

Te Ara Mua – Future Streets Preliminary Outcomes

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PROJECT PARTNERS



**Ministry of Business,
Innovation & Employment**



Māngere-Ōtāhuhu Local Board



TE ARA MUA – FUTURE STREETS

Demonstration of 'healthier' neighbourhood streets

Mackie H, MacMillan A, Witten K, Baas P, Field A, et al. 2018. Te Ara Mua-Future Streets suburban street retrofit: A researcher-community-government co-design process and intervention outcomes. *Journal of Transport & Health* 11: 209-20. doi.org/10.1016/j.jth.2018.08.014

Controlled intervention study to understand outcomes

MacMillan A, Mackie H, Hosking J, Witten K, Smith M, Field A, Woodward A, Hoskins R, Stewart J, van der Werf B, Baas P. (2018). Controlled before-after intervention study of suburb-wide street changes to increase walking and cycling: Te Ara Mua-Future Streets study design. *BMC Public Health*, 18(1), 850, doi: 10.1186/s12889-018-5758-1



THE
DEMONSTRATION
PROJECT

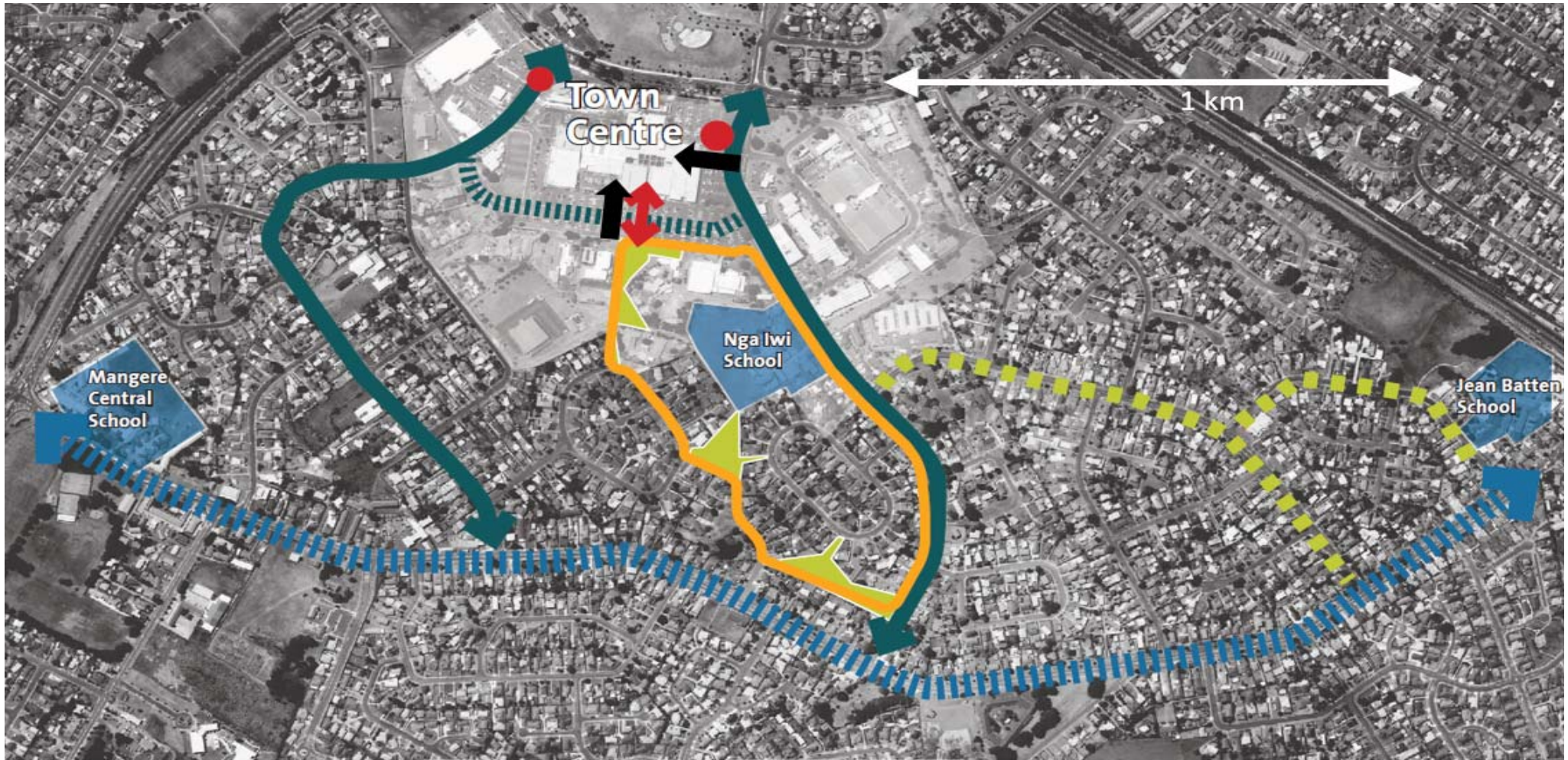
**Making streets around Māngere Central
safer and easier to travel around,
especially by walking and cycling; and
reflecting local identity**



FUTURE
STREETS
Te Ara Mua

Proudly supported by Auckland Transport

TE ARA MUA – FUTURE STREETS



- Māori 'Pou' or carved poles
- Pedestrian route art
- Walking and cycling trail
- Public parks
- Reconfigured minor arterial road
- Calmed local streets
- Painted pedestrian route through car park
- New and upgraded crossings (cycle lanes to be added in future)
- Improved pedestrian access to mall

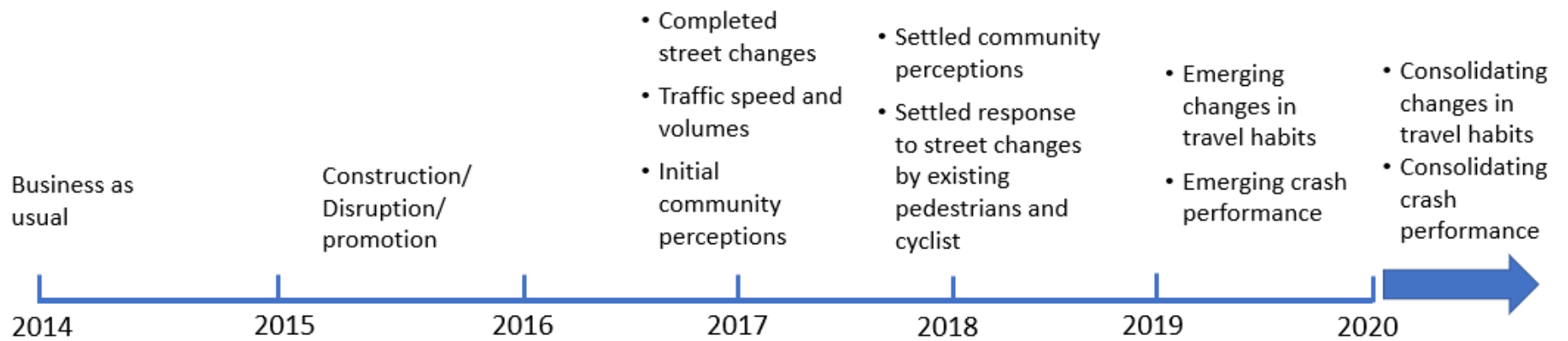




THE STUDY

Intervention and control areas





Study timeline



**Baseline
data
collection**

**Short-term
follow up
data
collection**

**Longer term
follow up
data
collection**

2014

2015

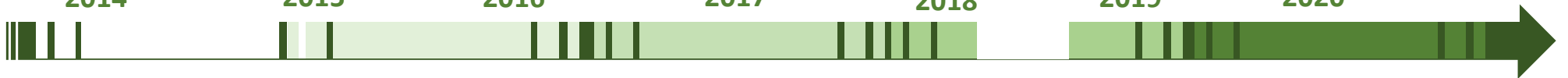
2016

2017

2018

2019

2020



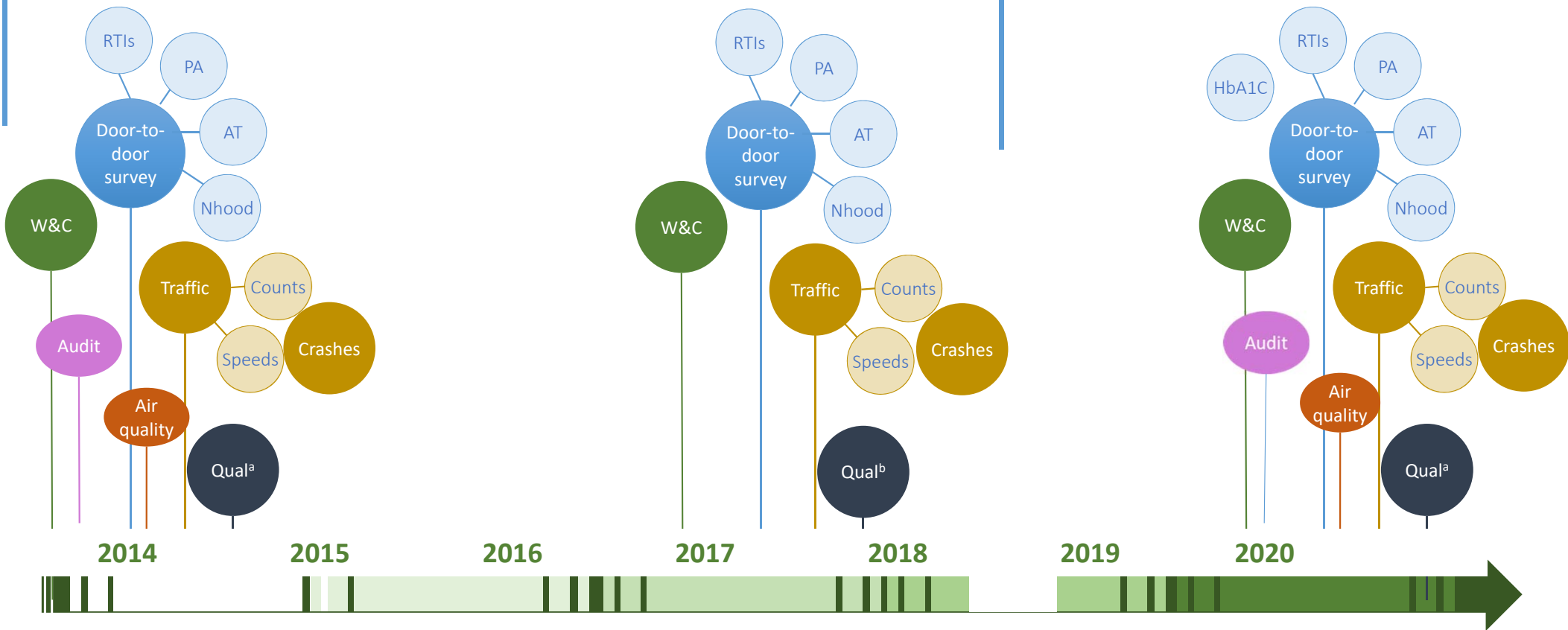
Data collection



Baseline

Early follow up

Longer-term follow up





Preliminary
Outcomes

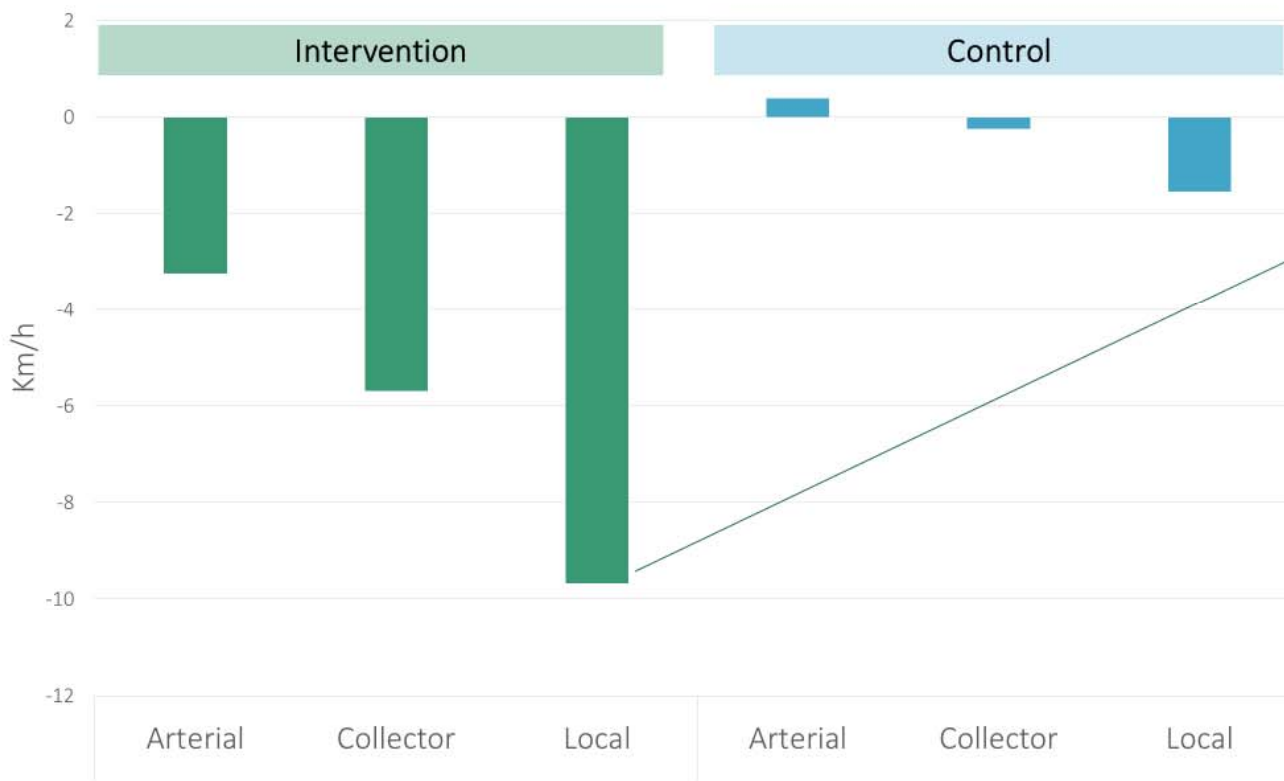
MANA WHENUA DESIGN OUTCOMES



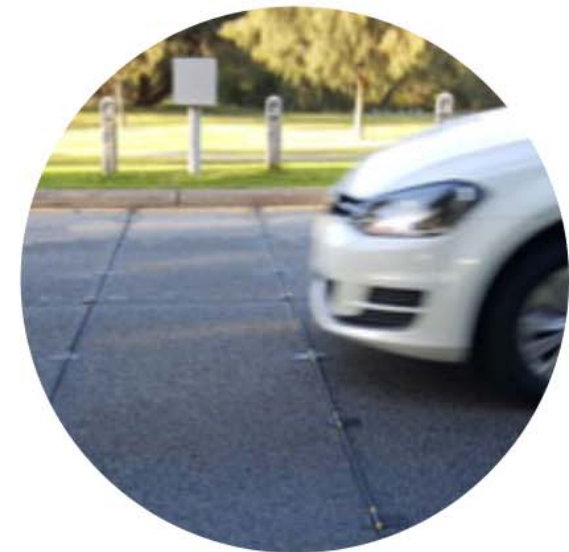
- Positive experiences of mana whenua engagement and the design outcomes
- Street design contributes to indigenous wellbeing strategies
- Advanced mana whenua leadership in street design – but further involvement required



Changes in mean speeds by road type: 2014 to 2017

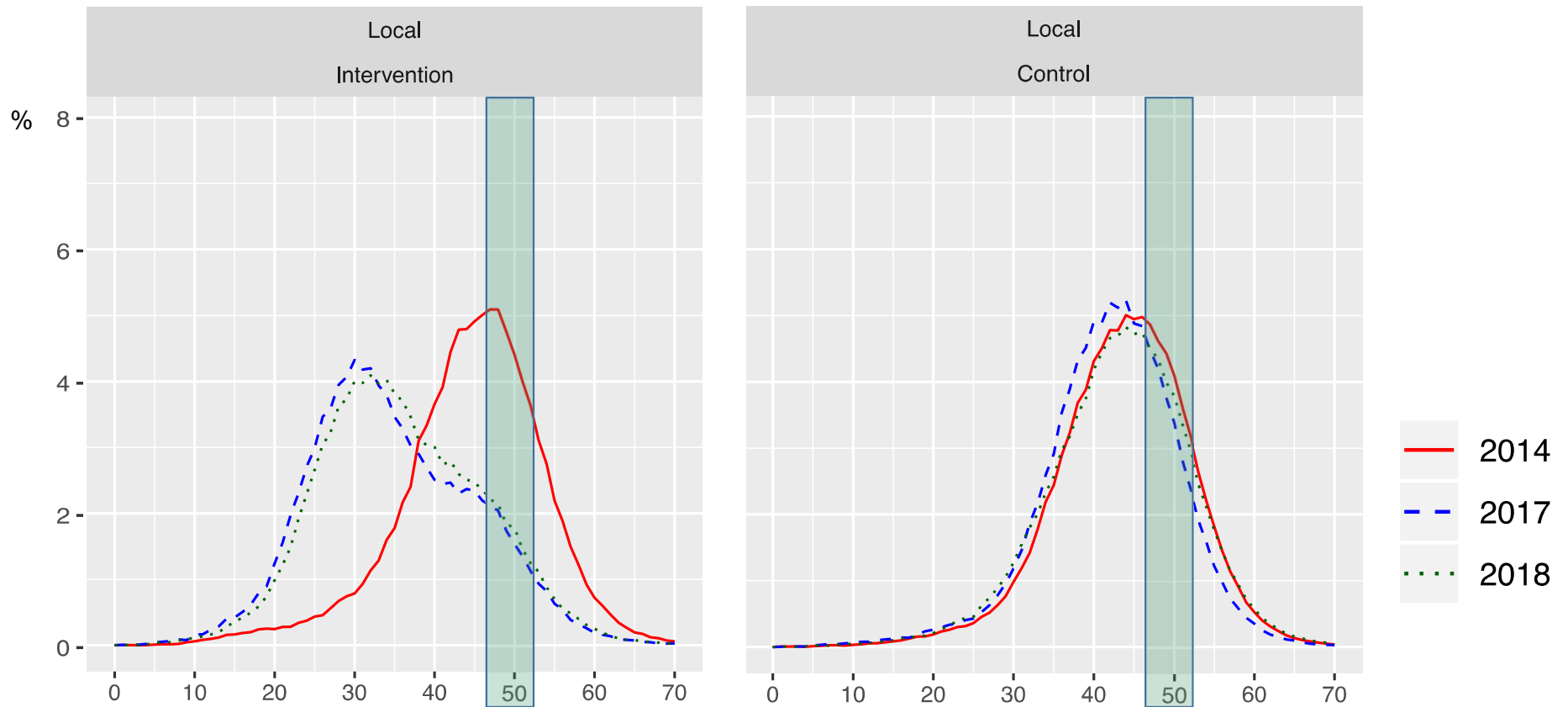


~10km/hr reduction in local streets

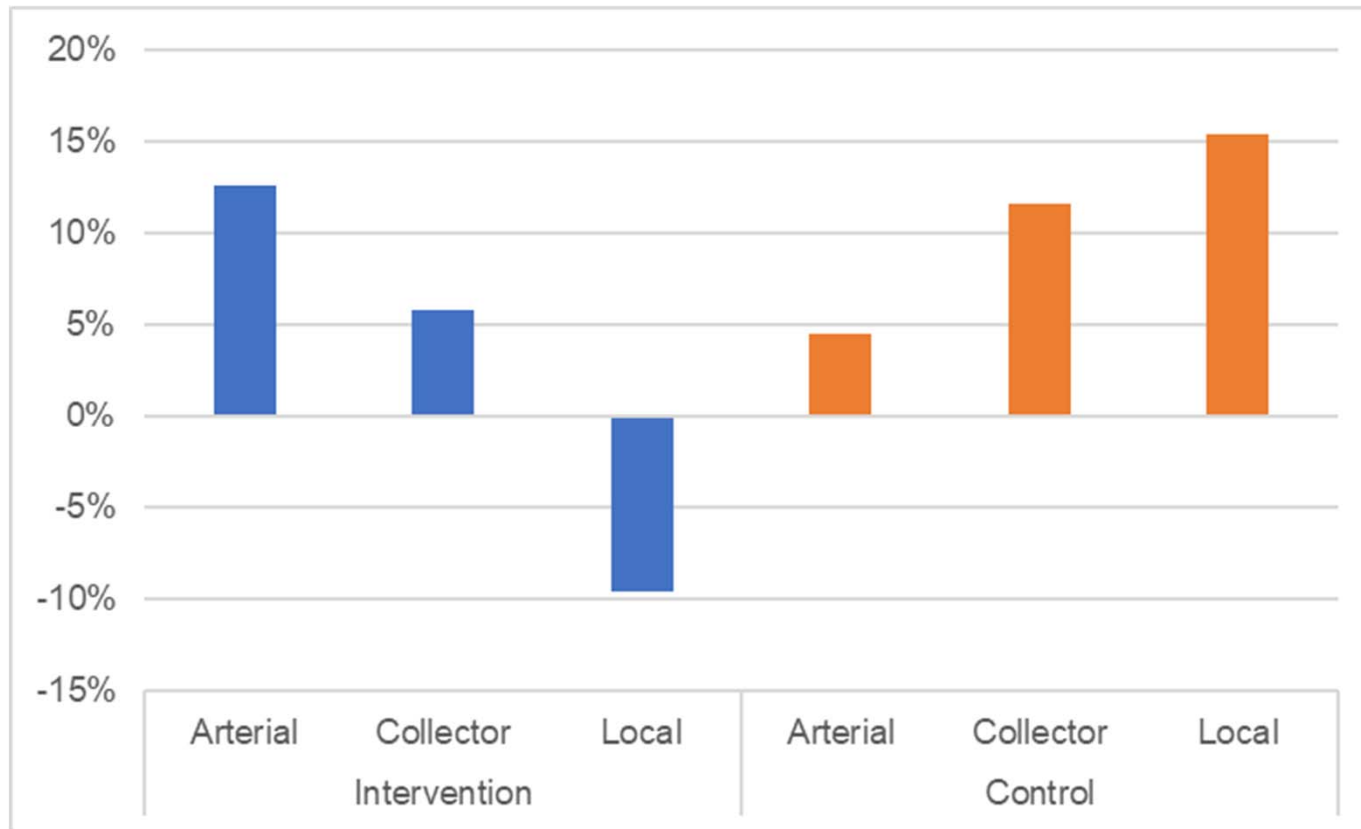




Mean speeds on local streets: 2014, 2017, 2018



Traffic volume



CHANGES TO CROSSING MOVEMENTS AND INTERACTIONS



CHANGES TO CROSSING MOVEMENTS AND INTERACTIONS

Pedestrian-vehicle interactions, Site A



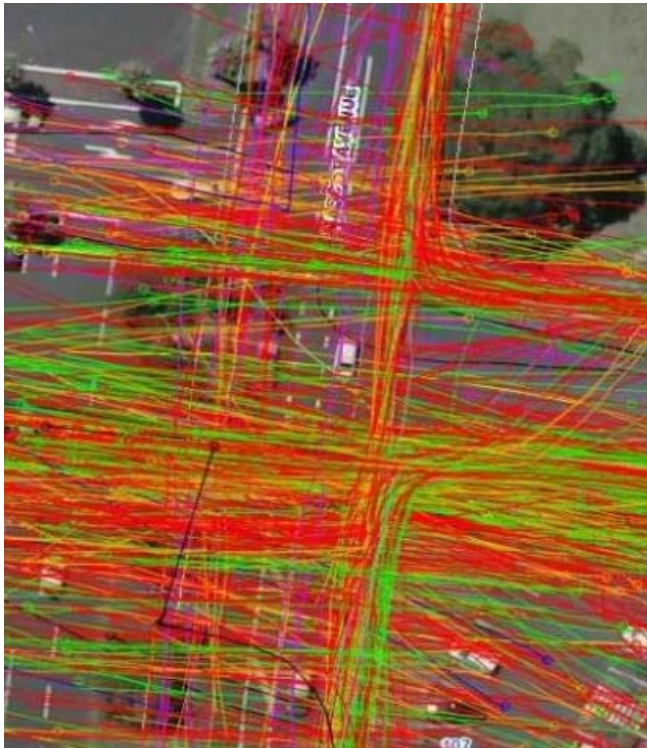
2014



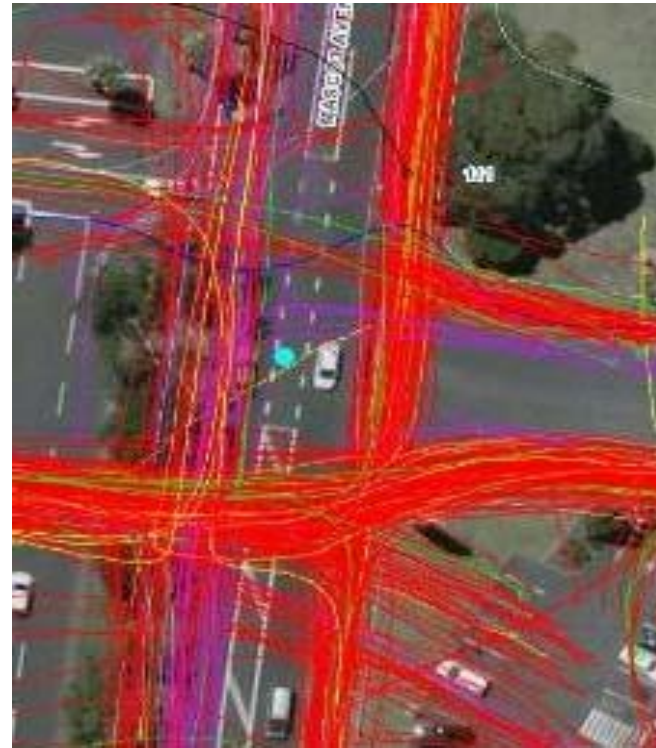
2018

Higher frequency
Lower frequency

MORE HOMOGENOUS CROSSING BEHAVIOUR



2014



2018

EASIER CROSSING FOR ALL



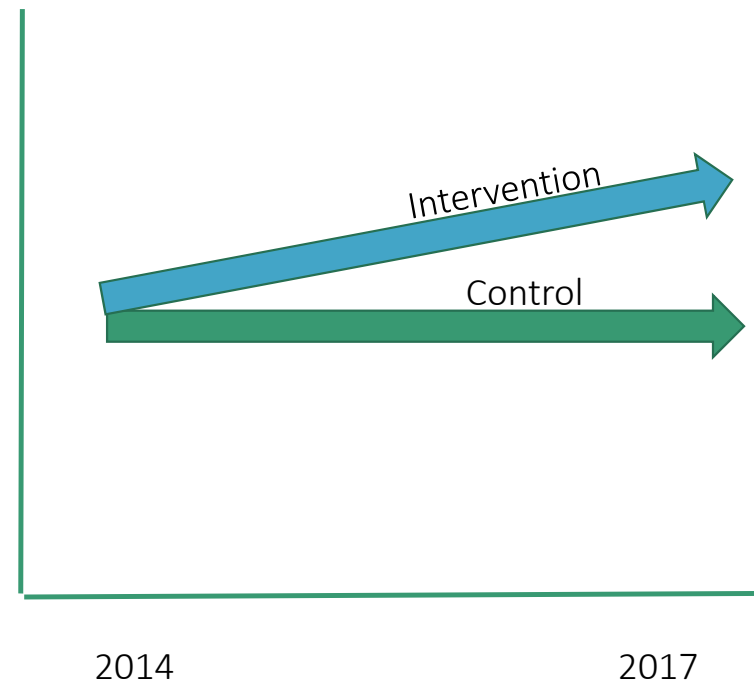
3.4% of pedestrians crossing Mascot Ave used wheeled devices at follow-up compared to 1.2% at baseline

The presence of prams, scooters, and skateboards has increased



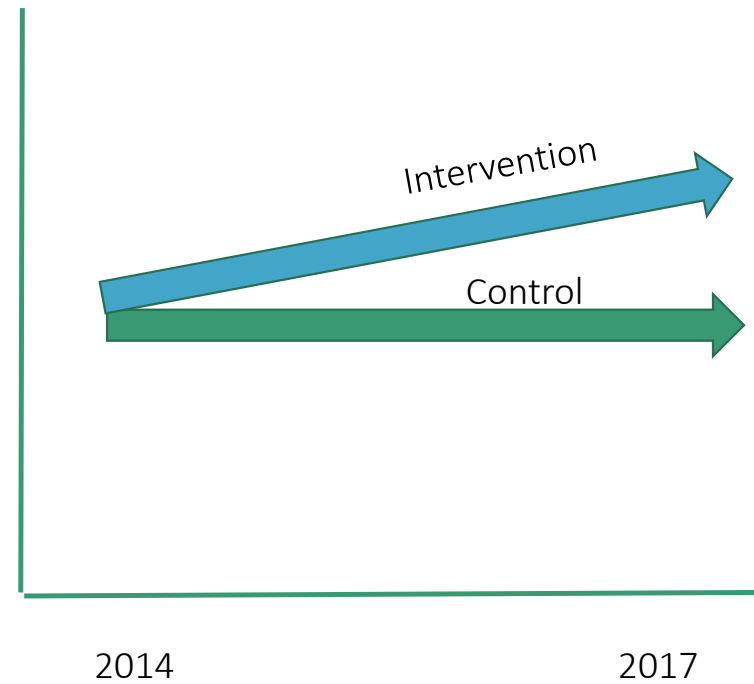


PERCEPTIONS OF COMMUNITY SAFETY





PERCEPTIONS OF COMMUNITY COHESION



Resident perceptions

Looks good, appreciate investment

Walking a lot easier

Mixed views of cycling and cycle lanes

Some frustrated by impediments to traffic/parking

More needed activation, personal safety

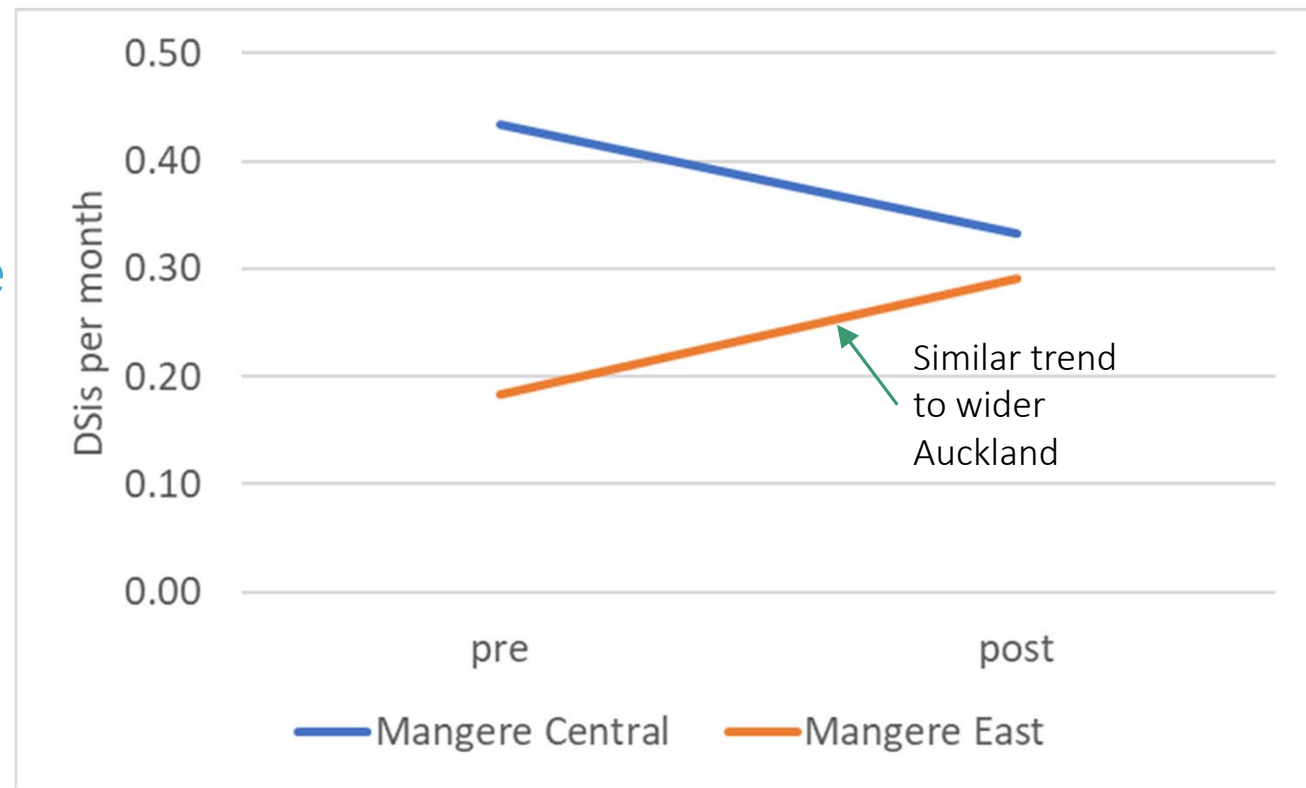
Not everyone felt engaged



EARLY CRASH PERFORMANCE

Thomas/Orly, Mascot,
Fresian, Imrie:
30 crashes 2 years before
15 crashes 2 years after

No deaths or serious
injuries where Future
Streets changes made



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Equity

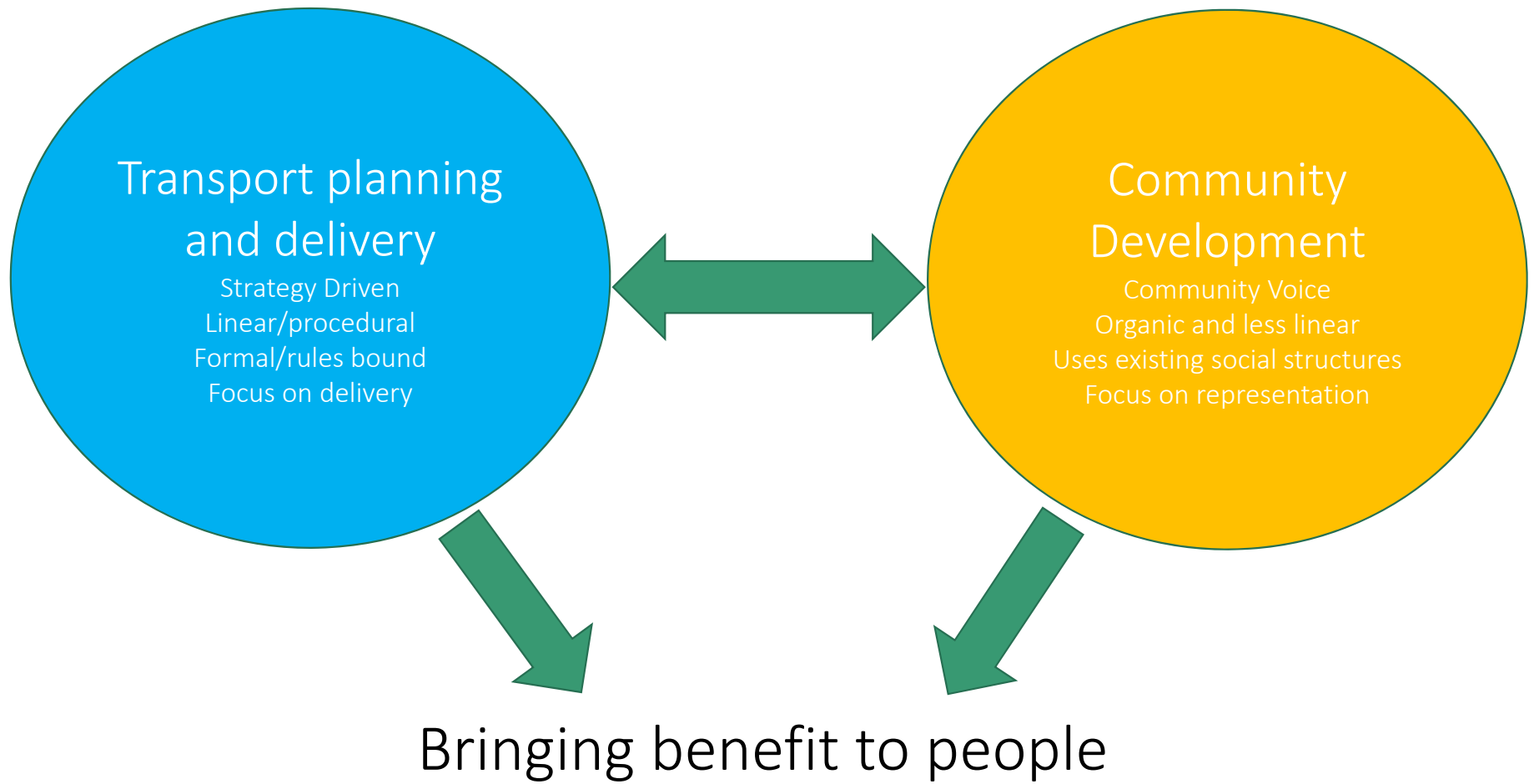
Focus on South Auckland

Māori perspectives

Modal equity

Accessibility







Conclusions



KEY LESSONS SO FAR...

- We are on the pathway to change
- More to do – network, personal safety, activation
- There are lots of process/system barriers
- Need an innovation community of practise

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COMING SOON...

Creating the circuit breakers: An examination of the sociotechnical system factors which impede and enable the delivery of safe and healthy neighbourhood street design in Aotearoa New Zealand

Hamish Mackie¹, Lily Hirsch¹, Rebekah Thorne¹, Karen Witten², and Adrian Field³

THANK YOU



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