



Living Streets Aotearoa

Welcome to the June 2021 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.



New Zealand Walking Summit 24-25 June 2021 in Wellington.

We're counting down the days to the third New Zealand Walking Summit to be held in Wellington on 24-25 June. Check out [the programme](#) online for details on our diverse range of speakers. The Summit will focus on some of the key issues for 2021 and beyond, including the Climate Change Commissions were (challenge) to increase walk mode share by 25% by 2050, and the big shake up happening in our planning laws which we expect will lead to more pedestrian-centric development.

We'll hear directly from pedestrians, who will share their experiences of being young and old, out at night or in the day, on the bus or train and off again. With three workshops on getting to school, accessing everyday places, and the importance of green space and cultural elements in urban landscapes it will be difficult to choose. And if that's not enough we have some novel panel discussions to poke at the issues and come up with some solutions for the path to achieve our pedestrian dreams.

Register [here](#) by Wednesday next week to secure your spot at New Zealand's leading forum to discuss the timeless way of getting around and being out in the community. This is a rare opportunity to focus on what we love to do everyday - walking!

Thanks to our sponsors for making this possible – Becky Bliss, Izzy Wilson and Antistatic, Community Comms Collective, Greater Wellington Regional Council, Wellington City Council and Waka Kotahi.

Campaign to decrease the incidence of parking on footpaths.

Living Streets Aotearoa has started a campaign to decrease the incidence of parking on footpaths. The rules couldn't be clearer - parking on footpaths is illegal even if it is just for a minute or just a couple of wheels. And it is really inconsiderate. There are many people who rely on footpaths to get about and parking on footpaths puts them, and others, in danger if they have to walk on the road to get around the vehicle. And for blind people, people in wheelchairs and people with brain injury walking around the vehicle may not even be possible. Parking on footpaths has become so common that many people seem to think it is okay - but it isn't.

Living Streets is inviting people to send in photos of vehicles parked across footpaths, showing the registration number and indicating the time, date and place if possible. Photos and information can be sent to parking@livingstreets.org.nz

We are also working with Councils to get better publicity and enforcement of the law and with businesses to get better compliance with it. And we are hoping to get some changes to the law so that people can park safely without blocking footpaths.



I walked over the Auckland Harbour bridge.

It was a lovely warm winters day when I attended the Bike Auckland rally on Point Erin. It was like May 2009 when GetAcross organised the first rally to walk and cycle on the bridge.

So 12 years later nothing had changed. We were still asking for a way across and LSA has been part of this campaign since 2007 when we and CAN presented to the TRANSIT NZ board.

The crossing was reported as a 'breaking through Police barricades' which was a little bit true but the way was cleared for us. Auckland Transport had warned the night before the bridge would be disrupted. The NZTA had closed the motorway lanes during the rally. Why did the Police hold the gate closed? We were setup for the news cameras.

Then a week later Minister Wood announces that they have a fully funded solution, a separate bridge. Thank you Minister Wood. It will take 5 years to build so during that time let us try out this active transport by closing one clip-on lane each Sunday until that happens.



Climate Change Commission report

Ever wanted to know what a pre-budget lockup feels like? Well, now I have an inkling. Living Streets Aotearoa, along with a number of other groups and industry bodies, was invited to the Parliamentary lockup prior to the release of the [final advice to the Government](#) from He Pou a Rangi - the Climate Change Commission, and I went along, phone dutifully switched to flight mode.

I can report that lockup feels pretty much like waiting for an exam to start, except with added biscuits.

But was it worth the temporary confinement? Did the Commission change its draft transport advice to the Government, which had been single-mindedly focused on swapping the existing fleet of internal combustion energy cars for electric cars, and failed to recognise the potential of other uses of our city streets? Did it pay any attention to [Living Streets Aotearoa's submission](#).

[points](#), or our [full submission](#)?

The answer: yes, in part. The Commission's draft advice failed to differentiate urban and rural personal transport needs, and it projected that private vehicle use would, at best, not increase during the 2030s.

The final advice recognises that cities are very different from the country, and different from each other, when it comes to the potential of walking, cycling and public transport to make a difference - and it now projects car use declining as a result of Government measures to make it relatively easier and relatively cheaper for people to use transport modes other than the private car, where they are able to do so. It also has much more focus on transport justice and transport equity.

These changes are in line with LSA's submission, and with many other submissions that made similar points.

On the other hand, the clear walking improvement targets in the draft version appear to have gone, or at least been subsumed in other targets. Walking, cycling, affordable and accessible public transport, and mass transit will all be important in a low-carbon transport system - as will electric vehicles for those who need them - but they are not all the same thing. Living Streets will continue to point out the ways in which walking, in particular, can contribute to the larger effort of decarbonising our transport system.

Now the focus switches to the Government. They have to respond to the Commission's advice by the end of 2021 - but they don't have to take that advice. Changing the transport system takes skill and determination - and sustained pressure from groups such as ours to do more and do better.

Tim Jones our Climate Change Campaigner

Links to articles of interest

The United Nations has recommended that governments dedicate 20% of transport funding to non-motorised or active transport. [Read more here](#).

Innovating Streets – the big ideas behind the wacky street designs sweeping the country. [Read more here](#)

Hamilton toddler hit by car: Driver 85, sentenced for failing to stop at lights. [Read more here](#).

Poor pedestrian crossing design a danger in Auckland CBD. [Read more here](#).

Pickup trucks are getting larger and becoming a hazard to pedestrians. [Read more here](#) and [here also](#)

‘Painting them green does not change that reality’: NSW Minister’s electric car warning. [Read 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.

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.

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.

Walking as a sport found in the Oxford Folk Ashmolean Museum, UK.

Charles Rowell - 1853 – 1909 Long Distance Champion of the World

Charles Rowell became known as a champion pedestrian, because he could walk and run without stopping for a very long time. At this time, the sport of pedestrianism was very popular and races were watched by thousands. Charles would have been a celebrity, with his picture in the newspaper and his face on advertisements.

His skill in long distance races was spotted by Sir John Astley a member of parliament known as the 'Sporting Baron'. Astley set up a series of 6 day races in 1878 known as the Astley Belt Races where contestant who goes furthest in 6 days, wins. The winner was given a silver belt and won 500 Pounds plus a percentage of the gate takings. Charles first won the belt in America in 1879 running 500 miles. He earned around two million dollars for his races in total, but didn't remain rich. We know this because his belt was found in a pawn shop in Cambridge.

AGRICULTURAL MALL ISLINGTON
 WILL START AT 1 A.M. MONDAY, JUNE 16th FINISHING AT 10.30 P.M. SATURDAY FOLLOWING.

INTERNATIONAL PEDESTRIAN MATCH

COMPETITORS
CHARLES ROWELL
 HOLDER OF THE BELT
 CHAMPION OF THE WORLD
JOHN ENNIS
 (CHALLENGER)
 CHAMPION OF AMERICA
BLOWER BROWN
 CHAMPION OF ENGLAND
DICK HARDING
 THE JOLEYOUNG WATERBURY
E. P. WESTON
 THE EDITOR
 OF THE
SPORTING LIFE
 HOLDS THE STAKES AND IS
 OFFICIATE AND REFEREE

CONDITIONS
 THE ONE WHO
 GOES FARTHEST
 IN THE
SIX DAYS
 WILL WIN
 THE
BELT & \$500.
 BESIDES
HALF THE GATE RECEIPTS

THE BELT
 THE GIFT OF SIR J. ASHLEY-KENYON
 WAS FIRST WON BY O'LEARY,
 AGRICULTURAL MALL, LONDON,
 MARCH, 1876.
 AND ROWELL BEAT O'LEARY
 NEW YORK, APRIL, 1878
 BROUGHT THE BELT BACK TO ENGLAND
 IT REMAINS TO BE SEEN WHETHER
ENNIS
 CAN BEAT OUR MEN

FOR THE CHAMPIONSHIP OF THE WORLD.

ADMISSION 7/-
 A FAIR FIELD AND NO FAVOUR THE BEST MAN TO WIN.
 FULL MILITARY BAND.

