# Inclusive transport leaves no one behind

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# Auckland Open Streets a success



# Cycling & Walking

Whether you are planning to cycle to work, walk to school, run during your lunch break, or just quietly explore Auckland on the weekend, there are plenty of places to ride, run and walk.



## Cycle & walkway maps

Auckland has a number of off-road cycle and walkways that are perfect for a recreational ride or run, or for a more leisurely scenic commute.

## School travel

Promoting and facilitating safe alternatives to the private vehicle drive to and from school.

## Cycle events & activites

Events to help you discover the fun and freedom of riding a bike.



## Cycle training courses

Training courses to help you learn to ride or sharpen those bike skills.

## Cycling & walking monitoring

Researching how people use, and want to use, our cycling and walking infrastructure.

## Pedestrian safety

Pedestrians are vulnerable on our roads. Pedestrians and motorists have a shared responsibility to keep our roads safe.

**Project Team:**

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# Why this project?

# A study involving older residents and disabled people in Auckland (people differently challenged by built environments)

- How do transport systems and streetscapes influence their health and wellbeing?

- How can their perspectives better inform transport design processes?

- How can transport professionals' practices and monitoring processes reflect their lived experiences?
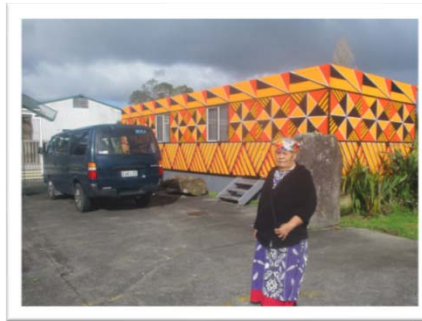
# Project design
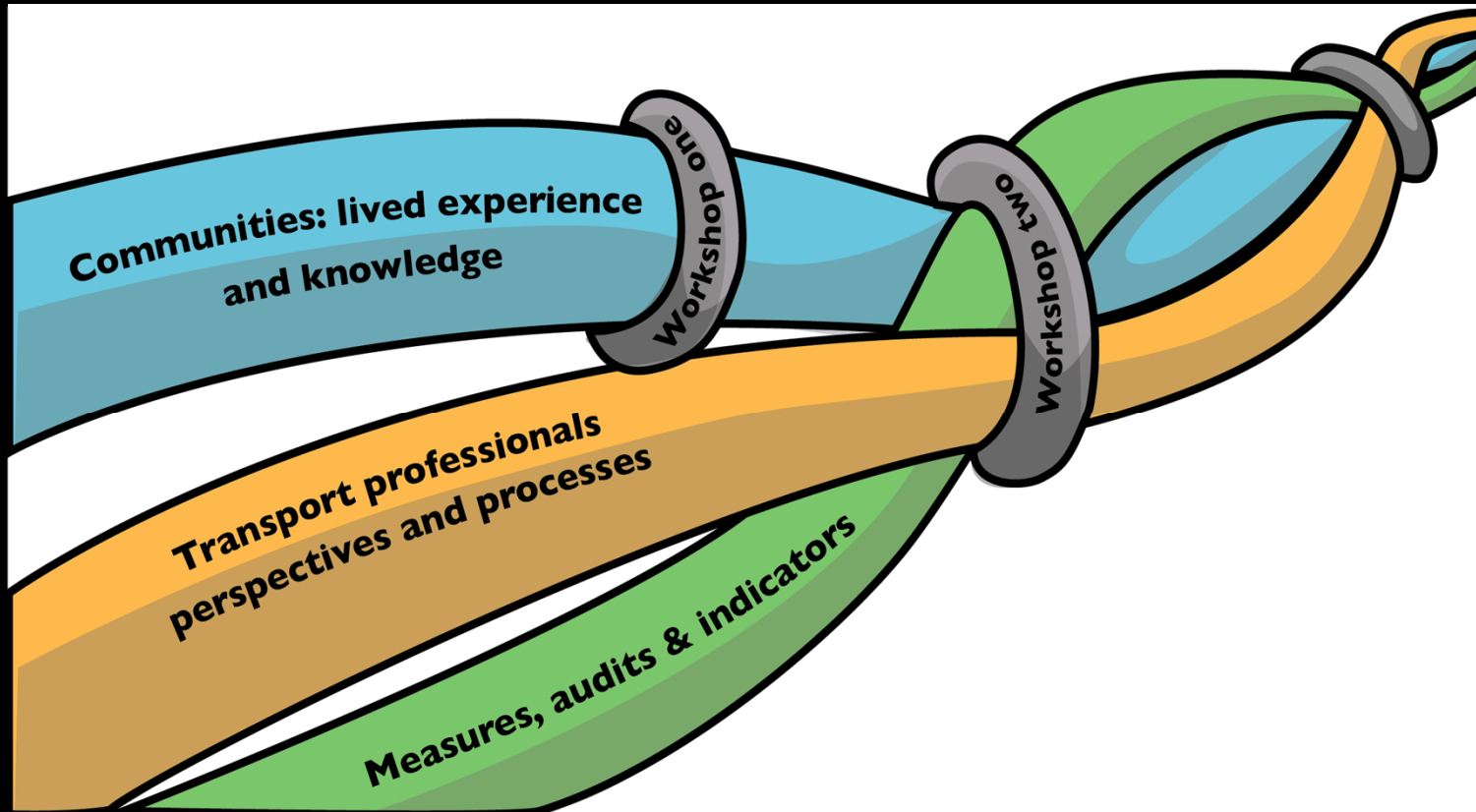
# Strand one sites



West

Glen Innes

Māngere

Howick

- Go-along interviews
- Photovoice
- Workshops

**What did we do for Strand One?**

# What did we learn?

*Strand one findings*

- Being able to access the Glen Innes community makes a real difference to wellbeing.

- This group was both the youngest and the least healthy of the four sites.

- Many participants expressed a love and care for Glen Innes, its shops, community, and environment.
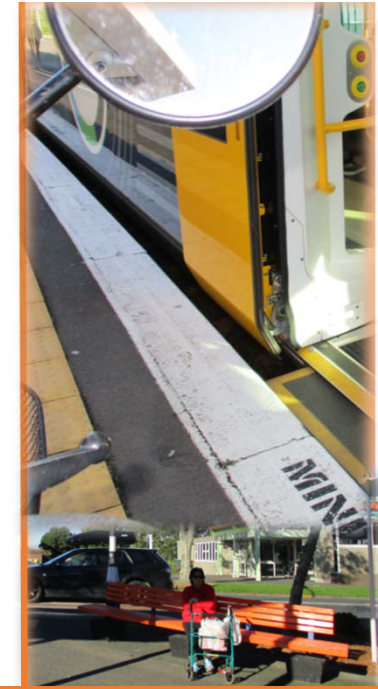


*Glen Innes*





**The value of accessibility.**

"Even if I go in the op shop makes my spirit already lift up, distract from the pain. So you are doing things that distracts you from your suffering, and if you are mobile, it is easier, it is easier than reading books. That is why I like to go out, get more distraction, distraction from... it is not suffering, but it is."

*Glen Innes*
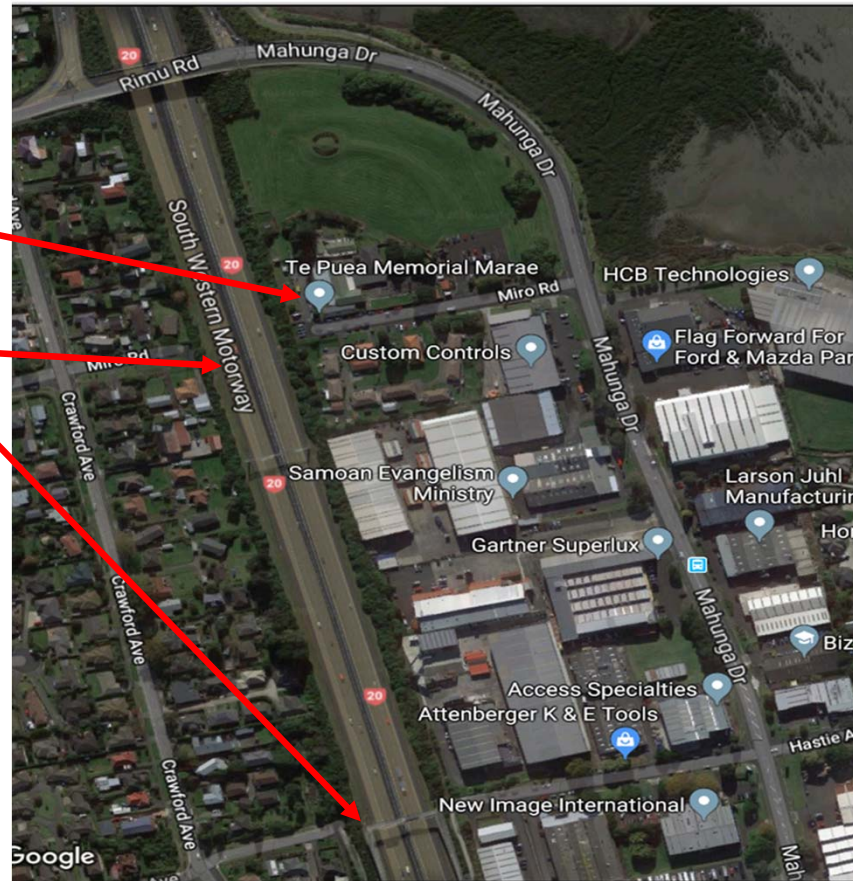
**Mario**

# Te Puea Memorial Marae

Marae

State highway One motorway extension (built in the 1980s)

Overpass

*"We were alright, until the motorway came. That changed the whole dimension of where you sit in Māngere Bridge* (Whaea Matire)."

[The ambulance has] "come to the wrong address because the road, Miro Road has been cut off by the motorway, they go to the other side. They don't know that we exist on this side" (Whaea Ātaahua) .

# Physical & social isolation

*"I'd like to make a lot of journeys. But I depend on other people because there's no buses. No way out.*

*Some people, not like me you know. They walk up to, because they're capable of walking up to the bridge. To catch a bus to go all over. You know, wherever the pension card takes you. And if you're not in like, if you're not capable of doing that, then, it's look outside the window. Yeah see the big world the, 'hello, here I am"*
(Whaea Hinenui).

# Cultural impacts

Kaumātua were cut off from their tūpuna via access to the urupā, the moana & harvesting harakeke



*"I know I wasn't the only one that was stressed that a motorway was going to cut, cut us off from the marae to what we always said 'ah the urupā"* (Whaea Puti).

# Intergenerational impacts

*"It's stopped the kids coming. See, and with kids come the parents. Well the parents come first of course, they come down here to nurture the marae. They come to do the mahi at the marae. But they [parents] don't because the kids have nowhere to go...what happens over the years, the kids don't, can't come to the marae and neither can the families. So that takes away the tikanga, the marae's there, supposed to be there for the our whānau"* (Whaea Ātaahua).

# Conceptions of space and impacts on Māori health

- Colonial conceptions are misaligned with lived contexts and cultural values

- Structural violence through institutionalised privileging of western paradigms

- Create and maintain inequitable transport access, greater exposure to unhealthy environments and barriers to cultural engagement

- The effect of power and affluence on mobility and health.

- This group was both the oldest and the healthiest of the four sites.

- High levels of education, computer literacy, and systems knowledge…

- …Translates to confidence in navigating the systems, and advocating for themselves
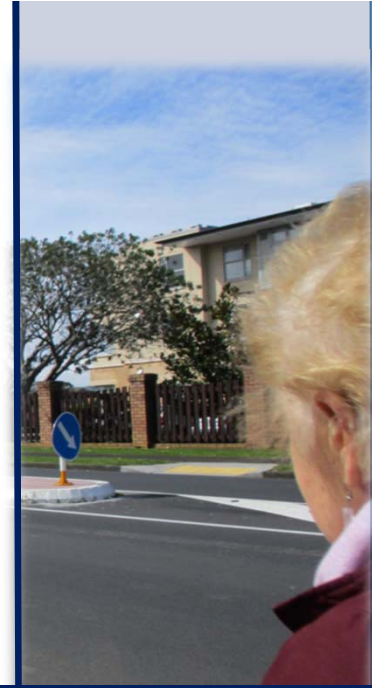


*Howick*

**Privilege matters.**

"I wanted to get off there and the driver wasn't stopping there and he went another, you know, for 10 more metres up the road. And I said, "the bus stop's back there."

As I got off the bus he said, "fussy old lady."

I said, "I heard that." Came, came storming home, and sent off a complaint. Got a reply back the next day which is most unusual for Auckland Transport. Saying we will talk to- interview the driver and if necessary he will be sent off for more customer service training!"

*Howick*

**Barbara**

- For those with less social power, family becomes an important source of support with transport needs.

- Challenges with the cost of transport: petrol or bus fares.

- Challenges with accessing information on routes and timetables.



*West*

**Family matters.**

"I'm usually mad when I'm saw that the footpath is still not yet fixed. One week goes by going on two weeks, and still no concrete.

So I stayed home that whole week, that whole two weeks until I hear the news that it's been fixed and then finally, I get to go."
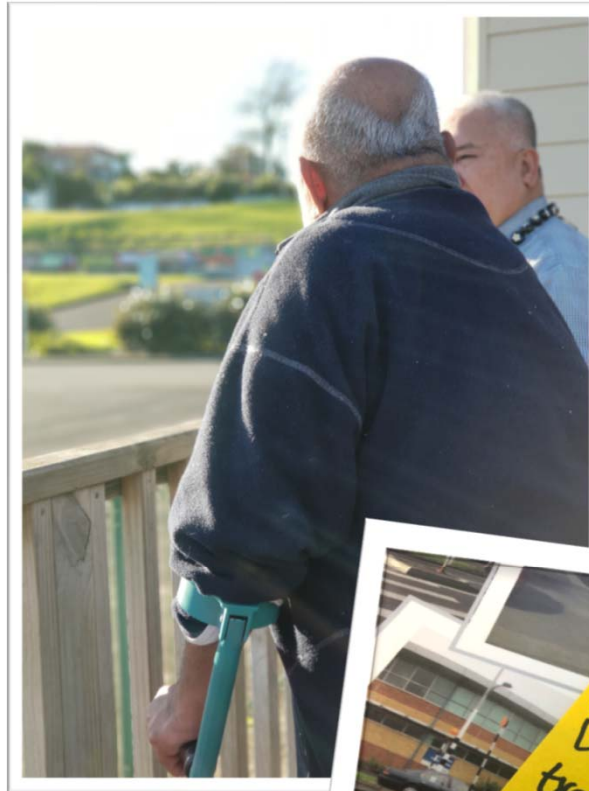
*West*

**Mele**

Let's
ask…

Who are we
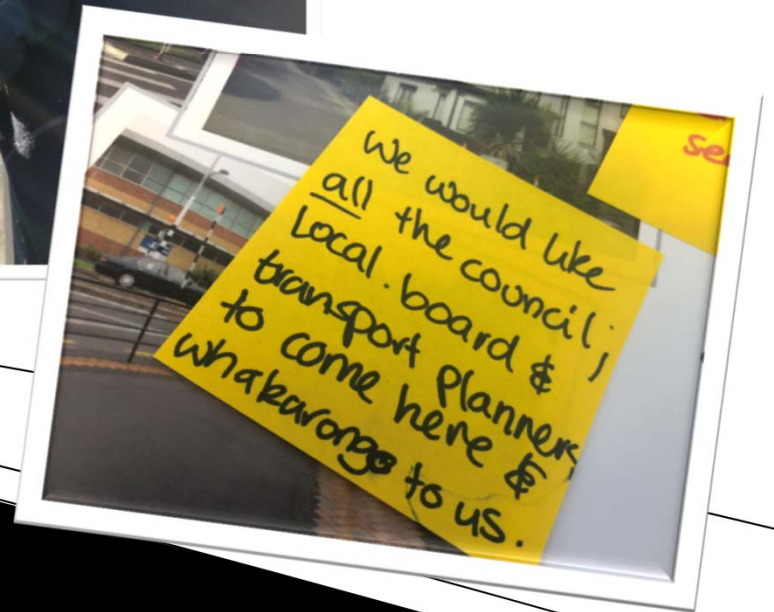consulting with?

# Transport professionals perspectives (21 interviews)

- We asked about their day-to-day roles, projects they have worked on, explored how transport equity comes into/goes out of decisions.

- We wanted to understand how decisions are made in the industry and challenge involved in implementing principles of equity and accessibility in their work

**What did we do with Strand 2?**

# 1.

**OBSTACLE**

There is a disconnect between the vision and policy coming from "the top" and how these are delivered.

*"I suspect it's very variable and once you get down to individual suppliers of things then, it's going to become very variable because it's going to be a practical issue but the Ministry's certainly very committed [to equity]."*

**POSSIBILITY**

Stronger relationships of accountability and oversight running across the sector.

# 2.

**OBSTACLE**

There is an unspoken minimisation of accessibility issues.

One interviewee talked about redesigning a high risk road using safety rather than accessibility, rights or equity to justify keeping in design features for mobility challenged.

*"[T]hat was kind of interesting because accessibility wasn't the focus, the focus was safety and reducing accidents but …we still recommended changes for, to make the space more accessible. … I guess that was complicated because we had to frame it in a safety way."*

**POSSIBILITY**

Develop a tighter working vocabulary around accessibility and disability issues. Funding for accessible design.

# 3.

**OBSTACLE**

Inconsistent and tokenistic consultation processes.

**POSSIBILITY**

Consultation processes need to be:

• Targeted

• Responsive

• Culturally responsive

# 4.

**OBSTACLE**

Failure to engage with Te Tiriti principles throughout the sector.

**POSSIBILITY**

- Decolonising (Māoricentric), equity based approaches to policy processes, service delivery & design
- Partnerships approaches with Māori communities
- Evaluations embedded in policies and processes undertaken by 'end users'.

# 5.

**OBSTACLE**

Leaving it in the "too hard" basket.

*"I think we're still very siloed... in a way like sustainability - they're responsible for the environmental stuff and accessibility is responsible for accessibility, but you can't have just one person responsible for it you need everyone to be a champion."*

**POSSIBILITY**

Needs a whole-system commitment to accessibility, equity, transport justice and Te Tiriti o Waitangi

**Inclusive access**

Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.

**Economic prosperity**

Supporting economic activity via local, regional, and international connections, with efficient movements of people and products.

**Healthy and safe people**

Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.

**Environmental sustainability**

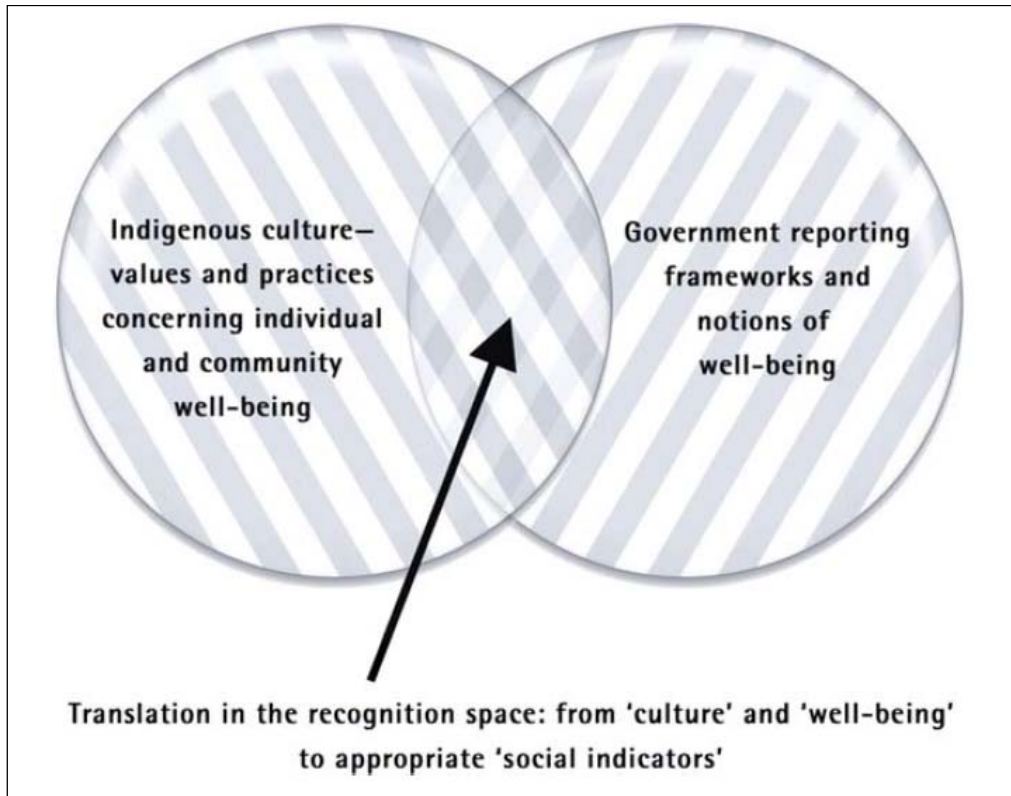Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.

**Resilience and security**

Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

A transport system that improves wellbeing and liveability

Transport Outcomes Framework
Ministry of Transport, June 2018

Indigenous culture—values and practices concerning individual and community well-being

Government reporting frameworks and notions of well-being

Translation in the recognition space: from 'culture' and 'well-being' to appropriate 'social indicators'

John Taylor, Social Indicators Research (2008) 87:111–126

- **How** do we measure **trips not made**?

- **When, where and with whom** do we **consult**?

- The importance of reaching communities to engage on their terms.

- Transport infrastructure powerfully impacts physical and social wellbeing, but this manifests unequally across different communities. What we privilege for some may have devastating consequences for others.

- Our consultation processes and professional practices are producing, reproducing, and amplifying these inequities.

- We need to monitor the impacts of transport systems and act differently if we want a transport system that leaves no one behind....
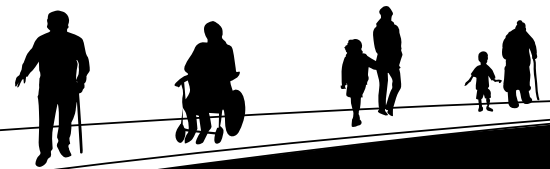
What have we learnt?

# To what extent do you/we…

- Employ equity-based decolonising (Māoricentric) approaches to designing infrastructure, policy processes and service delivery?

- Engage with and incorporate perspectives of Māori and other less visible groups as 'end users' (or lack thereof)?

- Evaluate transport outcomes with data disaggregated to consider equity impacts?

**"No data – No problem"** (Nancy Krieger)

# Acknowledging...

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