

New Zealand Walking Conference Christchurch,
(3- 4th November, 2006)

Talking the Walk in Urban Areas

Planning and managing our cities better, to accommodate for
the needs of walkers

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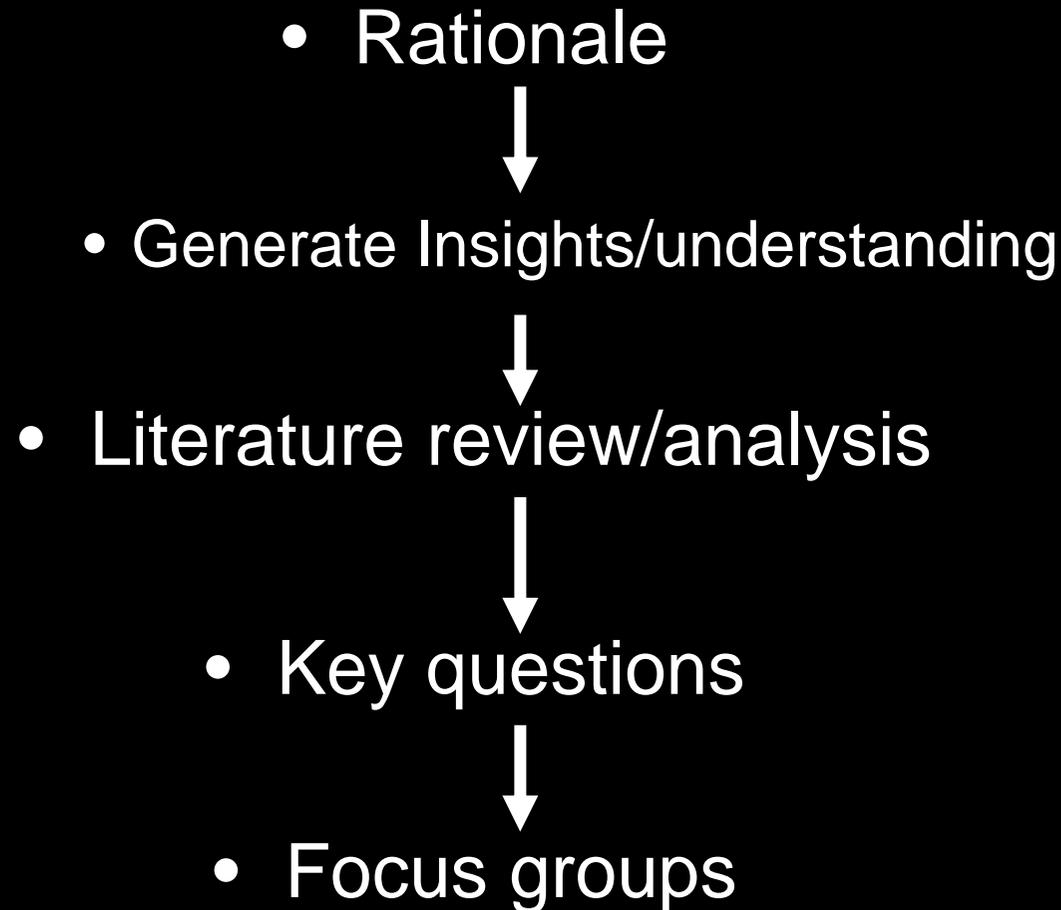
Presentation Summary

- Why Walking?
- Methods of Investigation
- Key Findings
- Themed discussion of issues
- 3 steps to change
- Positives (pro walking)
- Researching the future
- Summary

Introduction -Why urban walking?

- Numerous benefits
- Present context
 - needs neglected/underrated
 - poorly understood
 - as lack of research
- **YET**
- “Walking costs much less than motorised forms of transport, both in direct costs and public infrastructure.” (Van Staveren, 2003)
- **AND**
- “Pedestrians are the most vulnerable element in a mixed traffic system and also the largest single road user.” (Daniel 2002)

Pathway to Method



(Christchurch, Brisbane, Manchester and Singapore)

Key Findings

- Aesthetics
- Barriers/Access/Walkability
- Car Centric Planning/Design
- Infrastructure (lack of)
- Litter
- Poor Design
- Safety
- Walkers Needs

Access (Infrastructure)



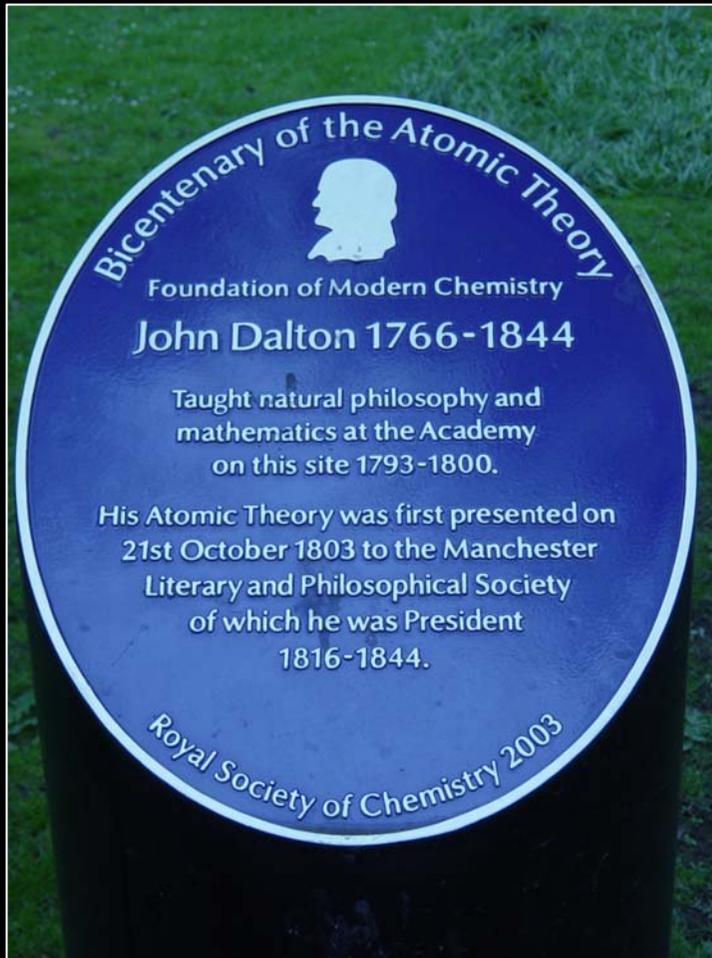
Car Centric Cities



Celebrating Local Culture



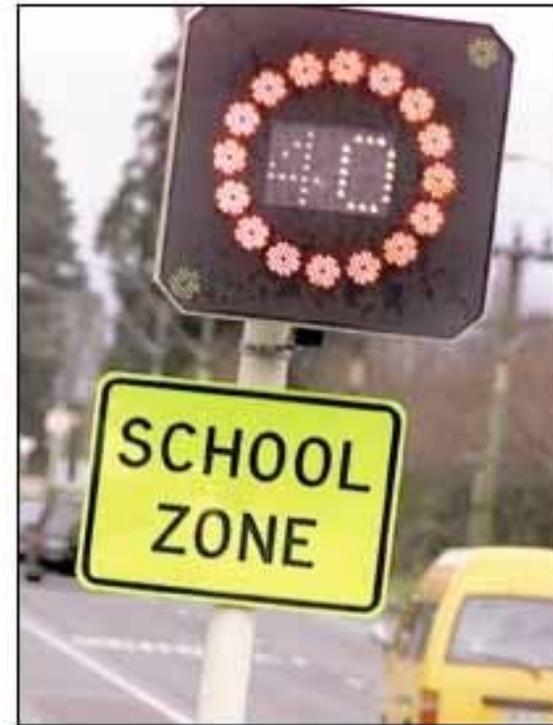
Celebrating Famous Locals



Educating the Road User



Pedestrians are unpredictable.
One in four people killed
on Christchurch roads is
a pedestrian.



Footpaths and Pathways (Good Design)



Footpaths and Pathways

(Good Design)



Footpaths and Pathways (Poor Design)



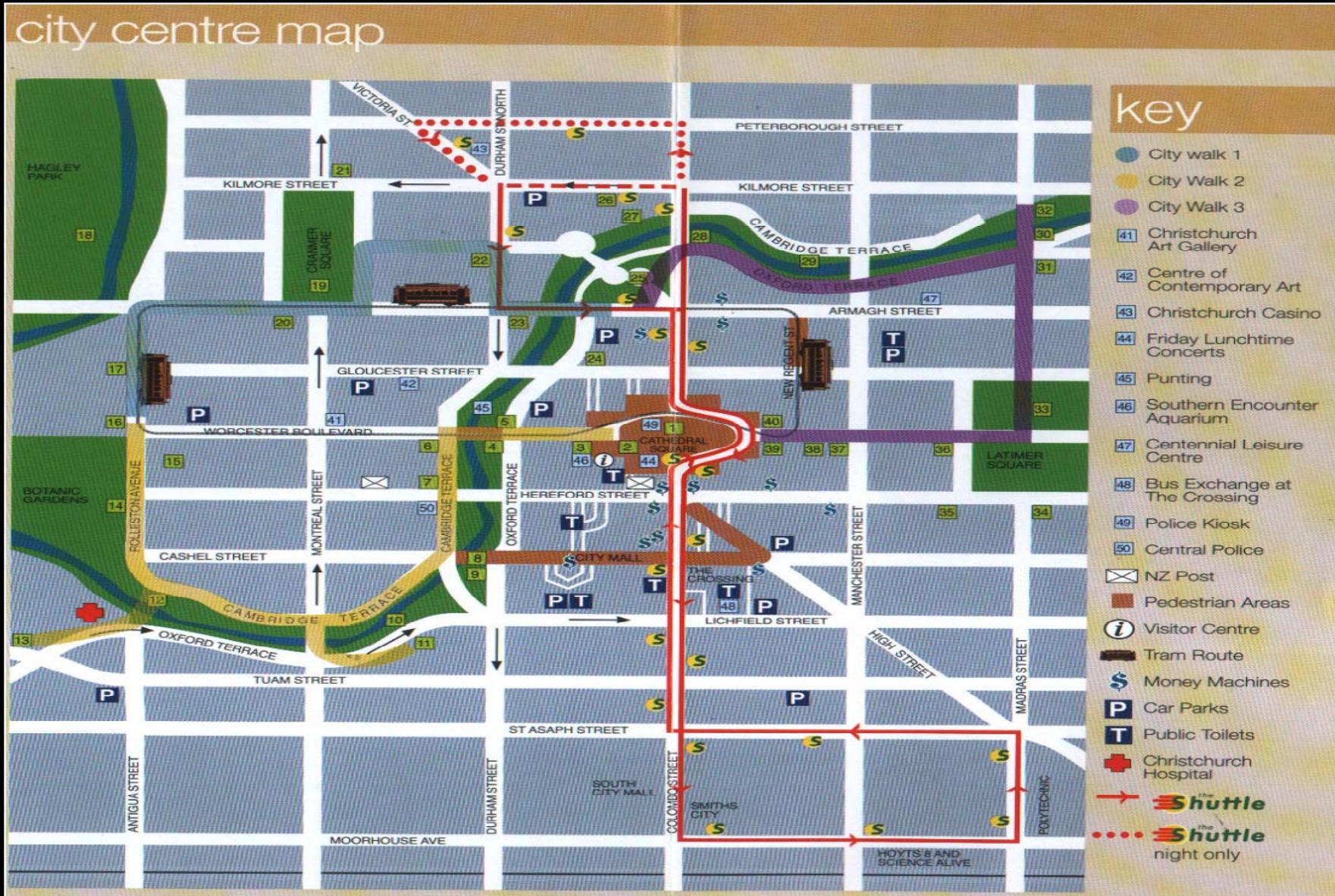
Greenery (Design aesthetics)



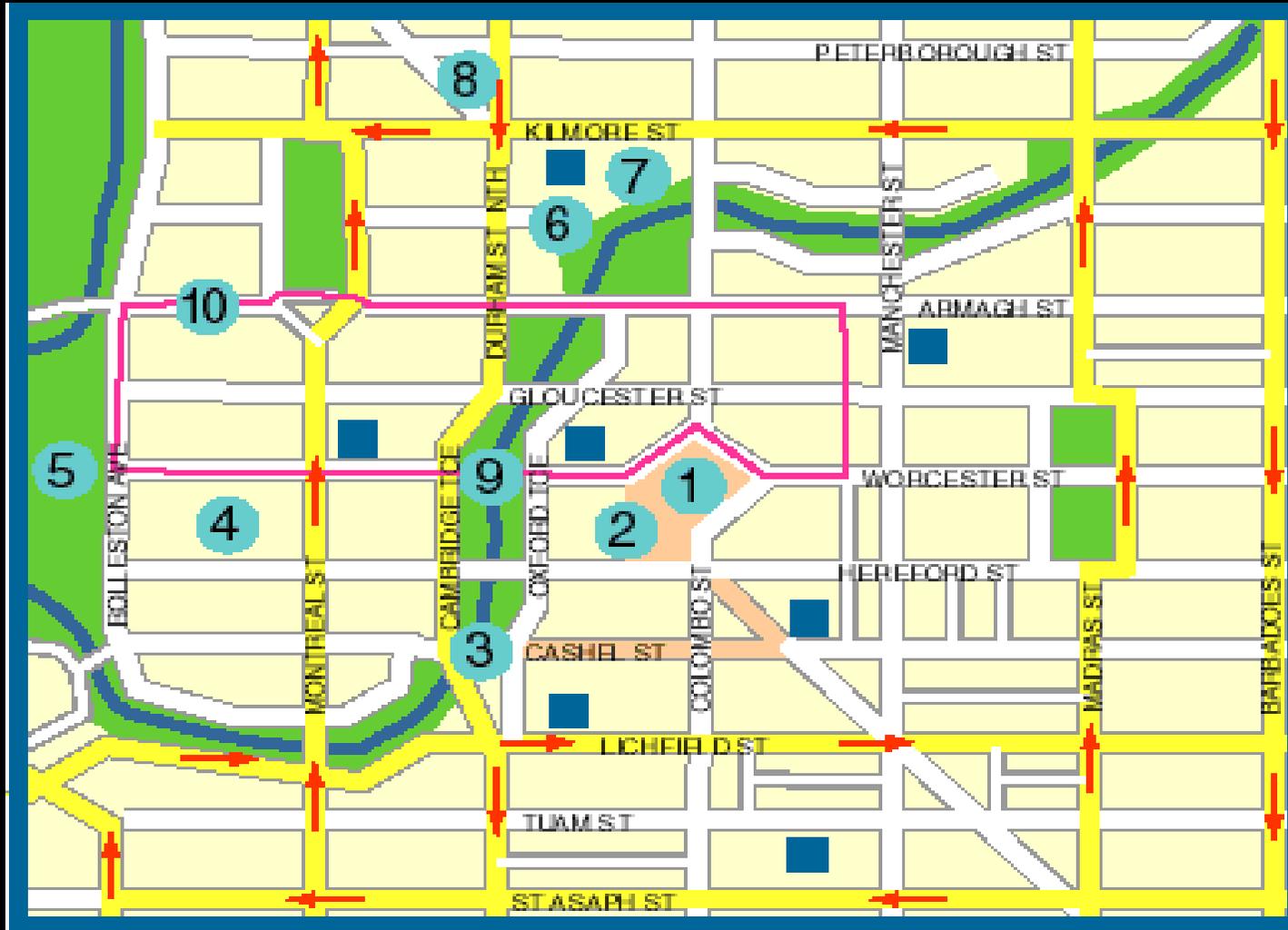
Pedestrian Friendly/Safe?



Information Provision (Infrastructure)



Provision for Pedestrians? (Christchurch)



■ Parking Buildings ■ Pedestrian Only Area

Litter (Infrastructure/aesthetics)



Recreation (Infrastructure/design)



Relaxation (Design aesthetics)



Safety (Infrastructure)



Shared/Dual Use (Infrastructure/Design)



Water in the city (Design Aesthetics)



Key Steps to Change?

STEP ONE

Develop a strategy

- Joined up thinking/collaboration/working
- Resource allocation (money, time and effort)
- Policy (-pro walking) - utilise existing best practice

STEP TWO

Attend to lack of infrastructure/poor design

- Walker power/integration into design and standards
- Educate planners/power brokers
- Resource and walkability testing

STEP THREE

Information and promotion

- Raising awareness for all
- Sell the benefits from young
- Tourism potential

Pro Walking Approach (positive outcomes)

- Cleaner, greener and more liveable cities
- Pleasant/safe urban areas
- Improved infrastructure, provision and standards for walking
- Associated health benefits and well being
- Knowledge base on urban walking
- Cities for people not cars
- Winning back public space/public life

Researching the Future?

- Extend Focus Groups
- ↓
- In depth Interviews (re: Issues)
- ↓
- Seek other perspectives
 - Non walkers/motorists/cyclists
- ↓
- Re-visit Literature

Researching the Future?

- Canvass views of other road users
- Education of pedestrian/ other road users
- Walking education and planning
 - In Schools/Universities/Community

Summary

- “The air the urban walker breathes is exhaust and brick dust, the ground beneath his feet is uneven and ill maintained and then there’s the dogshit.....” (Beckett, 2001)
- “We have relegated to the periphery the basic physiological and even psychological need that people have to move under their own power in the built environment” (Willet Kempton, University of Delaware, 2004)
- **SO MANY CHALLENGES STILL LIE AHEAD**

The Future?

