



**Welcome to the June 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.



Living Streets Aotearoa Walking Awards in Auckland June 2020.

The WSP supported NZ Walking awards ceremony took place on June 9 by Zoom. Here are the details of those finalists and winners [on our website](#).

Winners were the Auckland Design Office that placed a boardwalk in car parks to make the footpath wider, Deb Hoffman who created the Bear Hunt during lockdown that entertained those walking, Be Counted for the walker counter on Palmerston North's He Ara Kotahi bridge, Brightwater School in Tasman for their main street redesign, Walking Champion Chris Teo-Sherrell and Roger Boulter's book (see below).

Footpaths 4 Feet and the Accessible Street Package.

The so-called Accessible Streets Package of Rule changes was finally released for consultation on 9th March and, after repeated calls for the deadline to be extended on account of the COVID-19 lockdown, closed on 20th May. Living Streets supported most of the proposed changes, several of which improve conditions for cyclists and bus users. However, we strongly opposed those which would see footpaths turned into shared paths, with anyone of any age allowed to ride many kinds of individual transport device (including e-bikes, bikes, e-scooters and other) on footpaths as long as they do so courteously, give way to pedestrians and don't exceed 15km/h. Yeah right! Many pedestrians have already experienced the negative consequences of relying on such unenforced measures on existing shared paths. And the Police have said they are very unlikely to devote resources to increased enforcement on footpaths. You can see our submission at the bottom of our [Footpaths for Feet page](#).

If this proposal is adopted it will make the places we live less accessible for those people who depend on footpaths to get around safely, whether to work, school, the shops, friends' places or elsewhere - especially for people who are blind or have low vision or other disabilities. We've pointed out that this would breach NZ's obligations under the UN Convention on the Rights of Persons with Disabilities. In fact, we alerted the Associate Minister to those obligations last July and she assured us they would be considered before the package was put out for consultation. Alas, it wasn't. The only thing the consultation document said was that the proposals may breach the Convention. Why on earth put something out for consultation before making sure that it does meet our international obligations? Now government officials are doing the rounds talking with disability groups, trying to make up for what should have been done in developing the proposals.

From here, officials are supposed to refine their proposals and make recommendations to the Associate Minister who then has to take them back to Cabinet for final approval. So we wait to see whether they intend to live up to the commitment of the Government Policy Statement on Transport (2018), the 2020-2030 Road Safety Strategy, repeated statements of the Associate Minister, and the Accessible Streets Package itself that **everyone** should be and feel safe moving about their communities. We will see whether we, pedestrians, are counted as part of everyone?

Our own petition

Living Streets and representatives of other organisations belonging to the Footpaths4feet coalition are going to speak with the Transport and Infrastructure Select Committee on

Thursday 25th June at 9.40am about the petition that we presented to Parliament last December. The petition asked Parliament to keep footpaths as safe places for pedestrians by passing a law prohibiting e-scooters and the like from them.

The petition has been somewhat superseded by the Accessible Streets Package which proposes that not only e-scooters but also e-bikes, ordinary bikes and other motorised individual transport devices be allowed to be ridden on footpaths, effectively turning them all into shared paths even though many of them are only 1.5m wide. We never dreamed such absurd proposals would be included. So our presentation will endeavour to encompass the broader topic.

The Select Committee proceedings can be viewed on its facebook page at <https://www.facebook.com/TISCNZ/>.

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.

Annual General Meeting

Our AGM is on Wednesday August 5 at 7:30 pm by Zoom. Please become part of our executive committee and help us retain footpaths for people and keep walking as the healthiest, cheapest, most pleasurable form of transport. If you would like to, please tell me and I will nominate you. We meet monthly by zoom.

If you are a member please try and attend the AGM or give apologies as we need at least 15 to be at the meeting.

Topic: Living Streets Aotearoa AGM

Time: Aug 5, 2020 07:30 PM Auckland, Wellington

Join Zoom Meeting

<https://us02web.zoom.us/j/82402056409?pwd=cGFZSGFkb1pITnE3SXIvMkRTbXZSUT09>

Meeting ID: 824 0205 6409

Password: 207737



The winning High Street footpath extension and PN bridge counter.

Roger Boulter's book draft, **Planning for Walking and Cycling in New Zealand**

On his website Boulter.co.nz he outlines some things largely missing in New Zealand practice. Here is one of them.

Road and path network planning.

The NZ Transport Agency's *Cycle Network Guidance*, just by its title, seems to imply that a 'cycle network' is central to helping cycling. In fact, reducing and slowing motor traffic is – we learnt that in 1996.

It was mistake to put 'reducing and slowing traffic' as the top level of a hierarchy of ways to help cycling in the *Cycle Network Guidance* – because you'll never reduce or slow traffic through 'cycle networks'.

Reduce traffic on one road (for example, through a traffic-calmed road, the *Cycle Network Guidance*'s 'Greenway'), and traffic spills onto other roads. This is basic 'traffic modelling 101', not rocket science.

Reducing and slowing traffic means tackling the whole of a road and path network – not the small minority of links that some official calls a 'cycle network'.

The Dutch did this by making it easier to travel across a whole network on foot or by bike than by car. Car drivers benefitted as much as anyone, from fewer cars (more people walked or cycled).

Whereas in New Zealand, by placing 'reducing and slowing traffic' in the *Cycle Network Guidance* (where it doesn't belong), inevitably engineers go to the next levels in that hierarchy, which means the tired old 'cycling facilities approach' so much slammed in 1996. This placed planning for cycling into a backwater and ensured that cycling levels would be underwhelming at best.

The Dutch, in contrast, worked with the classic 'road hierarchy' of diverting mass traffic flows onto an 'arterial' road network, longer overall but no hassle in a car. Then they added close connectivity for walkers and cyclists, to give a win-win. An example is cul-de-sacs connected by paths (designed against crime, another issue).

There's a term for this – 'filtered permeability' – and it's why the Netherlands is so good for walking and cycling.

Links to articles of interest

Footpath death tragic reminder of danger cyclists can pose to pedestrians. [See more here.](#)

High Street wins innovation award. [See more here.](#)

Walking projects SkyPath and Great Harbour Way get closer with red tape ditched. [See more here.](#)

Community effort saves public access to iconic Northland surf beach. [See more here](#)

Teddy Bear hunt wins Living Streets Aotearoa award. [See more here.](#)

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](#)

NZ pedestrian crossing sign does not have a person on it.

Replace WU3 "Empty pedestrian crossing"...



With...



International best practice uses signage that shows a person using a crossing (see Attachment 1: Screen shot of Google search for images of "Pedestrian Crossing Sign") rather than NZ's WU3 empty pedestrian crossing sign.

What does that say to the motorist but 'empty crossing ahead' rather than the one the rest of the world uses with a person on it. NZTA please update the sign now.