



Living Streets Aotearoa

## **Welcome to the September 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.

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

This package will not be implemented before the election and 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.

### **Annual General Meeting**

Our AGM was on Wednesday August 5 at 7:30 pm by Zoom. Thank you to Celia Wade-Brown who is taking a break from our executive committee. We had 26 people attend and we have a good mix of experienced and new people namely:

Andy Smith - President, Gay Richards Vice - President, Paula Wilkinson - National Secretary, Chris Teo-Sherrell - Palmerston North, Jean-Paul Thull – Tauranga, Lloyd Morris - Hamilton, Lyndal Johansson - Hawkes Bay, Peter Bos - Hamilton, Carina Duke - Christchurch, Susan Hutchinson-Daniel - Wellington, Tim Jones - Wellington

The meeting ended with a round the table monologues on why the people were there and what they expected us to do. A very valuable discussion.

## Living End Streets now in Waitamata, Auckland



When streets have a No Exit sign on them it means no exit for motor vehicles. Many streets have a path at the end and connects if you are walking or wheeling. Pippa Coom asked for these signs to be created 8 years ago when Andy Smith showed her [this campaign from the International Federation of Pedestrians](#). Have you streets that need this treatment then ask your local Council.

### **The Elections are here.**

Our questions to the political parties can be [seen on our webpage](#) and are still being worked on.

The following has been lifted from the September Trafinz newsletter. The question and answers follow.

*Footpaths In NZ urban areas, footpaths have historically been funded and maintained by ratepayers and have been seen as a safe zone for pedestrians; the most vulnerable users of the roading network. Cyclists, scooters, mobility and other motorised small vehicles are other users of the footpath network. New Rules have recently been consulted on by NZTA. Trafinz supports clarification of the regulatory framework so long as there is local input into decisions about permitted users and speed limits. What is your vision for footpaths?*

NATIONAL Micro-mobility is the next great challenge and opportunity for our transport system. Our policies in relation to footpaths, shared paths, and cycleways should reflect that and will do so under the next National-led government. We support a considered review of the rules and regulatory settings.

LABOUR The way we move around is changing as more New Zealanders choose walking and cycling as healthy and sustainable alternatives to sitting in the car. A safe and user-friendly footpath network is an essential ingredient for our quality of life and helps to support

wellbeing and connected, vibrant towns and cities. As we increasingly share our footpaths with new forms of transport such as e-scooters, the Labour-led Government has responded by looking to clarify regulations. The new rules that NZTA has recently consulted on include that pedestrians and people in wheelchairs have right of way on the footpath, as well as a 15km speed limit, and a width limit of 75cm for transport devices used on the footpath. Both safety and accessibility are priorities within this package. Labour's vision for footpaths reflects the changing ways we are getting around, and we will continue to encourage active forms of transport, to ensure pedestrian safety, and to contribute to vibrant and liveable towns and cities. Both safety and accessibility are paramount in the 'Accessible Streets' package, and will continue to be priorities in Labour's vision for footpaths. Labour is also committed to continuing to ensure that our policy on footpaths is guided by local voices and local input, and that ongoing changes to the regulatory framework are consultative.

GREEN The Green Party vision is for safe, wide, well maintained footpaths. The Government's proposed "accessible streets" package, which was publicly consulted on, includes clarifying that pedestrians and people in wheelchairs have right of way on the footpath. In Government, the Green Party also successfully advocated to get footpath maintenance co-funded through the National Land Transport Fund. This co-funding will reduce the burden on councils to maintain footpaths and improve walkability in towns. More broadly, the Green Party prioritises walking, cycling and public transport infrastructure. Successive governments have focused too much on expensive motorways and underinvested in low-carbon transport infrastructure. This approach caused congestion, environmental harm, and has made it expensive and hard for people to get around. The Green Party is the only political party that will reprioritise low carbon options in transport planning, including investing more in footpaths and green spaces on streets.

## **New book 'Slow Cities' by Rodney Tolley and Paul Tranter**

Rodney wrote this

"I am writing to let you know about a newly published book, a three year collaboration between Paul Tranter (Honorary Associate Professor in Geography at UNSW Canberra) and me. It is called *[Slow Cities: Conquering our speed addiction for health and sustainability](#)* and we believe that it will be of particular relevance to your own work.

We would be delighted if you could include a mention of its publication in your newsletter to your members and supporters. Additionally, to provide a foretaste, could you please mention that a pdf of the first chapter of the book is available for download at

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7325856/>

*Slow Cities* demonstrates, counterintuitively, that reducing the speed of travel within cities saves time for people and creates more sustainable, liveable, prosperous and healthy environments. By 'slowing the city' we mean both reducing the speed of existing motorised transport as well as encouraging a mode shift to the supposedly 'slower' modes of walking, cycling and public transport.

The book begins by outlining how speed came to have such a dominant impact on the way we plan, design and operate cities, even though the supposed advantages of speed are largely illusory when they are carefully assessed. We explain that instead of providing advantages,

speed can steal our time, our money and our health, and we outline policies, strategies, tactics and behavioural interventions that can be employed to create healthier ‘slow cities’.

The final chapter presents a ‘Manifesto for 21<sup>st</sup> Century Slow Cities’

<https://slowcitiesmanifesto.com/>

An afterword explains the critical relevance of such cities in a world transformed by the COVID-19 crisis.

We hope that this book will help revolutionise how we think about speed and health, and inspire fundamental change in how we plan and design for how we move and live in cities. We trust that you will enjoy the book and find it useful in your own studies and activities. “

## **It's World Car Free Day on 22 September**

22 September is World Car Free Day. Numerous activities take place on this day in cities around the globe to imagine our cities with less or close to no cars. Find out what's happening in your area.

And this year on 21-22 September, co hosts London Car Free Day UK and Menged Le Sew, Ethiopia invite you to a virtual [World Car Free Day Summit](#) with the motto "Today's spaces, tomorrow's places". The event celebrates the future of cities beyond the car with speakers from Addis Ababa, Edinburgh, London, Milan and other cities that are rethinking their relationship to the car. [World Car Free Day Summit 2020 Register here](#)

## **Links to articles of interest**

**Walking Is Increasingly Deadly, and Not Because People Are on Their Phones.** [A new book on the pedestrian-death crisis busts myths and offers solutions.](#)

**Government have been collecting a lot of new data** on travel during the Covid19 response, during all levels of lockdown. This has shown some of the flexibility in travel patterns that can occur as situations change and people adapt their behaviours to the new reality.

Walking is the main active mode of travel but has increased and decreased at different levels, and in different places. This shows there is scope to change travel patterns given the right circumstances. The trip to education and to school clearly needs a step change to more active modes to keep our kids healthy. [See more here](#)

**How Competitive Walking Captivated Georgian Britain.** In 1815, thousands of people came to watch George Wilson, the “Blackheath Pedestrian,” walk 1,000 miles. [See more here](#)

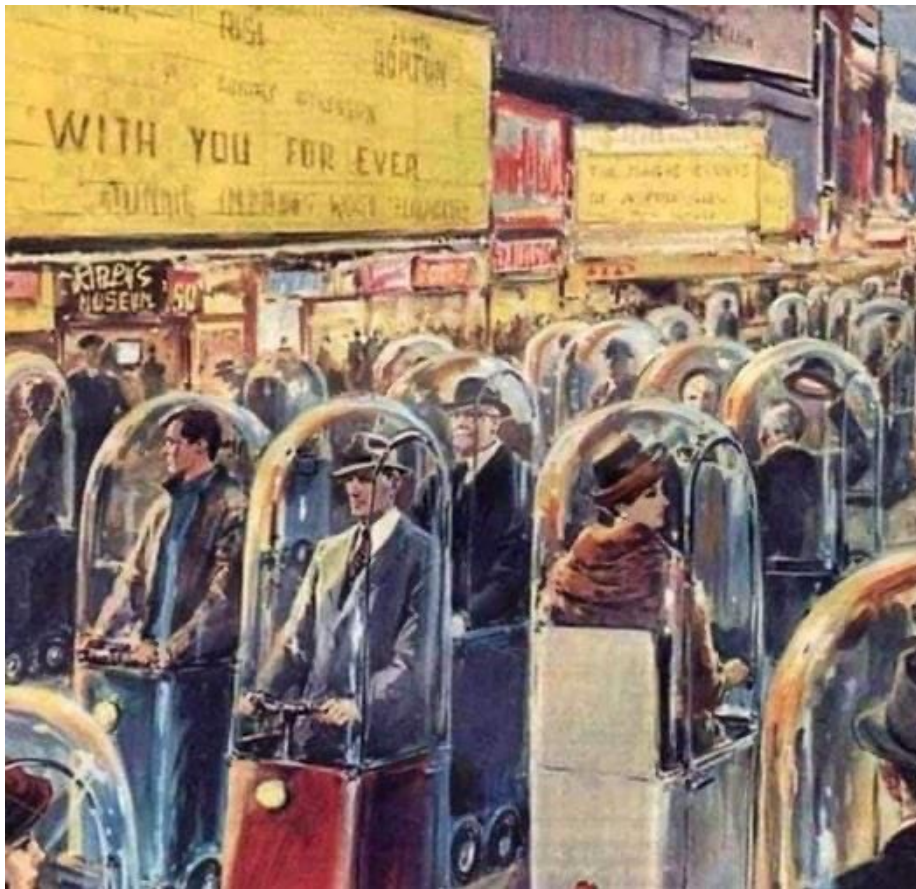
**What does it take to fix a footpath?** Auckland man vows to get footpath fixed on behalf of late friend. [See more here](#)

**Our 2WALKandCYCLE conference** has been delay until March due to Covid19. [See more here](#)

**Skye Duncan** has a publication Designing Streets For Kids. [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](#)



This painting was done by artist Walter Molino in 1962.... and he titled the painting “Life in 2022”