



Photo: Judy Martin

Walk2work day is only weeks away, on Wednesday March 10th. The annual event is free (who can say no to a free breakie?) and takes place before work for anyone who walked all or part of their way to work.

Walk2Work events are being organised far and wide, in: Auckland City, North Shore, Botany, Orewa, Christchurch, Dunedin, Nelson, New Plymouth, Queenstown Lakes district, Taupo, Waitakere, Wellington, Whakatane, Richmond and Greymouth.

This year the Walk2Work campaign has expanded to include a personal Pledge to walk more often, a walking story competition and a pilot workplace challenge called Summer Steps, run in Wellington and Christchurch, and ending with the event in March.

For more info on events and locations, pledges and the Summer Steps Challenge see: www.walk2work.org.nz

The 2010 campaign covers businesses, communities and cities, aiming to attract over 2,500 people to 20+ events, nationwide.

In 2009, the campaign was a huge success attracting 50% more people than originally expected and encouraging more people to walk to work. Of those who attended and completed a registration form, 15% were walking for the first time, proving the campaign is making a difference.

The aims of Walk2Work are to:

- Encourage more people to walk to work and encourage active healthy lifestyles for all New Zealanders
- Raise the profile of walking as an essential mode of transport
- Decrease road congestion by reducing the number of private vehicles on the roads
- Support the local economy (more purchases by walkers on their journey to work).

Your organisation can get involved: www.livingstreets.org.nz/walk2work2010/Business.

Look out for Living Streets Aotearoa and our events on Facebook: www.facebook.com/event.php?eid=296802737580

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transport planning and health

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{for more about August's walking conference see page 3}

Dollars & Sense of Walking
 Creating Liveable Communities
 Living Streets Aotearoa
 Conference 2 - 3 August 2010

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From the Director's Desk

Liz Thomas, Director



Liz Thomas, Director

Once the silly season finishes, the beginning of the year is a good time to take stock and prepare for the challenges of the next twelve months. 2010 is the mid-year of the government's term of office, so I think we can expect a firming up of policy direction, and lots of hard decisions being made across the board, including the transport sector.

As part of lining up activities to support the new Government Policy Statement on Land Transport, the NZ Transport Agency is reviewing travel demand and community programme funding. This is the funding that supports the travel choices the government would like people to be making to achieve the goals of economic growth and productivity.

One of the issues the government is keen to address is that of congestion in the major urban areas. No-one wants to sit in traffic queues at rush hour, especially if their journey is essential, and they have no other way of making it than by vehicle. But there are many journeys which could be made by other means such as cycling, walking, or walking plus public transport. If more people chose to use active transport for their short journeys, feeding into public transport for longer trips, congestion could be greatly reduced.

I've recently had several unpleasant experiences which have highlighted to me why people prefer to sit in traffic jams rather than take to their feet or bikes.

One of the main factors is driver attitude.

My neighbour read a book about living and working in New Zealand before he came here. It praised New Zealanders as being among the friendliest, most helpful people in the world. But, the book cautioned, New Zealanders change when they get behind the wheel of a car, and they become aggressive, rude and dangerous. Not all drivers, of course, but enough to make it worthy of mention as a national characteristic.

I've observed this when waiting to cross on foot at traffic lights. Drivers edge forward impatiently, and if they're waiting to turn while the green man is on they start nosing into the space where the people on foot are trying to cross. Where there is a queue of traffic ahead, they cross the junction anyway, so their vehicle is right across the pedestrian crossing area when the green man comes on, leaving pedestrians to weave their way around.

It's worse for people on bikes who have to share the carriageway with vehicles. I have experienced an increasing number of drivers who believe cyclists have no right to be on the road. I have been overtaken dangerously by drivers shouting abuse out the window about cyclists being a danger on the road. I've been accused of being a free loader who doesn't pay to be on the road, when in fact I, like most cyclists, own and pay registration on a car, but choose to use active transport for short journeys, thus leaving more space for other people's essential vehicle trips. I constantly see drivers accelerating aggressively from traffic lights, intimidating people on foot and on bikes, then having to jam on the anchors at the next set of lights, instead of saving fuel and lives by driving at a steady speed.

In 2010 we need to work on changing the crazy car culture in New Zealand which transforms many perfectly friendly, sensible people into impatient drivers at best, and raging monsters at worst. Who wants New Zealand to be world famous for its bad drivers?

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!

Contributions, articles and feedback can be sent 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 May edition of Footprints is: 18th April 2010.

Conference on Walking, August

It is time to send in abstracts to present a paper at the 4th New Zealand conference on walking and liveable communities, being organised by Living Streets Aotearoa for 2-3 August 2010. The deadline for abstracts is 28th February. We're putting together a stimulating array of speakers and presentations, walks and other fun events. The venue is a stone's throw from the Wel-

lington Waterfront, a jewel in Wellington's walking network.

Walking is about more than just putting one foot in front of the other. It's about economic prosperity, worker productivity, cleaner air, higher property values, lower health costs, vibrant city centres and sociable, friendly neighbourhoods.

Find regularly updated conference info at www.livingstreets.org.nz/conference2010.



Dollars & Sense of Walking
Creating Liveable Communities
Living Streets Aotearoa
Conference 2-3 August 2010

Walking events

Nationwide - car free day!

Car Free Day is Wednesday 3rd March, 2010. Walk, ride, catch the bus, scoot skate, skip ... just leave the keys at home. Why? To make a difference. Fewer cars means less pollution, less congestion, healthier people and a more civilised place to live.

(Source: www.newplymouthnz.com).

Auckland

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

Otara Health run walking groups including some night walks based around the Otara town Centre - contact Timmy Barker on 3697165.

Hamilton

www.whatsonhamilton.co.nz

Wellington

www.feelinggreat.co.nz

Keep Fit Heart Health Walk

Wednesdays at 10:00am, 40 minute walk
139 Oriental Parade, Freyberg Pool Car Park

Nelson

www.nelsoncitycouncil.co.nz/walks-and-walkways

Women's activator series: Walk, cycle, swim & run | Amanda Dykzeul (03) 545 8453

www.nelsoncitycouncil.co.nz/womens-activator-series

Christchurch

Christchurch Walk2Work
10th March, Cathedral Square, 7-9am.
www.ccc.govt.nz/cityleisure/gettingaround/walking/index.aspx

Dunedin

Regular walking events
www.dunedin.govt.nz/events/sports/walking-and-running

Walking quotes:

One day we'll be able to go 700 miles an hour, then we'll want to go seven again.

~ Mark Twain

If you design communities for automobiles, you get more automobiles. If you design them for people, you get walkable, livable communities. ~ Parris Glendening and Christine Todd Whitman

In a quality city, a person should be able to live their entire life without a car, and not feel deprived. ~ Paul Bedford

Cars are happiest when there are no other cars around. People are happiest when there are other people around. ~ Dan Burden

Government News

"Safer Journeys" national road safety strategy 2010-20

Over 1,000 submissions were received on the 'Safer Journeys' road safety strategy, including several from Living Streets groups and members (www.livingstreets.org.nz/submissions). The submissions and summaries are available to read on the Ministry of Transport website. The final strategy is being prepared and due to be presented to Cabinet in February prior to release.

Review of community funding

The National Land Transport programme has an activity class 'Demand Management and Community Programmes'. This class is for activities promoting safe and sustainable use of the transport network, and is being reviewed to ensure activities contribute to the objectives of the Land Transport Management Act, Government Policy Statement and the Safer Journeys Strategy (to be finalised). It is likely that initiatives focused on improving road safety outcomes and congestion relief will be prioritised for funding. The Living Streets' networking programme falls under this funding category.

Rugby World Cup

You may wonder what the rugby world cup (RWC) has to do with walking - well, quite a lot really. All those avid rugby fans have to get to the matches somehow, and they can't all drive and park right beside the stadium. NZTA has developed guidelines for managing transport for RWC events, and walking features high on the list. Living Streets will talk with RWC steering groups about developing walking maps and auditing access along the main walking routes.

Meeting with Minister Joyce

Living Streets finally secured a meeting with the Minister of Transport, Steven Joyce, after a meeting at the end of last year was postponed due to a new addition to the Minister's family. The President and Director talked to the Minister about Living Streets' role as the organisation for pedestrians, similar to the Automobile Association for car drivers and the Road Transport Forum for truck drivers. We voiced our support for Safer Journeys, and offered our involvement in its implementation. We discussed the importance of liveable, walkable communities for a healthy economy, and reissued our invitation to the Minister to speak at the Walking Conference later in the year.

It's ...

time to renew
your membership

with Living Streets Aotearoa. Renewal forms will be sent with this newsletter for the 2010-2011 year. Living Streets would like to thank all its members for helping to make New Zealand a better place to walk.

Transport Planning Linked to Health

By Lily Linton

Health research Consultancy Quigley and Watts Ltd, completed a study for NZTA in 2009, on the role of Health Impact Assessments (HIA) in land transport planning in New Zealand. Rob Quigley says, “We know HIA work, to inform decision makers about public health and wellbeing, both internationally and in New Zealand. We’ve still got work to do to achieve the same success for HIA within the transport sector in New Zealand. This report signposts how we can best support transport decision makers with their responsibility to protect and promote public health.”

HIA can reveal any unintended effects on health as a result of transport projects, and shows how to avoid undesirable (or increase desirable) outcomes. HIA can be applied to any proposed policy, plan or project to see how broad determinants of health will be affected and predict likely outcomes with respect to population wellbeing and inequalities.

The NZ Transport Strategy outlines five strategic objectives for the transport sector including ‘protecting and promoting public health’. The report produces recommendations for better integration of health with

other development processes in the transport context, looking at HIA and their use in land transport planning to date.

One of the report’s four case studies of an HIA used in a transport project, was the Greater Wellington Regional Land Transport Strategy (RLTS) in 2006. This HIA was one of a number of assessments including economic and environmental effects. The council ac-

“This report signposts how we can best support transport decision makers with their responsibility to protect and promote public health.”

cepted some, but not all of the HIA recommendations, concluding that strategic level recommendations were the most achievable for the project, when weighed against all factors. Given the number of submissions received, clearly the process was informative on the breadth of choices that contribute to public health, for both council and the greater community.

The report outlines a range of opportu-

nities for using HIA to enhance transport planning in the New Zealand context and emphasises the need for community involvement, and for clearer understanding of the meaning of ‘*protecting and promoting public health*’. These include application of and integration of HIA into RLTS development and corridor studies; mode or activity strategies, programmes and plans; Auckland Regional Transport Authority’s (ARTA) 2007 Integrated transport assessment guidelines; and individual projects.

HIA’s aim to increase both good transport outcomes, and mobility and accessibility with health and social equity benefits. HIA will identify such benefits for transport projects at any level, ideally at the planning stage. It’s all about win-win for everyone involved.

For more information:

- the full report, *Report 375: Applying health impact assessment to land transport planning 2009*, is available on the NZTA website- www.nzta.govt.nz/resources/research/reports/375
- The Ministry of Health (www.moj.govt.nz) lists completed assessments in NZ
- The Public Health Advisory Committee (PHAC) have produced a guide to HIA, available at www.phac.health.govt.nz.

Accessibility Planning

By Paula Warren, Passenger Representative, Passenger Transport Advisory Group, NZTA

The New Zealand Transport Agency (NZTA) is currently piloting accessibility planning approaches in Gisborne district.

In 2008 they received a research report from Booz and Co. on accessibility planning methods (www.nzta.govt.nz/resources/research/reports/363/docs/363.pdf).

The Land Transport Management Act (LTMA) requires both national and regional land transport programmes to improve access and mobility. Too often, access is interpreted as just a problem faced by people with disabilities, and mobility about things like reducing congestion delays for cars. Accessibility is really about the ease with which people can access the things they want to access. Lack of access can prevent peoples participate in social and economic activities.

It is vital that Living Streets champions the accessibility requirements of the LTMA,

and reminds politicians of the full definition of accessibility.

For those without a car, accessibility is determined by the ability to walk to destinations, or access to public transport. Unfortunately, populations with low car ownership (or who don’t drive) are often in areas with few services within walking distance and poor public transport.

The report states: “As a planning goal, the assessment of accessibility ... focuses attention on the level of service of the ‘system’ as a whole, rather than on aspects of the transport system only. This differs from traditional transport planning, which tends to focus on improvements to the transport system that facilitate mobility, without considering the access needs that drive travel behaviour.”

New mapping tools allow the effect of changes to services (e.g. closing a post

office) or change to transport systems (e.g. creation of a new linking pedestrian route or a new road with limited pedestrian crossing points) to be predicted and measured. For example a study using those tools in Christchurch predicted that closing Linwood Post Shop would require the 72% of users who currently walk to either switch modes or walk further, and as a result could generate an additional 12,000 vehicle trips per annum¹. They can help identify the most needed improvements to pedestrian facilities.

Thanks to the availability of these tools and the power they provide to measure accessibility, we can demand: set targets for accessibility, proper assessment of accessibility impacts by new developments, and accessibility improvement priorities be set by all councils.

1 - Abley Transportation Consultants cited in Planning Focus.

Community Street Reviews

By Janet Lawson

A Community Street Review (CSR) is a tool designed to determine the quality of a stretch of footpath from the point of view of the ordinary pedestrian. The methodology, developed by Living Streets Aotearoa (LSA) to address a gap in this particular area, has been adopted by NZTA as the official method of assessing the 'walking-friendliness' of a built environment.

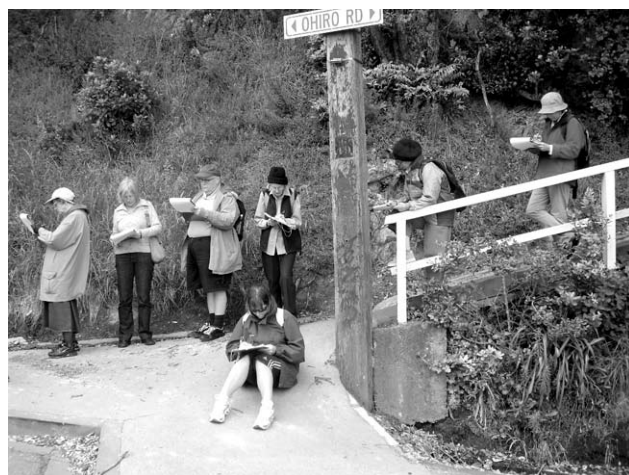
LSA carries out CSRs on behalf of a local authority or community group. The CSR involves a group of local volunteers and professionals walking the route with a trained Living Streets reviewer, using a simple rating technique to identify problem areas and potential improvements.

A Level of Service score is produced for each route section and crossing, and for different aspects of walkability. This enables the practitioner to quickly and accurately identify

problems and successful areas.

Qualitative information on problems and opportunities in an area is gathered, to allow specific problems, ideas and innovative solutions to be recorded. Often the necessary improvements are simple, such as increasing the crossing time or removing planted areas which reduce visibility.

CSRs have been carried out nationwide. An example of the types of targeted improvements CSRs can identify is from Kaiapoi, Canterbury. This CSR was conducted as part of a Neighbourhood Accessibility Plan and highlighted some great improvements for walkers. The CSR resulted in low scores for 'road



crossing', due to a lack of formal crossing or lack of a clear guide on who had right of way. Recommended improvements included better signage and tactile paving.

For more information on CSRs contact the Living Streets Aotearoa National office.

New Walkability Research

Abley Transportation Consultants and Beca Infrastructure Limited are undertaking research that aims to enable practitioners to quantify the quality of their walking environment on a large scale.

As part of the research, Community Street Reviews (CSRs) were carried out in Gisborne, Auckland and Christchurch. The measurements and perception scores are being used to derive prediction equations for path lengths and crossings to enable walkability to be predicted based solely on the engineering measurements, such as path width gradient, greenery and surveillance.

The idea behind the research is that while CSRs are fantastic tools for assessing small sections of footpath and providing detailed information, they are not practical on a city-wide scale. This method would allow service providers to survey large areas for a reasonable cost. This would highlight problem areas, which can then be followed up with more intensive CSR surveying.

Having these tools available to local authorities will be a big step forward to understanding and improving walkability in New Zealand's towns and cities. The report is due to be completed in September 2010.

A few good reasons ... to walk

Ironically, in the 20th Century, travel by car was seen as the most convenient form of travel. Increasingly, however, we are coming full circle and realising that past civilisations were right. That easy, quick access by foot, not car, is the key to convenience. And, importantly, living a rich, joyful life.

A walkable lifestyle is the most sustainable, low-impact, convivial way of living. Achieving and sustaining a walkable community is the most effective way to promote a high quality of life. More walking - not just for recreation, but also for trips to work, to school, to shops - has many positive benefits, such as:

1. It's great for the heart

30 minutes a day decreases the risk of metabolic syndrome (a cluster of risk factors linked to higher risks of heart disease, diabetes, and stroke). Active commuting (incorporating walking and cycling) also reduces heart-disease risk.

2. It cuts breast-cancer risks

By reducing body fat, a source of

estrogen.

3. It helps you sleep

4. It helps you connect with your environment and community

5. It makes you happy

Walking can relieve depression, anxiety, and stress, by helping the body produce endorphins, mood-boosting chemicals.

6. It keeps you slimmer

7. It staves off senior moments

Walking helps ward off Alzheimer's and is linked to mental sharpness in seniors.

8. It protects your bones

Walking prevents and treats thinning bones. It uses 95% of muscles, pushing bones to get stronger to handle the load.

9. As well as being good for your health, walking saves you money on bus fares or petrol for the car!

sources: www.cnn.com/2008/HEALTH/diet.fitness/06/12/healthmag.walking.health/index.html

www.walkablestreets.com

News from the Regions

Living Streets North Shore

2009 ended with our first AGM and the presentation of certificates to members, local organisations and individuals who had supported our work in a variety of ways. Gay was re-elected Convenor for 2010 and Margaret volunteered to be our minutes secretary, yes she really did volunteer!

We have submitted on the Auckland Regional Land Transport Strategy, generally supporting its focus on strengthening public transport, but pointing out the need for more emphasis on active transport. Our first 2010 meeting was held outdoors on the beach enjoying our summer venue. Plans for Walk2Work day progress well with great support from North Shore City. Walk2Work day events are on 10th March at three Northern Busway stations, and will highlight the role walking can play in journeys which include public transport, vital on the North Shore since we can't yet cross the Harbour bridge on foot. There will also be an event in Takapuna. Gay

Living Streets Manukau

We held a workshop entitled 'Healthy streams and living streets' in Otara. The workshop was presented by Auckland networker, Vincent Dickie and Dot Dalziel of Project Twin Streams in Waitakere. The workshop, held late last year, was attended by a wide variety of cultures and the group discussed issues around walking in their community.

Living Streets are looking to work with Manukau City Council and community members such as local Otara patron, Jim Sinclair, this year on a project to create community walking maps and increase walking and cycling numbers in Otara and Botany Downs.

Walk Auckland

We've been busy organising Walk2Work day events to be held on 10th March at Pigeon Park, opposite Grafton Bridge Symonds Street.

Waitakere Waewae Walking

The group were fortunate to enjoy a brilliant presentation late last year by Robert Lipka called 'Daring to Put Your Best Foot Forward'. Robert is a member of WWW and a senior urban designer at Waitakere Council. Robert's illuminating talk on pedestrian safety issues contrasted international (mainly North American) pedestrian rules and regulations against New Zealand's, leaving the group acutely aware of the need for changes to our road

code - particularly the 'sweeping left turn'.

We made a submission on the Auckland Regional Council's (pro public transport) 30 year 'Regional Land Transport Strategy (RLTS)'.

Living Streets Hamilton

Since November, we have given two more story readings for children in Garden Place, part of the council's summer programme. We also had a pleasant Lakeside Evening Stroll at Hamilton Lake in January which gathered in some new supporters.

In December we shared a gazebo at Hamilton East Heritage Day with the Heritage Trail promoters. Between us we gave away many brochures, CBD walking maps and yellow feet, and watched some dangerous hijinx on penny-farthings!

We were involved in consultation with Environment Waikato and the Waikato DHB on the Health Impact Assessment aspects of the Regional Land Transport Strategy review. There is an encouraging recognition of the need for access, safety and equity in transport systems, more meetings scheduled for February.

Several members attended the recent workshop on the revision of NZS4404, which deals with subdivision development standards. This was a good opportunity to get accessibility and active transport standards incorporated into the official document.

The proposed crossing for Cobham Drive (SH1) to the Hamilton Gardens is progressing, although the only option considered fundable is not our first choice. Due to the nature of the Benefit Cost Ratios used by NZTA, any at-grade crossings are automatically excluded because they stop the traffic. Consequently we are likely to get an underpass, but with considerable attention paid to landscaping, signage and accessibility for all. It is better than nothing, so we are mildly encouraged! Judy McDonald

Living Streets Lower Hutt

At our last meeting there was discussion about Walk2Work day however it is not included in the councils budget this year, so we'll investigate other options.

Living Streets Wellington

Being in the capital city, we continue to focus on the dubious pleasures of submission preparation and presentation - even without any nice walks! While the major decisions coming out of the city

council are very negative (notably the idea of spending \$2.2 billion on an unnecessary series of major roads right through the region), at a smaller scale we are seeing progress. Particularly encouraging was the decision by WCC to lower the speed limit in Tinakori and Aro Street shopping centres to 30km/hr. We hope this will be repeated in other centres around the city.

We have decided to have fewer meetings, and focus them on events. Our last meeting focused on the regional council's work to identify regionally important walking and cycling routes, for which we supplied a long list. One route was the Great Harbour Way (GHW) - the proposed walking/cycling route around the harbour. Celia gave an update on progress to date. Living Streets is a member of the coalition pushing the GHW, and has achieved widespread acceptance among councils and other key players for the concept. We eagerly await the formal launch. Paula Warren

Bike Walk Marlborough

- In December a pre-hearing meeting regarding a resource consent application by a local construction firm to increase rock extraction and cartage from the quarry in Barracks Road was held, we lodged a submission expressing concern over the impact of increased heavy truck movements on several of the most popular cycling roads close to Blenheim.
- Walking Access Commission - A new draft strategy just released, aiming to map all NZ accessways. Barbara Stuart from Landcare Trust is one of the newly appointed board members on the commission, and Robin will contact regarding developments in Marlborough.
- The Marlborough Roads provision of 'Share the Road' billboards - are planned to be installed at each state highway entrance to Blenheim in February 2010.
- The Council has purchased the land required to complete the shared path along the Blenheim-Spring Creek rail corridor. All that is needed now is funding to construct the track.
- Robin has been in touch with the Policy Group and input by BWM into the draft Regional Policy Statement (RPS) will take place next year.
- The Central Wairau Plains Biking Route brochure is now complete. This is the fourth of the suite of five planned brochures identifying walking and biking in

Meetings

(www.livingstreets.org.nz/regions.)

Walk Auckland

2nd Tuesday of the month, 5:30pm
Leys Institute Hall, 20 St Marys Rd, Ponsonby.
Upstairs in the Supper Room.

Living Streets Manukau

4th Wednesday of the month
The Tui room at the Otara Town Centre.
Next meeting: 24th of February 6pm, all welcome. Contact Kelvin: 09 378 0953.

Living Streets North Shore

Last Thursday of the month, 5.30pm.
Summer meetings: Takapuna Beach Cafe, The Promenade, all welcome.
Contact Gay: gyrichards@xtra.co.nz.

Living Streets Hamilton

Second Thursday of the month at 5:30pm,
29 Claude St. Next meeting: March 11th.

Walk Taupo

Meet 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, 50 Udy Street, Petone. Contacts: lowerhutt@livingstreets.org.nz

Living Streets Wellington

Meeting information: www.livingstreets.org.nz/regions/wellington
paula.warren@livingstreets.org.nz.

Bike Walk Marlborough

The next meeting is set for Tuesday 9 March 2010 at 1.00 pm in the Committee Room.

Living Streets Canterbury

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

Living Streets Dunedin

Meets every second Wednesday of the month, 5:30pm. Meet at the Terrace outside Crocodile Cafe, Botanic Gardens. Contact Judy Martin, dunedin@livingstreets.org.nz.

Living Streets West Coast

Meets as required
Rosie.McGrath@livingstreets.org.nz.

the district. Next up are the Lower Wairau Plains brochure and a Picton update.

- Link Pathways community track building project is progressing well beside Queen Charlotte Drive.
- Rodney Tolley visited Picton and Havelock in December and has prepared a Walkability Report, similar to his Blenheim report prepared last year.

Pere Hawes, the Council's Environmental Policy Team Leader is invited to attend our next meeting.

Robin Dunn.

Walk Nelson Tasman

Walk Nelson Tasman members had a 'walking meeting' with Tasman District Councillors in Richmond recently, and focused on accessibility issues. Walk Nelson Tasman is excited that Tasman District Council (TDC) is setting up a forum to discuss accessibility issues, 'Accessibility 4 All'. It is exciting that walking linkages in and around Nelson's CBD are to be enhanced as part of *'the Heart of Nelson'*, a long term integrated land use, urban design and transport strategy. Also pleasing to see is Nelson City Council signalling a higher level of service for walking in its draft transport engineering standards. These draft standards will require a much higher provision for footpaths and walkways than the standards they replace. The Fundamentals of Walking Design Course held in Nelson over the winter has been a catalyst for increasing awareness of walking amongst planners and engineers. Richard Butler.

Living Streets Canterbury

We continue to be very active, with monthly walking meetings. The walks are proving popular, and a great way for members to meet and share ideas. The walks are also a way to provide something extra for members, thank them for their support and foster greater connections. Our format is a walk first and then a social catch-up in a pub, cafe or restaurant.

Members are invited to host a walk in their area in whatever way they wish, e.g. December's meeting was hosted by Andrew McFarlane (a traffic engineer), who showed us roading projects he worked on, to discuss.

Currently we have around five regular volunteers. We'd like to increase this and will advertise specific tasks for volunteers on LSA's website. Cindy has learnt from previous experience as a volunteer co-ordinator that short-term, project-based work with initially

low commitment, works best. If short-term volunteers enjoy the experience and develop a connection to the group, they often volunteer in a larger way later.

Cindy gave her first verbal submission in November. She found it a good experience and encourages others to have a go. Her tips are: acquire some public speaking experience (toast masters or some formal training). Watch a few other verbal submissions first (so you know what to expect), keep it simple (it is enough just to be there doing it, bells and whistles can come later) and rehearse or discuss your submission with an experienced submitter.

A great speaker recently was Phillip Darn-ton (Chairman of Cycling UK) who spoke in November about creating a cycling culture in the UK. While he spoke a lot on cycling, a lot of his speech was relevant to walking (www.dft.gov.uk/cyclingengland).

Several members heard Dr Rodney Tolley speak on innovation and inspiration for designing, engineering and planning walkable cities. Rodney is a leading world expert on sustainable transport (www.youtube.com/watch?v=yy3KcC0jY-I).

We completed a submission towards the Canterbury Regional Land Transport Strategy, which is in the early stages of development.

A significant amount of volunteer's time has gone into applying to the Canterbury Community Trust for the funding of two projects. The projects are the development of a walking map, and development of material to assist with the Great Perimeter Walkway – a winner in last year's Golden Foot Awards. As a group, this was our first attempt at an application and we learned a great deal from the process - hopefully for stronger applications next time! We are yet to hear if we are successful. Cindy Carmichael and Chrys Horn.

Living Streets Dunedin

The cool windy Dunedin weather so far this summer has not been the ideal environment for walking, but locals and tourists alike have shared our streets, and we are enjoying the increasing warmth and sunshine.

We are looking forward to Walk to Work Day in March, where numbers of inner-city walkers will be boosted by passengers from the special suburban trains put on for the day by the Taeiri Gorge Railway.

Judy Martin

The Camino de Santiago de Compostela

By Pam Henson



Above: Camino trail with Citauque in the distance and walkers in the foreground, **Top right:** The Eurates Church dome **Right:** Pam and Judith at the free wine fountain in Iruche.

For centuries, pilgrims used this ancient route to walk from all over Europe to the magnificent cathedral shrine of Santiago, in the north west of Spain. Judith Mason and I walked 260k of the 700km trail in September 2009 (to avoid the hottest part of Europe's summer) taking two weeks, with a short rest in the middle.

The holiday satisfied my love of walking

and Judith's interest in the history of route. The richness of church architecture was a daily source of enjoyment: "not another Romanesque church!" - Eunates church was our favourite - a tiny Octagonal jewel of a building with windows of thinly sliced marble, elegantly surrounded by a colonnade.

The camino is lined with a range of hostels catering to all income brackets.

Cafes (with good coffee) appear regularly and many restaurants cater specifically for 'pilgrims' with set menus at low prices.

The route begins in the Pyrenees and traverses the north of Spain from east to west keeping mainly to farm tracks, footpaths, and small roads. We walked through one large town, Pamplona, quite pleasantly by starting before dawn, admiring the reflection of street lights on the wet cobbles hosed down by municipal cleaners.

In the small village of Citauque, we chanced upon a local festival with giant plaster figures and everyone in the Basque white costume with red sashes. In Viana we were trapped in a bar by the bull running.

Most magical were the dawn starts, when valleys hide in mist, hills are dark outposts on the white plain of fog, and walking warms the body just enough for comfort. Breakfast comes later as a reward for having already covered 5 or even 10 kilometres. We easily covered 20 kilometres a day. Walking the pilgrim trail made a healthy, social, fascinating and economical holiday.

Snapshots of Melbourne

By Celia Wade-Brown

Melbourne amenities make for a highly walkable city – decent sized council trees (3) and lots of refreshments for walkers (4, 7). Acland Street survey convinced shop keepers to press for less car parking and a more pedestrian friendly environment (4).



1



2



3



4



5



6



7

- 1 - peaceful coexistence!
- 2 & 5 - example of a shared modality path on the Yarra coastal trail
- 3 - many streets are lined with eucalypts or European trees of a decent size having a calming effect and keeping the air clean
- 4 - Lots of refreshments for walkers, trams co-exist happily
- 5 - Yarra Coastal trail
- 6 - well signed pathways
- 7 - great signage!