

On page 14 is a picture of Erewhon as it might have been, as it probably would be if the township were destroyed by fire or earthquake and had to be rebuilt. Note these points about the Erewhon that might have been:—

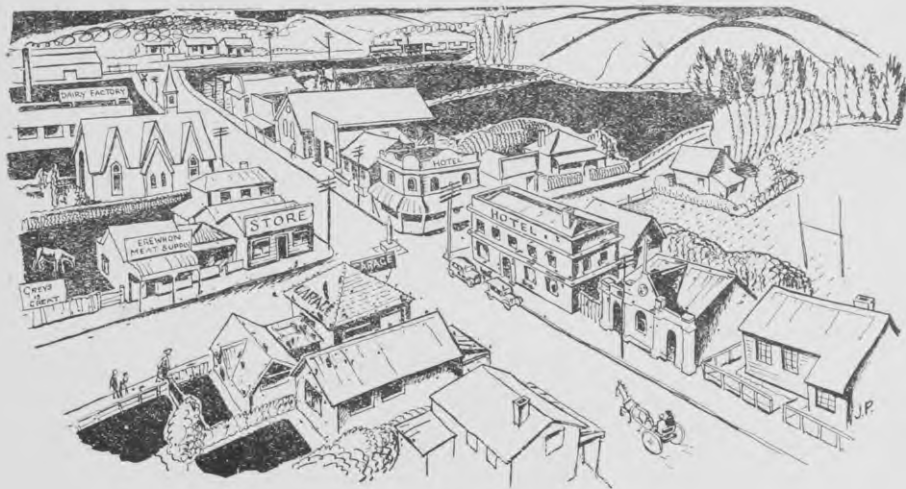
- (1) It is accessible and visible from the main road, but the main traffic stream passes it by. That will save lives, ease the worries of Erewhonian housewives with young children, and eliminate a delay to through traffic.
- (2) It is grouped about a centre instead of being stretched out like a piece of string. The school, the church, the memorial hall, and the shops are within a few hundred yards of any house. Services, like water, sewage, and lighting, are cheaper to install.
- (3) It is good to look at, if only because it is arranged in a pattern instead of being an untidy sprawl of buildings.

If you had to choose between Erewhon that is and Erewhon that might have been as a place in which to live your life and bring up a family, you would choose Erewhon that might have been. You would probably agree that building towns like Erewhon of reality is as inefficient as it is unnecessary.

Ribbon development—the spread of housing along the main transport routes—is not confined to small country townships. It occurs in almost all the cities and towns of New Zealand. The main roads radiating out from the town's centre are built up; and some distance from the centre you will often find open spaces in between the ribbons. The effects of ribbon development in towns are quite as bad as in country townships. Not only are traffic risks increased and traffic slowed down, but you get an inconvenient intermingling of urban and farm lands. Land used for farming cannot carry the rating charges carried by residential land. In most cases, therefore, the municipal council has to differentiate between urban farm lands and residential land in its rating system. To do so is expensive and complicated.

Ribboning in urban areas also increases the cost of municipal services very greatly. Some New Zealand tramway systems have been losing money for years because tram routes serve only a small population in proportion to their length. The cost of sewage, gas, and electricity services is increased for the same reason.

Let us take another example of what is liable to happen when the growth of towns conforms to no plan and is guided solely by the principle of individual



*A plan of Erewhon Township as it is to-day.*