
Trafinz

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**New Journeys
in Mobility
for Aotearoa**



FROM THE PRESIDENT

ANDY FOSTER

As I write Auckland is once again in L3 Lockdown and the rest of the country is in L2 under the COVID-19 pandemic. My thoughts as the President and the Mayor of Wellington are with you all in these very challenging times. Be safe and let's eliminate COVID-19.

The team of five million I am proud to be one of, are leading the world and it is fantastic to know that for so long the Institute's (for some 77 years) far reaching world's best practice innovations, ideas and recommendations have provided the evidence basis for our transportation system future.

The context of 'safe and sustainable' urban mobility has been completely re-defined in recent months as the pandemic sends all our man-made systems – public health, transport, financial, regulatory etc – cascading into one another, changing our community life in surprising and unprecedented ways. Aotearoa has approached this challenge together in a unique and successful way - 'He Waka Eke Noa.'

Old journeys have ceased, and entirely new ones have begun.

Our conference is in Auckland this November. For the first time it will be accessible remotely. We have invited our transportation partner the Australasian College of Road Safety to join us with our theme being 'New journeys in mobility for Aotearoa' and the diverse and equable countries of the world. The conference will focus on:

- creating or supporting communities in transportation
- implementation of the 'road to zero' strategy
- accessibility for people and their wellbeing
- smart technology and new journeys

For the 2020 General Election it is very welcoming to see a focus on transport from all the parties and the desire to invest under different recipes. As president, my appeal to Central Government is to set desired outcomes – accessibility, health and wellbeing, emissions, population distribution, safe system improvements, economic development that creates jobs, build cities for people and then work strategically with local councils and local communities to get real results, rather than impose specific solutions to agendas that are not aligned to the needs and aspirations of our communities.

What would our wish list be? Trafanz has regularly stressed the need for a coherent evidence-based transport delivery strategy with action plans that are developed in consultation with the sector. We have also stressed the need for a permanent, resourced organisation to champion road safety. Finally, we have emphasised the need to require relevant organisations and people – Politicians, Government agencies, RCAs, Police, Insurers etc to deliver strategies for transportation which create safe sustainable mobility for everyone.

For many years road deaths in New Zealand were tracking down, despite increases in the population, vehicle numbers and vehicle kilometers travelled (vkt). However there has been a different and worrying pattern since the historic 60 year low in road deaths in 2013. In 2013, 253 people died on our roads, the lowest annual toll since 1950. In 2018, 377 people died on the road. The road toll for 2019 was 353. This is a "staggering loss of life" on a manmade transportation system for a country that is able to work as a team to eliminate COVID-19.

Our 2020 election wish list must include the urgent determination to get our death and injury toll down, way down. NZ can match Sweden, and if that were to happen now, we would save 230 lives a year and many thousands of serious injuries for our whanua. Road trauma remains a PANDEMIC in our country and one we can and must eliminate for our communities.

The upcoming Trafanz conference will provide you with greater knowledge, challenges and motivation to make a difference in this rapidly changing transport world. I encourage you to register now. We would be delighted if you want to contribute to achieving safe sustainable mobility for a more efficient, integrated, valuable, resilient, equable and sustainable transport system. Please get in touch.

Warmest regards

Mayor of Wellington Andy Foster

President New Zealand Traffic Institute (Trafanz)

PP John Goettler Vice President





New Journeys in Mobility for Aotearoa

Nga Huringa Hou
i roto i te Pakihi

Cordis Hotel,
83 Symonds St, Auckland
24-27 November 2020

CONFERENCE THEME

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REGISTRATION IS NOW OPEN

EARLY BIRD PRICING AVAILABLE!

We welcome registrations for the Trafanz 2020 Conference

CORDIS AUCKLAND

What a fabulous venue to be hosting the conference in. The beautiful ballroom will be a magnificent backdrop for conferencing sessions.

In addition, we have a significantly reduced accommodation rate for the first 10 bookings of 3 nights at only \$210 per night. The rate then increases to \$249, so don't miss out.



DRAFT PROGRAMME

We had a great response to our call for presenters and hope to have a draft programme available soon.

ANDIE SPARGO CONFIRMED AS MC!

MC, entertainer, Mad Hatter, Ali G impersonator... costumed, dancing, bouncing about the place... yes, that guy is back as our Master of Ceremonies for 2020. Andie is one of the founding members of The Court Jesters, the improvisation and corporate entertainment arm of the Court Theatre. He was also a member of The Outwits, who were labelled "the best MC's in NZ".





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SPONSORS

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NEWS FROM TRAFINZ

CHANGES TO TRAFINZ EXECUTIVE

Thanks to retiring Executive Members

Over the past year several TLA members of the Trafinz Executive have moved on to new roles elsewhere. We thank them for their service to Trafinz and dedication to making a difference for our communities. They are:

Martin Parkes (Tauranga City) who lead the very successful Trafinz annual conference in Tauranga in 2016. Other members have commented on Tauranga's success with Trafinz leadership awards and *"Your leadership has provided much inspiration."*

Susan Lilley (Dunedin City) who has been Secretary from 2016. *"It's been great working with you"* and *"I really appreciate your frank advice and diligence in the Secretariat role."*

Paul Barker (Wellington City) after nearly 20 years on the Executive, including involvement in organizing four Trafinz Conferences and the many Workshops and meetings in Wellington. *"Thank you for your support of Trafinz, especially the frequent hosting on behalf of WCC."*

Andrew Bell (Auckland Transport) after 20 years in local government. Andrew has been a passionate advocate for Vision Zero from 2004. *"Thank you for your years of work in the road safety sector. In the 26 years I have been in this game I have often called upon your wisdom, followed your strong leadership and on more than one occasion been moved close to tears with your impassioned calls for changes to be made that will save lives."*

2020 AGM

The 2020 AGM has been postponed and further delayed by COVID-19 lockdowns. The AGM will be held on Friday 11 September at 12:00pm. If you want a link to the Zoom meeting please email trafinz@hardingconsultants.co.nz

Information on the AGM can be found on the Trafinz website:

trafinz.org.nz/blog/2020/3/2/72nd-agm

WELCOME TO THE NEW EXECUTIVE MEMBERS

Trafinz have welcomed the following new members to the Executive during the year:



Cr Angela O'Leary
Hamilton City



Philip Shackleton
Local Government NZ



Claire Dixon
Auckland Transport



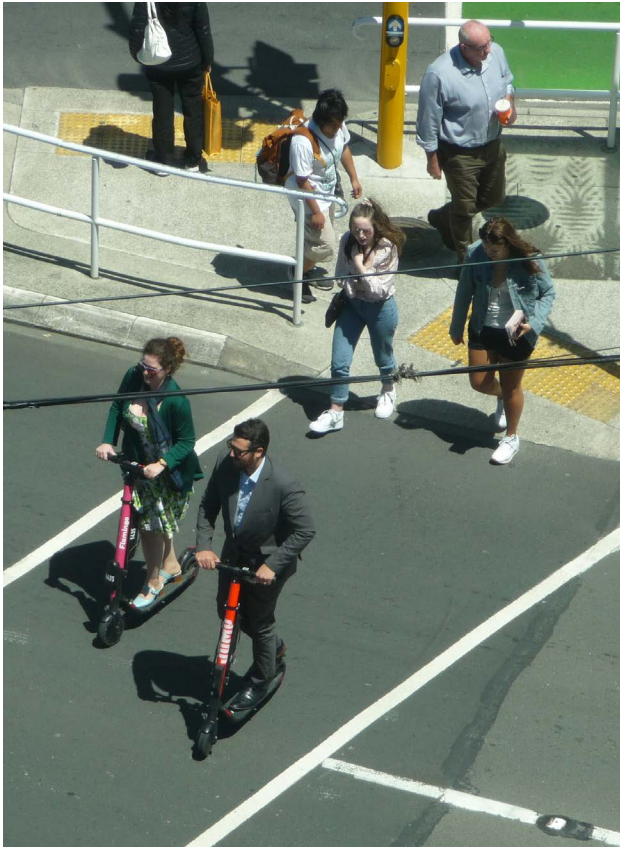
Ulrich Glasner
Queenstown Lakes DC



Brendan Bisley
Tauranga City

ACCESSIBLE STREETS REGULATORY PACKAGE 2020

In its submission dated 20 May 2020 Trafinz strongly supports the objectives of the proposed regulatory package and the setting of new Rules, especially for the use of our footpaths. We support a National framework with the ability for local choice on speed limits and



permitted users. To safely and sustainably operate footpaths and shared paths Trafinz believes safe and appropriate speed limits must be established and enforced for wheelchairs, scooters, micro mobility vehicles, eBikes, postal vehicles and future micro vehicles.

Speed limit registers will be a nationwide requirement under the one network classification system, despite being locally delivered. A nationally owned spatial database created, maintained and certified by NZTA in conjunction with RCA's will be needed. This will require additional funding.

Helmet use should be required on all powered devices.

In our view, costs of implementation are understated in the Regulatory Impact Assessment. The introduction of the proposed speed limits and limitations on who can use which path will require a significant increase in field enforcement and education. We expect that there will also be a need to review the standard of all existing shared and cycle paths to enable population of a register. Local authorities are not equipped for this and there needs to be consideration of the additional resources needed.

For more details please see the full submission at trafinz.org.nz/submissions

SPEED MANAGEMENT PROPOSALS - JULY 2020

Ministry of Transport

Proposed Approach to Speed Management. Land Transport Rule: Setting of Speed Limits.

This document has been circulated to Councils for consideration prior to a formal consultation process. Below are some initial views on the proposals.

There is support for the general direction of the new approach to speed management and the desired outcome to achieve consistency of speed management setting between road controlling authorities within a region and also between regions. Also, support for simplification of the process and removal of the bylaw requirement.

In particular it is most important that the speed management process is aligned with the land transport planning process (RLTPs) to bring decisions about infrastructure investment and speed management together.

It is proposed that there will be dual requirements for the NZ Transport Agency Waka Kotahi (Waka Kotahi) to prepare a State Highway Speed Management Plan and RTCs to develop a Regional Speed Management plan. It could be difficult to align speed limit changes between state highways and local roads. What is needed is an integrated planning process between SH and LRS following a one network approach.

SMPS must include speed management, infrastructure and safety cameras and also education.

'Road to Zero' said RCAs must consider safer speed limits in urban centres where there are high numbers of active road users. This is needs to be referred to in the new approach.

Trafinz looks forward to seeing the formal Rule when it is consulted on post-election.



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NEWS

FROM NZTA

PEDESTRIAN NETWORK GUIDANCE (PNG) UPDATE

The Multi Modal team at Waka Kotahi are leading the updating of industry guidance for people who plan and design for walking. The Pedestrian Planning and Design Guide (PPDG) and RTS14: Guidelines for facilities for blind and vision impaired pedestrians are being updated, improved and moved to an online platform, similar to the Cycling Network Guidance (CNG).

On 5 August 2020, Waka Kotahi held a successful Stakeholder Information Session simultaneously online and in person and with sign language

interpreters, to a wide range of over 50 representatives and groups that have an interest in pedestrians and walking. The aim was to update them on the process and the improvements to the two guides. To make the event as inclusive as possible, in-person and live remote access (Zoom) options were provided. Those who registered to attend via either method were sent presentation slides before the event. They were also sent a word document describing the content of each slide. We also prepared an information pack and feedback form for participants to provide further feedback.

Stakeholders' input from the survey and from the Stakeholder workshop will be considered as guidance is developed, and no further formal stakeholder engagement is planned for this project. Draft guidance will be published online as it is developed, from later in 2020. The online content will be updated from time to time as best practice evolves. The existing guidance and eventually the new online guide can be accessed at this link nzta.govt.nz/png

For further info contact project leads – Gerry Dance at Waka Kotahi Gerry.Dance@nzta.govt.nz or Jeanette Ward at AbleyJeanette.Ward@abley.com



NEW RULE FOR ROADWAY ART

On 30 August the Land Transport Rule: Traffic Control Devices 2004 was changed to enable the use of roadway art by Road Controlling Authority's (RCAs) as part of Waka Kotahi NZ Transport Agency's Innovating Streets for People programme.

The programme aims to improve capability and overcome system barriers and transitional street design, allowing RCAs to install roadway art (features like colourful designs, artwork and murals painted on the roadway) in low risk, urban environments, similar to many projects seen overseas.

Guidance is now being developed by Waka Kotahi to support RCAs to understand what they need to consider when installing roadway art. This will include technical information such as how to identify a low risk environment and when skid resistant paint is necessary, etc. The guidance will also include the advice for RCAs to engage with communities and interested groups when installing roadway art in their regions.

An important aspect to this programme to understand is that roadway art needs to provide a safe environment for all users. Those designing and installing the art must understand that some colours, patterns, lettering and imagery on pedestrian surfaces can be problematic for people who are blind or partially sighted or have sensory/neurological processing difficulties.



Example of street art in Asheville, North Carolina

Designers: Street Plans / Sound Mind Creative

Photography: Justin Mitchell

Waka Kotahi expects early guidance to be completed late in 2020 then expanded over the next two to three years.

Waka Kotahi NZ Transport Agency is interested in working with groups to develop guidance for road controlling authorities (RCAs) who may be interested in installing roadway art.

You can view the amendment Rule and Q&A here: nzta.govt.nz/resources/rules/traffic-control-devices-index

If you have any questions, or are interested in participating in the development of the guidance – please contact Waka Kotahi NZ Transport Agency at innovating.streets@nzta.govt.nz.

MEGAMAPS UPDATE

MegaMaps Edition III was published on Thursday 20 August 2020.

The MegaMaps refreshers are scheduled every three years to align with the 3 yearly NLTP cycle. The refreshed Safe and Appropriate Speed (SAAS) layer and the latest TomTom actual travel speed dataset has been used to update the top 10% death and serious injury (DSi) reducing network lengths. Edition III will inform Road Controlling Authority planning for the 2021-24 NLTP cycle.

FROM THE POLITICAL PARTIES

2020 General Election, Political Parties answer our questions.

Transport has become a hot topic as the 2020 General Election approaches. On behalf of our members Trafinz asked the transport spokespersons of the political parties currently represented in Parliament for their views on three topics; safety, funding and footpaths. We received four replies- from National, Labour, Green and ACT.

For each question we have copied the party responses below. The parties are listed in order of their number of seats after the 2017 Election.

1. Providing a Safe NZ Road Transport System.

Providing a Safe NZ Road Transport System. NZ's road safety record is getting worse, despite best-performing countries continuing to improve their death and serious injury outcomes for their people. Safety is the top priority in the 2018 Government Policy Statement on Transport but Trafinz is concerned that current policies and programmes will not achieve the 'Step Change' necessary on the way to 'Zero'.

How will you address the increasing cost of road safety in NZ?



The current government has talked a good game on road safety but failed to deliver, as with so many other things in transport. National supports sensible reductions in speed limits where they have public support and will make a difference, but not in a blanket way. National's Roads of National Significance are the safest roads ever built in NZ and our ambitious four lane expressway plans will see more constructed around the country.



Road safety has been our top transport priority over this term in Government. Provisional road death figures for 2019 are 352, which is lower than the two years prior but still a staggering loss of life. The people we have lost are more than a statistic. They are friends, whānau and colleagues. Each one has a story and has left loved ones who are grieving their loss.

That's why in December 2019 the Labour-led Government introduced a significant new road safety action plan, called "Road to Zero" – which is a step change in road safety. This strategy includes a new commitment to boost road safety investment by 25 per cent to around \$10 billion over the next decade. The action plan sets targets to reduce annual deaths and serious injuries by 40 per cent by 2030. That would save 750 lives and prevent 5600 serious injuries on New Zealand roads over the next ten years. The plan will include new technologies to allow police to drug test; 1000kms of additional median crash barriers; more than 1,700kms of other safety treatments like roadside crash barriers and rumble strips; and 1,500 intersection upgrades like roundabouts and raised pedestrian crossings.

This is on top of the record \$1.4 billion investment already being made by this Government on targeted upgrades to over 3,300km of our most dangerous roads. Already we have rolled out about 2,500kms of common-sense upgrades like safety barriers and rumble strips, but we know we need to go further and we will.

We want to thank the emergency responders who deal professionally and compassionately with the reality of crashes every week, and acknowledge the families who have lost loved ones on our roads. We're not prepared to accept the trauma on our roads.



We're proud of our road safety achievements in Government. The Green Party secured a significant increase in road safety with the \$1.4 billion Safe Network Programme announced in December 2018. This has already invested \$474 million by March 2020 on state highway and local road safety improvements. This is nearly three times as much as the previous Government was planning to spend.

Safety should be a critical investment priority and should not be traded off against other priorities. After road fatalities increased from 253 in 2013 to 378 in 2017, we were very happy to see them fall slightly over the last few years. We know there is a lot more work to do. Every

death or serious injury on our roads is a call to act, investigate, diagnose and address. With safety at the heart of our transport future, we can create more walking and cycling infrastructure that connect people and communities. This will allow people to walk and cycle around their communities without fear.

The Green Party would like to further incorporate into transport planning the Vision Zero goal of zero road deaths for people following the road rules. We will ensure better coordination between the NZTA, other road controlling authorities, ACC, and the Police so that safety issues are integrated into land transport planning and management.



ACT would replace political discretion with economic discipline and get more congestion reduction and road safety for every taxpayer dollar spent.

If roads are built where they are needed, rather than where they will generate the most votes for the governing party, we can produce much greater reductions in congestion for every dollar of government spending.

We would remove infrastructure decision-making powers from ministers and vest them in an independent New Zealand Infrastructure Corporation.

The New Zealand Infrastructure Corporation would:

Cooperate with private infrastructure funders to significantly increase the capacity of New Zealand's road and rail networks.

Decide where to build new road and rail lines not based on votes at stake, but on congestion levels and safety considerations.

Be judged based on transparent performance indicators, like the average speed reached on major arterial routes.

2. Local Government Funding

Local government is responsible for 88% of the NZ roading network. Under the funding assistance system (FAR) Councils are required by the NZTA to find matching funding from

ratepayers for all local roads maintenance, operations and improvements. NZTA funds all State Highways at 100%. Many Councils have roads that carry more multimodal traffic daily than many of the State Highways. Worthwhile efficiency, resilience, reliability and safety projects on Local Roads cannot be advanced due a severe lack of available Council funds.

Would your Party allow improved funding mechanisms for Councils' roading projects such as access to road tolling or other funding sources?

How would you incentivise efficiency and safety project investments on Local Roads?



National's \$31 billion transport infrastructure investment, over and above the current government's spending, will be transformational for our transport system, including for local roads. National will also introduce a new funding rate, called "Roads of Regional Significance." This will allow regional, non-state highway roads to access a higher FAR rate, on the grounds of a road being important for resilience, tourism, economic growth, and safety. We look forward to working in conjunction with local government on this policy.



We recognise the importance of a balanced system of funding roading projects – local roads benefit local communities, but they have national benefits too. In Government the Labour Party has worked with local councils to upgrade transport as well as to address the constraints imposed by debt limits in some cases.

Labour has supported council-led transport projects, including backing Let's Get Wellington Moving, and the 10-year, fully funded partnership with Auckland Council to unlock our biggest city through the Auckland Transport Alignment Project (ATAP) after the previous government left a \$5.9 billion dollar hole in the transport budget.

We've recognised that too often a major constraint has been the ability of councils to fund the necessary transport infrastructure to help them grow, like local roads. That's why this term we passed the Infrastructure Funding and Financing Act, which allows councils to establish an entity called a Special Purpose Vehicle, a

financing tool that enables debt finance to be raised from the private sector and ring-fenced from a council's balance sheet. This new tool will complement, not replace, the existing funding and financing tools available to local government and allow high growth councils the ability to build the necessary local roads and water infrastructure that they otherwise would not have been able to.

Also as part of the COVID-19 response we're investing over \$700 million in shovel ready projects in transport such as cycleways, walkways and roads, to help kick start the rebuild. In addition, the Government announced in May \$60 million support for Councils in local roading and rail projects across Bay of Plenty, Manawatu-Whanganui, West Coast, Wairarapa, Taranaki, Top of the South and Waikato.

Labour is committed to continuing to work with local councils on local roading projects, and upgrading our transport system in an integrated way to address safety, efficiency and resilience. Over the past term in government Labour has rebalanced transport spending overall to address the long term issues of reducing greenhouse gas emissions, easing traffic congestion, boosting regional economies and preventing deaths and injuries on our roads.

Green

The Green Party advocates for higher financial assistance rates for high-capacity rapid transit, significant regional cycleways, and high-value safety improvement. The funding assistance system prioritises state highways, rather than sustainable modes of transport that have national significance.

We would like to see the pricing of transport services and infrastructure promoting the development and use of sustainable transport. The Green Party will enable local authorities to consider a range of options to equitably finance transport spending as an alternative to funding via rates. We recognise that part of making our roads safer is investing more in multi-modal transport options and making it easier for councils to access alternative funding options for this.

We will also ensure that government road safety strategies and associated policies reflect a proactive approach based on risk compensation theory, international best practice, and innovation in safety engineering. We can design people friendly streets that are safer for walking and cycling, particularly around schools.



Congestion is not only a major frustration, but also a handbrake on economic growth.

Auckland is ranked among the most congested cities in the world, with drivers wasting 172 hours in traffic each year. Congestion costs our economy more than \$1.25 billion a year, while also contributing to higher levels of pollution and road crashes.

ACT believes New Zealand must follow international best practice and replace ineffective and unfair fuel taxes with road pricing, like that used in Singapore. The demand for road space outstrips supply.

Instead of rationing road space by queuing, road pricing would encourage commuters to find other travel times, routes and transport modes. At the busiest times, those who take public transport would save the most.

Road pricing harnesses the power of markets and requires drivers to pay the full costs of their road use. It is a fair, efficient, and environment-friendly solution to congestion. New Zealand could manage demand on the roading network, down to the minute. Authorities could also see where new roads would be most valuable and cost-effective.

3. 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. Trafanz 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?



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.



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.



ACT has no specific policy on footpaths.

BOOK REVIEW

Peat by Lynn Jenner, University of Otago Press, 2019

This book is an objective record of the process of building a new road, the Kapiti Expressway (SH1) between 2013 and 2017 and passing about 1 kilometer from the author's house. Jenner observes the community engagement carried out. She is respectful of the professionalism of the engineers and planners involved. She appreciates the efforts made to landscape the works and the traffic relief the new route has brought but regrets the loss of the quiet local scene. She documents the discussions on noise standards and remains unhappy with the application of NZ 6806. "Its due processes, the hubris, its cones, its polite people, its noisy bridge expansion joints and its 'significant change in the noise environment of certain houses'.

The book is much more than this. She seeks out a fellow writer from the past with different sensibilities to help her think about the natural world the road traverses. Charles Brasch is her choice. So the reader gets chapters from her research on Brasch's environmental campaigns in Dunedin, interleaved into the narrative.

I recommend it as a good read, to keep us all grounded and out of the Peat, which lies under much of the route.

Brian Hasell



NEWS

FROM NZ & OVERSEAS

NZ WALKING AWARDS

Living Streets Aotearoa is pleased to announce the winners of the Living Streets NZ Walking Awards. The WSP Golden Foot awards was presented on June 9 at a formal video conference.

The biennial awards this year had 16 finalists and during the ceremony we announced the 6 winners of the WSP Golden Foot ceramic award made by ceramic artist Brendon Adams. The NZ Bear Hunt during lockdown won the events category. This event quickly gained NZ hearts as they walked around the quiet and safe streets during the COVID-19 lockdown, and looked for toy bears.

Auckland City Design Office was winner with the High Street footpath extensions where carparks were replaced with boardwalks. The team was very happy to receive recognition for their efforts for pedestrians and the Mayor backed this up with a press release.

For further information on the many great projects see livingstreets.org.nz/node



2WALKandCYCLE
2020 is Postponed

NEW DATES:
16 - 19
MARCH 2021



Please visit the conference website for more details
2walkandcycle.org.nz/

STREETSPACE FOR LONDON

London had a particular problem to solve. As it emerges from the coronavirus lockdown, with public transport capacity still restricted there was a need to avoid a sharp increase in car use. It was decided to create more space for people to safely walk or cycle, initially with temporary works. These cycle lanes and wider pavements are among the changes being making as Streetspace for London.

The Mayor Sadiq Khan announced the programme on 6 May "Our work with London's local authorities will:

- Make it easier and safer for people to keep up social distancing
- Help people walk and cycle more often
- Avoid a sharp increase in car use. If people switch even a fraction of their previous journeys to cars, essential deliveries and emergency services will be gridlocked
- Keep London's air as clean as possible to protect everyone's health and to reduce carbon emissions" Transport for London (TfL), working with London's boroughs will make changes to focus on three key areas:
 - The rapid construction of a strategic cycling network, using temporary materials, including new routes aimed at reducing crowding on Underground and train lines, and on busy bus corridors.
 - A complete transformation of local town centres to enable local journeys to be safely walked and cycled where possible. Wider footways on high streets will facilitate a local economic recovery, with people having space to queue for shops as well as enough space for others to safely walk past while socially distancing.
 - Reducing traffic on residential streets, creating low-traffic neighbourhoods right across London to enable more people to walk and cycle as part of their daily routine, as has happened during lockdown. Once the situation eases it is intended that community consultation will occur on making the temporary works permanent.

For more information see tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london#on-this-page-1



