentations from the 2008 Walking Conference are now on the Living Streets website in the documents and papers section. The Ministry of Transport's homepage (www.transport.govt.nz) has a link to the walking conference article from their publication 'Motivate Winter 08'.

Update on the Great Harbour Way

On the 12th October, we held a workshop to discuss the concept of the Great Harbour Way and how to "fix the gaps". Several groups have come together to promote and advance the concept of the Great Harbour Way – Hutt Rotary Clubs, Living Streets Wellington, Cycle Aware Wellington, and The Wellington Civic Trust.

People at the workshop agreed a resolution calling upon the members of the Wellington Regional Transport Committee to urgently prioritise and progress "an attractive, safe, accessible, seaward path, for people on foot and on bikes, between Petone and Kaiwharawhara, as part of The Great Harbour Way".

Now we're talking to New Zealand Transport Agency, Councils and other funding sources to make the dream a reality! Voluntary effort and charitable funds will help with seats, planting, signage and public art but a commitment to the necessary physical engineering from the Transport Agency is essential.

To find out more, see:

www.greatharbourway.org.nz



1.

1. Crowds at Park Guell – a walking experience, not a theme park.



2.

2. Street view – trucks excluded, taxis sometimes the main traffic, space for pedestrians to move fast if they wish, plenty of room for push chairs.



3.

3. Pedestrian flow on wide light-controlled crossings at side roads.



4.

4. City street overview, early morning. One-way traffic with bus/taxi lane, parking on one side only, plus space for cycle racks and scooter parking on wider-than-NZ pavements. Small departing van of pavement cleaners on left.

The carbon burned to travel to two co-incident international conferences was extravagant (despite offsetting through www.carbonzero.co.nz), but arriving in Barcelona, this New Zealand visitor found a pedestrian-friendly place that has cars mostly under control.

A first impression that Barcelona has wider pavements than our cities was confirmed, statistics show that half of their road space is reserved for pedestrians and cyclists. Provided you kept right, free flows were comfortable, even at brisk pace. Every side road crossing has zebra stripes and most had light signals that automatically turned green frequently and for a decent period of time too, no need to push buttons. Some drivers didn't slow or give way so hazard remained, although traffic speeds were calmed by narrow streets and high pedestrian numbers.

The overhead signposting on busy walking routes was clear and included distances to key destinations such as metro stations and 'honeypot' attractions. Bus stops were clearly labeled, and the summer season, just ended in October, featured daily guided walks promoted by visitor information. Frequent tourist buses with multilingual commentaries via headsets (the 'red' and 'blue' routes) and many taxis (yellow and black), ensured transport was at hand on busy routes if you tired.

Metro station platforms and street surfaces were cleaner than I recalled from London, thanks to an army of street cleaners with broom and basket, active day and night. I

never stood on gum, spilt food or dog mess in a week of walking to and from the conferences and sights, nor felt uneven paving edges about to trip me – although a pigeon did score one direct hit from a tree above!

Why this commitment to the walking mode? History plays a part – the old city had narrow streets, of which many are now traffic limited or pedestrianised to avoid gridlock. The newer city blocks are high density, an average of nine storeys with apartments above shops (similar to many European cities) so Barcelona houses its three million people in a smaller footprint than would a New Zealand or Australian equivalent. There is simply not enough free space to waste on car parking, so it has gone underground (water tables and geology have permitted this in a way that NZ cities might not). Public squares and leafy parks are frequent enough to provide a quiet place for lunch or reading, but pavement trees are sparse away from the famous 'Las Ramblas' and a few other avenues where the wide walking space is central to two single carriageways of cars. There is enough pavement space for stalls, cafes, buskers and (reportedly) pick pockets to do brisk business.

It is a delight to explore, and worth longer than one week. You can include a high cable car across the harbour (our only 20 minute queue), beach walks, craft village, the many museums, galleries, concerts and an exciting fresh food market. Highlights on foot included Gaudí's Park Guell, on a hill north of the city,

reached from the metro with the help of outdoor escalators. Gaudí's quirky landscape path designs and swathes of mosaic-covered seats are deservedly a tourist attraction, and for us will be acknowledged in mosaic paving slabs, souvenirs under foot, that we are making for the garden at home.

Walkers of the world unite!

By Daphne Bell

Walk 21's 9th international conference in Barcelona attracted 500 people from 34 countries, mainly Europe and North America including four delegates from New Zealand.

As we walked to and from the conference sessions in Barcelona's Las Ramblas area we enjoyed the rare experience of having the right-of-way with cars cautiously nosing their way through throngs of pedestrians and occasional cyclist. Barcelona's redeveloped waterfront provides kilometres of walks and beaches. Outside the central city area though, Barcelona's suburbs grapple with car domination as does much of the rest of the world.

Walk 21 speakers reinforced the need to reclaim public space from cars for pedestrians, to persuade decision-makers that investment in walking infrastructure has benefits for health, social interaction and the planet and

“Walkers are the indicator species for quality of life”



5.

5. Seafront promenade, with lifts to the car parking below (Olympic Village).



6.



7.

6 & 7. Swiss ‘home zone’ provides for pedestrians and play ~ Daphne Bell.

8. Pavement cleaners, active day and night.



8.

(all photos courtesy of Rhys Taylor except numbers 6 & 7 courtesy of Daphne Bell).

that slower vehicle speeds make for pleasanter, safer streets in which “more people will choose to walk more”. Reducing vehicle speeds would make the most dramatic difference in road safety for all users.

Of the political leaders who spoke, the Mayor of Copenhagen made the strongest political commitment to increasing the number of pedestrians as part of the city’s environmental aims. Copenhagen has an enviable record of increasing cycling numbers but now faces cyclist congestion at peak periods so is encouraging cyclists to walk short distances.

Pedestrian-priority areas and ‘shared use zones’ were widely discussed with examples from Switzerland, France and the Netherlands. In Switzerland a 20kph ‘home zone’ can be requested by the local community.

A pedestrian audit workshop during the conference on one of Barcelona’s rare rainy days provided practical ‘on-the -street’ experience assessing the pedestrian experience and provoked lively debate about engineering solutions for the stream of pedestrians choosing not to use a nearby pedestrian crossing.

Post-conference I enjoyed walking easily around Basel and Zurich’s central areas and relaxed biking on Amsterdam and Rotterdam’s cyclepaths. I found drivers to be more accommodating and careful than in New Zealand reflecting a different culture and legal structure which protects vulnerable road users.

New York host the tenth Walk 21 conference in October 2009.

~ Daphne Bell

Paving the way

THE ATAWHAI SHARED PATHWAY PARTY

Hundreds of cyclists and walkers spent a sunny Sunday celebrating the opening of the new Atawhai Shared Pathway that runs between central Nelson and Clifton Terrace. Designed for recreation and commuting, the \$1.5 million pathway parallels State Highway 6 for six kilometres.

Our very own ‘Bobbie on a bicycle’, Senior Constable Alf Blair, proved pedal power really does pay, when he speedily recovered a bicycle stolen from one of the attendees; the one off note in an otherwise harmonious event that saw bagpipers piping, stilltwalkers, children queueing for Flossie the Balloon Lady’s balloon bicycles, free cycle skills courses and sizzling sausages.

Mayor Kerry Marshall officially opened the pathway remarking,

“This pathway represents a significant step in realising our vision of a city where all children can safely walk or cycle to school, learning healthy habits that will serve them well now and when they grow up.”

~ Margaret Parfitt.



Mayor Kerry Marshall and assistants unveiling the map with interpretive panel.



New bike winner.



Crowd panorama.

News from the regions

Living Streets Auckland

Walk Auckland has been concentrating on the Auckland Harbour Bridge walkway.

Last year the Transport and Urban Development Committee of Auckland Regional Council (ARC), the Auckland City Council's Transport Committee and the North Shore City Council (NSCC) all passed resolutions supporting the walk/cycle way, as did the North Shore City Council's Infrastructure & Environment Committee this February. Recently both the ARC & NSCC voted in support of Auckland Harbour's Bridge Walk/Cycleway, though ARC's support is subject to an evaluation of the benefits against other priorities. Councillor Joel Cayford made an insightful comment when he described the walk/cycleway as a "cornerstone project" for the revival of walking and cycling in Auckland, just as the Britomart project has been for the rail passenger service.

A rally under the bridge was attended by about 500 walkers and cyclists. 42 cyclists rode over the bridge before the police realised what had happened. The debate continues with strong views on both sides. We are now working with government and non-government politicians, as they are the people who will decide whether the walk/cycleway proceeds.



Kelvin writes: Just a quick hello and to let you know what we've been up to.

Since starting as the Auckland Networker I can, without a doubt, say that I have indeed doubled my own feet on the street and that these are exciting times to be on foot in Auckland City. Living Streets shares an office with Cycle Action Auckland and CAN at the Freemans Bay Community Hall. Near Rupas Cafe, it's located equidistant from Ponsonby Rd, K Rd, the CBD and the Harbour Bridge. Please drop by if you are in the neighbourhood for a cuppa or give me a call **(09) 3780953**.

It's been great meeting some of you over the past months. Special thanks to Andy Smith and Gay Richards, Liz Thomas and Fiona Whero for advice and general support getting things into action in Auckland.

It's been great to be involved in Get Across Auckland Harbour Bridge campaign, and attending the CAN Do in Christchurch recently was a real highlight – plenty of good ideas and I was particularly impressed with CAN's digital strategy workshop. At his Auckland seminar Gil Penalosa shared some inspiring ideas and experiences of the economic and social benefits of walking and cycling from New York City, Paris, Ottawa and Bogota in September, and closer to home I had the opportunity to walk with the Devonport walkers a few Thursdays back, attend the Auckland Regional Forum on Walking and Cycling and Manukau's Healthy City meeting. I'm very happy to be here and looking forward to helping build a strong network in the Auckland region and working with you all in the future.

November dates: Living Streets North Shore hold their inaugural meeting on 6th November, Walk Auckland hold their AGM on 11th November, and things are looking good for a November meeting to start a Living Streets group in Manukau City, stay tuned!

Living Streets Hamilton

Our CBD lunchtime walking map will hopefully be printed and distributed before Christmas.

We have put in submissions against the re-source consent for a proposed shopping centre development in a very busy area of Hamilton East, the entry and exit lanes from which would cut across very busy footpaths routinely used by school students at two adjacent schools. Other community members have made submissions because of the perceived dangers.

We are involved in requesting a publicly notified consent for removal of a large tree near the Hamilton V8 race track. The organisers claim it interferes with sight lines and a variety of local groups are campaigning for the tree's retention because of the sterile environment being created in the vicinity.

We have applied for Microfunding to help organise a Walk2Work day in Hamilton next March. We hope to involve other community groups as well, if funding does eventuate.

Living Streets Wellington

In August Wellington City Council staff came to our meeting and spoke about the draft walking and draft track recreation policies. We put in submissions on both these documents, as well as on the Adelaide Road framework.

In September we had a walking meeting to celebrate international Car-free Day. We thoroughly enjoyed winding down from the day's work with a gentle hour walk. A group set off from Civic Square after work along the waterfront and on delightful paths through the Town Belt near Mount Victoria, to a refreshing Hataitai pub beer.



October activities centred on the Great Harbour Way public meeting and talks with NZTA and new Regional Transport Committee about the concept and the need to fix the Wellington - Petone gap. We held our AGM before the public meeting.

Walk Nelson Tasman

Walk Nelson Tasman members raised concerns about walking infrastructure with the Nelson



Rally, 22 September, Andy Smith.

Kelvin Aris, the newest Living Streets staff member, started work in August as our Auckland Networker. Kelvin has a background in civil engineering, and has had an eclectic variety of work experiences including transport planning, website design, community development work in Brazil, sustainable business, and eco-building! He loves music, has been involved in organising music festivals, and is a founding member of AK Samba, Auckland's first school of samba. We may see Kelvin dancing down the Auckland streets promoting the newest fad – fast walking with rhythm and style!

Tasman Total Mobility Committee. This led to a meeting between Total Mobility Committee members and Nelson City Councillors and staff to discuss the design of the recently opened Bridge Street Bridge. Remedial work to the bridge is being undertaken as a result. Walk Nelson Tasman members have also made a presentation to Tasman District Council's Infrastructure Committee. Consequently engineering staff have asked Walk Nelson Tasman members to have input into new walkway and shared path design.

600 people in the Nelson Tasman region are participating in Spring Strut Stride, a six week celebration of walking organised by the Heart foundation and Way2Go. This includes 27 teams from Nelson Marlborough District Health Board. Teams of up to 10 people record K's walked, aiming to beat other teams. Some are using this as training for November's Waimea Half marathon. Planning has started for events to celebrate Walk to Work Day in 2009.

Living Streets Canterbury

Lots has been happening...

Recently we joined like-minded groups led by Sustainable Otautahi Christchurch on, ***A Sustainable Future: Politicians' Perspectives – an Election Forum***. Despite competition with TV1's live Leader's Debate, 120-150 people turned up.

A candidate from each of the represented eight parties outlined how their party's policy would contribute to a sustainable future for NZ. The representatives then responded to a number of pre-supplied questions from the organising group by holding up a "yes" or "no" card. Each politician also had an opportunity to speak to three questions. Questions from the floor followed.

Each of the groups involved in organising the forum submitted 1-2 questions. Ours were:

- Would you support increasing expenditure on existing road and footpath maintenance and expenditure on walking and cycling rather than tens of millions on new roading projects?
- Are you aware Central Government funding for walking and cycling only covers the transport component whilst Central Government funding for motorised vehicles includes both recreational and transport components? Would you try to change this?

Most politicians appeared to answer yes to both Living Streets questions, but it was difficult to

tell with some politicians undecided flicking the card between yes/no. Several chose to address our first question. The Greens representative Dr Russell Norman advocated a sea change in roading expenditure opting to concentrate on improving public transport, cycling and walking ahead of new roading projects, Media were also present. More information and a press release on the forum are available at: www.sustainablechristchurch.org.nz/electionforum

Meg Christie hosted a walk in Beckenham. Despite the evening chill it was an interesting journey covering lovely parkland and beautiful areas for walking around the Heathcote River.

Living Streets Canterbury also met with Christchurch City Council to discuss walking projects in relation to the Long Term Council Community Plan and present their Wish List. In light of the newly released regional indicative figures for regional spending, more work is clearly needed to progress walking projects in Canterbury.

Andrew Macbeth, Access and Mobility Representative on the Canterbury Regional Transport Committee (RTC) has kept us informed and providing opportunities for feedback about the agenda.

Wendy attended her first working group meeting about relocation/redevelopment of the Diamond Harbour Ferry within Lyttelton. This group will meet fortnightly over coming months to provide direction to a Technical Working Group comprised of staff from Christchurch City, Environment Canterbury (ECan) and Lyttelton Port.

Christchurch is holding an inaugural Walk to Work day on Wednesday March 18 next year. It is a collaborative effort by many organisations including Community and Public Health, Living Streets Canterbury, NZ Heart Foundation, Cancer Society, Sport Canterbury, Unlimited, SOC, ECan, Sustainable Living Programme, EnviroSchools, Christchurch Polytechnic, Diabetes Centre, and a CHCH City Council Walktologist!

Fiona Whero

Living Streets Dunedin

We met in September to give feedback on a draft of the Dunedin City Council (DCC) Pedestrian Strategy before its release for public consultation. We have also applied for two micro-funding grants, one to the Walking and Cycling Microfund to assist DCC run a Walk to Work Day in March, and another to

DCC under its Community Focused Activity Road Project for funding a Wise Winter Walking campaign as part of their 4 Seasons travel campaign. DCC's proposed four season pedestrian safety campaign would dovetail nicely with the Living Streets proposal. Winter conditions are a barrier to walking on frosty Dunedin hills, and we want to give walkers the techniques and confidence to keep walking year round.

The Public Transport system in Dunedin has been recently improved with integrated ticketing and a review of timetables and there has been an increase in usage.

Judy Martin

A picture speaks a thousand words...



The space taken up by 50 cars, a bus and 50 walkers. Photographer: Dion Howard.

Secrets revealed ...



New signposts for shortcuts in Karori

Karori in Wellington is one of New Zealand's older suburbs, with settlement dating from the 1840s. Typical of Wellington's older suburbs it has many walking paths (33 at the last count) providing shortcuts between streets.

Until recently, only a few paths were signposted, so even locals didn't know all of them. Now a Council initiative spearheaded by Councillor Wade-Brown has resulted in hand-some new signs for these paths.

Frances Sutton

www.livingstreets.org.nz/karori_shortcuts.htm

Walking events

Auckland

www.aucklandcity.govt.nz/whatson/calendar
www.akactive.co.nz
numerous walking events

Hamilton

www.whatsonhamilton.co.nz

Te Parapara Garden Open Day

www.hamiltongardens.co.nz

Thursday 4 September

Te Parapara Garden

Hamilton Gardens, Cobham Drive

Wellington

www.feelinggreat.co.nz

Keep Fit Heart Health Walk

Wednesdays at 10:00am, 40 minute walk

Keep fit and enjoy a social chat.

139 Oriental Parade, Freyberg Pool Car Park

Nelson

www.ncc.govt.nz/sports/facilities/walks/walkways.htm

Women's activator series

Walking, cycling, swimming and running

Phone Amanda Dykzeul (03) 547 9192

nelsonactivator@gmail.com

Christchurch

www.ccc.govt.nz/recreation/Walking

Dunedin

Moro Marathon/ Half Marathon, Run / Walk

Sunday 14 September

Harrington Point/ Edgar Sports Centre

finish Watson Park (Food & drink available)

Meetings

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. (The Leys Institute is by 3 Lamps Ponsonby, it houses the Library and parking is behind the building).
December 9, January 13, February 10

LS North Shore inaugural meeting

6th November

Walk Auckland AGM

11th November

Living Streets Hamilton

Second Thursday of the month at 5:30pm,
at CCS Disability Action, 17 Claudelands Rd,
Hamilton

December 11, January 8, February 12

Walk Taupo

Meets as required

Living Streets Palmerston North

Meets as required

Living Streets Wellington

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

November 24, December 22, January 26

Living Streets Canterbury

Join us! Contact Wendy for where to meet:
wendy.everingham@xtra.co.nz

Living Streets Dunedin

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

November 19, December 17, January 21

Contact Judy Martin: jmartins@ihug.co.nz
or phone: 453 4619.

International Snippets

Shared Space

Cities in the western and eastern US are starting to let motorists and pedestrians deal with one another more intuitively through a radical makeover where the street surfaces are raised to the same level as the footpaths. Curbs are being eliminated, and trees and vegetation are extending into what had been the domain of the automobile. The article in the Oct/Nov issue of New Urban News says, "Motorists and pedestrians are being expected to use—imagine this!—their intelligence and their powers of observation to operate safely in multipurpose environments". The fundamental premise of modern traffic engineering that safety can be assured only by strictly separating pedestrians from moving vehicles and by explicitly telling drivers what to do is under challenge.

Fewer friends in busy streets

New research shows that friendships on busy streets are cut by more than 75%. People living on streets with heavy motor vehicle traffic are experiencing a considerable deteriora-

tion of their local social lives according to Joshua Hart, a researcher from the University of the West of England. Results suggest that residents on busy streets have less than one quarter the number of local friends compared to those living on similar streets with little traffic.

This research, carried out as part of a Transport Planning MSc, confirms for the first time in the UK the results of a 1969 San Francisco study by Professor Donald Appleyard, who also found deterioration of community on busy streets.

Denver USA has a new transportation plan which changes the traditional approach of widening streets to move more people. Instead, the city plans to integrate transportation and land use by improving bikeways, relying on train and bus stations, and building more pedestrian-friendly developments. Road improvements will be limited to adding turning lanes or signals instead of new through-lanes.

"Walk Place to Place. Talk Face to Face".

~ Author Unknown (supplied by K. Lessoway)