



Living Streets Aotearoa

## **Welcome to the December 2020 eBulletin**

### **from Living Streets Aotearoa.**

A summary of events and stories of us striving to get **more people walking** and enjoying public spaces be they young or old, fast or slow, whether walking, sitting, commuting, shopping, between appointments, or out on the streets for exercise, for leisure or for pleasure.

The Living Streets Aotearoa Executive Committee wish that you have a great Christmas and a happy holiday. The Exec met face to face on the November 28/29 weekend in Hamilton and spent the weekend talking about our new campaigns and policies. Our team of eleven will be working on those over the holidays. We also did a [Community Street Review](#) of the area where Boundary rd intersects with Heaphy rd, this will be given to Hamilton City Council.

### **Footpaths 4 Feet and the Accessible Street Package.**

All our submissions are waiting to be read and will hopefully stop the footpath cycling part of this package. You can see our submission at the bottom of our [Footpaths for Feet page](#).

Footpaths4Feet group is a coalition of 13 member organisations, including Living Streets Aotearoa, Grey Power, Disabled Persons Assembly, CCS Disability Action, Alzheimers NZ, Blind and Low Vision NZ, Deaf Action NZ, Association of Blind Citizens NZ, Health Action Trust, Age Concern, Dunedin Pedestrian Network, Retina NZ, Visual Impairment Charitable Trust Aotearoa NZ.

### **Its gift giving time so maybe LSA Tshirts and cloth Bags?**

Want to show your support for walking - how about grabbing one of these cool new tee shirts designed especially for us by Emily Bulkley based on our fabulous logo (original design by Becky Bliss). And if that doesn't suit your look maybe our reusable bag will work. [Check them out here](#).

## Links to articles of interest

**Traffic lights being reprogrammed to prefer humans.** Earlier this year, Transport for London started an experiment that saw traffic lights default status swap around to prioritise pedestrians instead of road vehicles. [Read more here](#)

**The Biden Administration Needs to Do Something About Tesla.** The electric carmaker's approach to autonomous vehicles is far too risky. [Read more here](#)

**The pandemic will accelerate the evolution of our cities - Norman Foster** City centres are likely to see fewer cars in future, but that would have happened eventually without Covid-19. [Read more here.](#)

## From Austroads *(that is the standard NZ uses)*

### RoadWatch News: Improved guidance on pedestrian planning and design

Join us in February 2021 for five webinars (Aust times shown) on the updated guidance presented by Abley consultants Jeanette Ward and Ann-Marie Head:

- [\*\*Road Space Allocation for Pedestrians\*\*](#), Tuesday 9 Feb 2021, 11:30 am–12:30 pm AEDT.
- [\*\*Midblock Crossings for Pedestrians\*\*](#), Friday 12 Feb 2021, 11:30 am–12:30 pm AEDT.
- [\*\*Pedestrian Planning and Design at Intersections\*\*](#), Tuesday 16 Feb 2021, 11:30 am–12:30 pm AEDT.
- [\*\*Pedestrian Planning and Design for Activity Centres\*\*](#), Monday 22 Feb 2021, 11:30 am–12:30 pm AEDT.
- [\*\*Pedestrian Planning and Design for Residential Areas\*\*](#), Friday 26 Feb 2021, 11:30 am–12:30 pm AEDT.

No charge but registration is essential. Can't make the live session? Register and we'll send you a link to the recording.

**Austroads** has released a report which provides up-to-date guidance on pedestrian planning and design in line with national and international best practice.

Richard Delplace, Program Manager Transport Network Operations, says walking contributes to public health benefits through increased physical activity and reduction in social isolation, is environmentally friendly compared with other modes, and also provides wider economic benefits.

"Walking is a critical component of our existing transport system and will undoubtedly continue to be so in the future. As such, it is critical to continuously improve the Austroads guidance to better consider pedestrian movement," Richard said.

Eight themes were identified to drive the guidance update, including:

- introducing the concepts of 'walkability' and 'network accessibility' as key transport planning tools

- better recognising walking as a mode of transport and the footpath as an important part of the road cross section
- updating the different types of pedestrians and how to address their needs
- emphasising and embedding the characteristics of a good walking network and facility
- encouraging priority for pedestrians where appropriate
- reinforcing safety and personal security outcomes for pedestrians

Recommended changes to the **Austroads Guide to Traffic Management** were published in April 2020 with **pedestrian planning concepts** and **methods for pedestrian surveys** presented in webinars in May / June 2020. Recommended changes to the Austroads Guide to Road Design will find their way in its upcoming update and restructure later this financial year.

Download: **Updating Austroads Pedestrian Planning and Design Guidance in line with International Best Practice**

**Roger Boulter's book draft Planning for Walking and Cycling in New Zealand, on his website [www.boulter.co.nz](http://www.boulter.co.nz), outlines some things largely missing in New Zealand practice. Here is one of them.**

### **The sorry tale of 'integrated transport planning'**

Late 1980s 'integrated transport planning' emerged as traffic modelling became sophisticated enough for engineers to assess whether public transport improvements might reduce demand for roading – seemingly a win-win in an environmentally conscious age.

From the start, however, critics pointed to the over-close relationship between a local Council (with its favoured roading projects) and a conurbation-wide Council (e.g. in NZ a Regional Council, with its favoured bus and rail projects). Pragmatic programming trade-offs came to squeeze out proper analysis. This also meant the public had little or no realistic chance to contribute.

Walking and cycling tended to be excluded by reliance on available statistical data, such as on traffic levels or public transport patronage. Except for some crash and injury data, there was typically no data on walking or cycling (let alone on whether people felt safe enough to walk or cycle, which may strongly influence whether they do so).

Today's walking and cycling data (such as infrared monitoring of some new cycleways, Auckland's regular 'Cycling Account', or a recent survey of Auckland CBD pedestrian activity) still may not have any real influence on the direction of exercises such as the *Auckland Transport Alignment Project* or *Let Get Wellington Moving*. Technical evaluation of options tends to be away from public scrutiny.

Whether people travel into a CBD by train or driving greatly influences CBD congestion. Yet in Wellington's case, there's been no overt comparison (i.e. in the public arena) with each other of roading and public transport options in the Kapiti/ Palmerston North and Hutt Valley/ Wairarapa corridors. This was excluded by the study area ending just north of the CBD. Even in the CBD, public consultation options offered a choice between investment

levels in a mix of different forms of transport, but no choice between investment in different forms of transport.

Without conscious choices between different forms of transport, we may get a mix of elements which actually undermine each other; for example, proposed new roads which undermine viability of proposed public transport improvements. The result may then be the same congested roads, poor public transport, unappealing cycling infrastructure and difficult walking environments we've always had.

### Rod Emmerson's view



Clash of Transport