

# Living Streets Aotearoa



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## New Zealand Walking Conference 2006

*Getting There on Foot in NZ Cities and Towns – Taking the Next Steps*

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### ABSTRACT

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<b>Presentation topic</b>	<b>Walking behaviour for neighbourhood trips</b>		
<b>Presentation title</b>	Neighbourhood differences in mode choices for the trip to the dairy		
<b>Presentation Style</b>	<b>Presentation</b> <input checked="" type="checkbox"/>	<b>Interactive Workshop</b> <input type="checkbox"/>	
<b>Time Required</b>	0-10 mins <input type="checkbox"/>	10-20 mins <input type="checkbox"/>	20-30 mins <input checked="" type="checkbox"/>

**Presentation Remit** (500 word maximum)

In this paper we will report on a study that examined mode decisions and reasons for these decisions for short utilitarian trips. The research focused on trips to the local dairy. A brief twelve item questionnaire was administered face to face to 635 people as they left fourteen dairies in two suburbs of Waitakere City in the Auckland region. The suburbs had comparable socio demographic profiles but distinct urban design features. The proportion of all neighbourhood trips to the dairy taken on foot and by car differed significantly between the two suburbs. The origins and destinations of trips and the proportions of trips that involved trip chaining and short distance home-dairy-home journeys will be discussed.

In addition to reporting on the findings of the street survey of dairy trip behaviour we will present data from photovoice exercises undertaken with residents living in the same two suburbs. Groups of residents were recruited to take photos of the characteristics of the local areas that contributed to them being experienced as both pleasant and unpleasant places to walk. Participants shared and discussed the images they had taken of walking related neighbourhood characteristics during focus group discussions. The transcripts of the focus groups discussions were analysed to identify common neighbourhood attributes that contributed to or detracted from a neighbourhood's walkability.

The research was undertaken as a component of a FRST funded project entitled 'Reducing CO2 emissions from domestic travel'.