



# ***Closing the Gap:*** *Active travel for Older and Disabled People*

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# Inclusive Streetscapes Project Team

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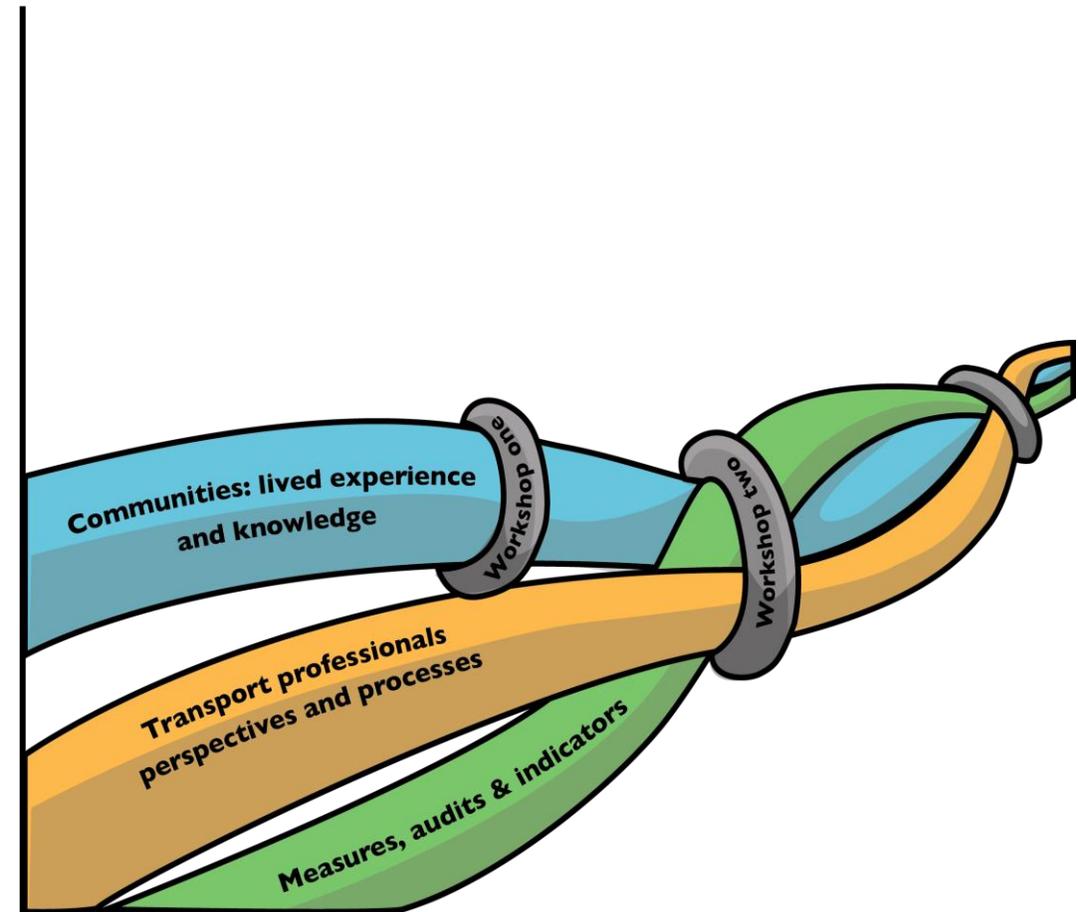
Why this project?





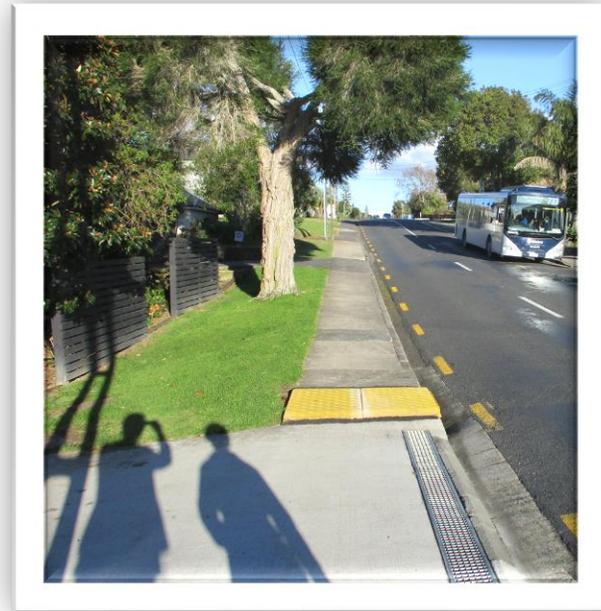
## Questions that prompted our study involving people differently challenged by built environments

- How can transport systems support mobility, social participation, health and wellbeing of disabled people and older residents?
- How can we make environments more inclusive and less hazardous?
- How can these groups be better engaged in transport design processes?
- How can transport monitoring processes better reflect the lived experiences of diverse groups?



# Strand one

- 4 case study sites
- Go-along interviews
- Photovoice
- Workshops



What did we learn?



# 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*



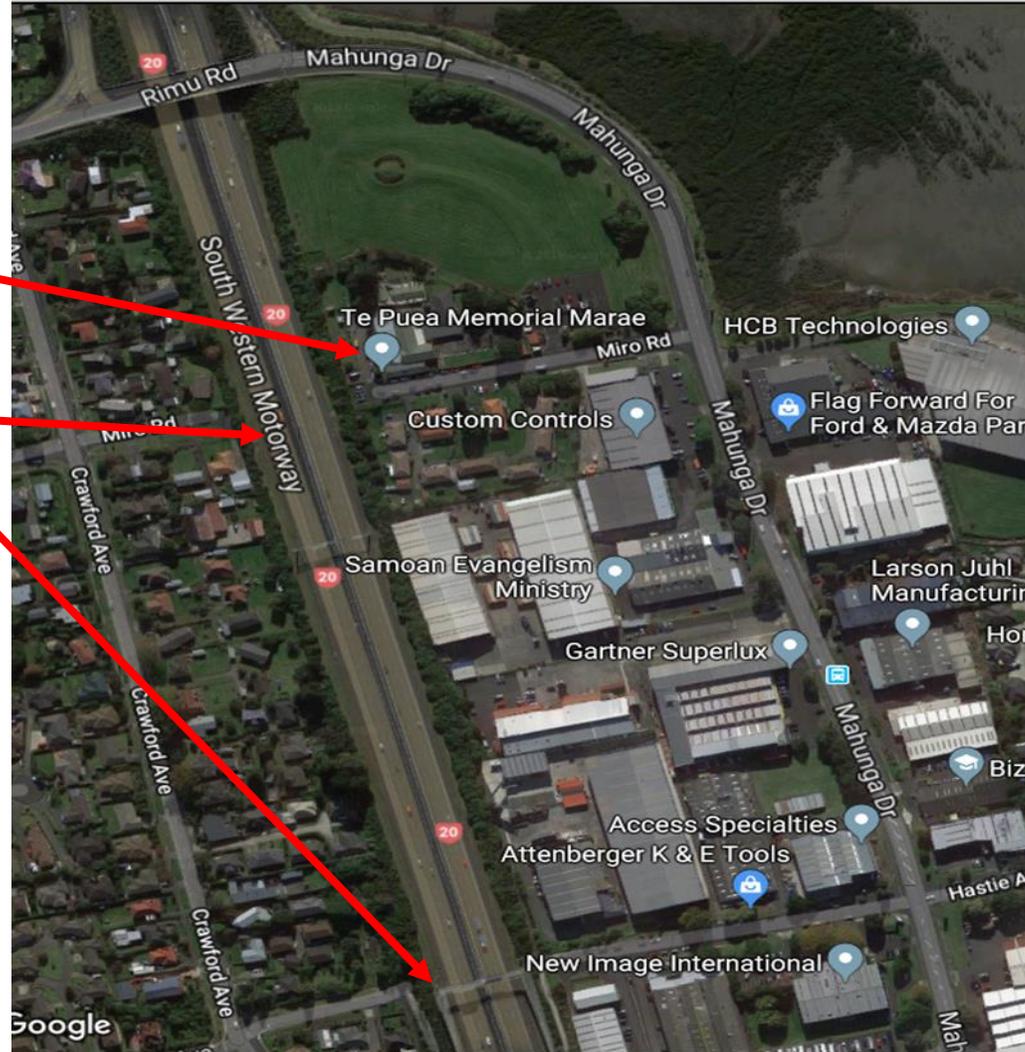
**Mario**

# Te Puea Memorial Marae

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)."*



- Historical infrastructural decisions have ongoing, intergenerational, and inequitable consequences for wellbeing.



*Māngere*



**Infrastructural violence.**

“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.

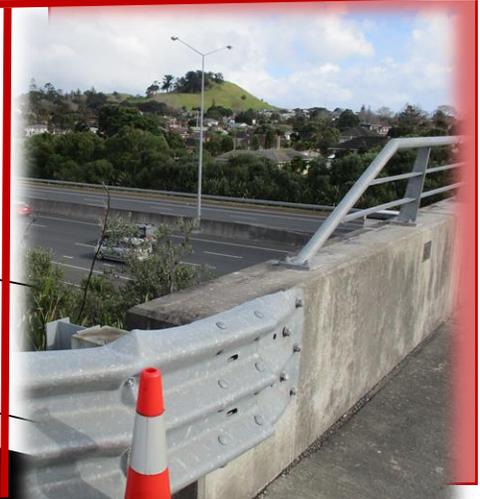
Yeah see the big world then. Hello, here I am!”



**Whaea Marama**



***Māngere***



# 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).*

- 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!”



**Carol**



***Howick***



- 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**

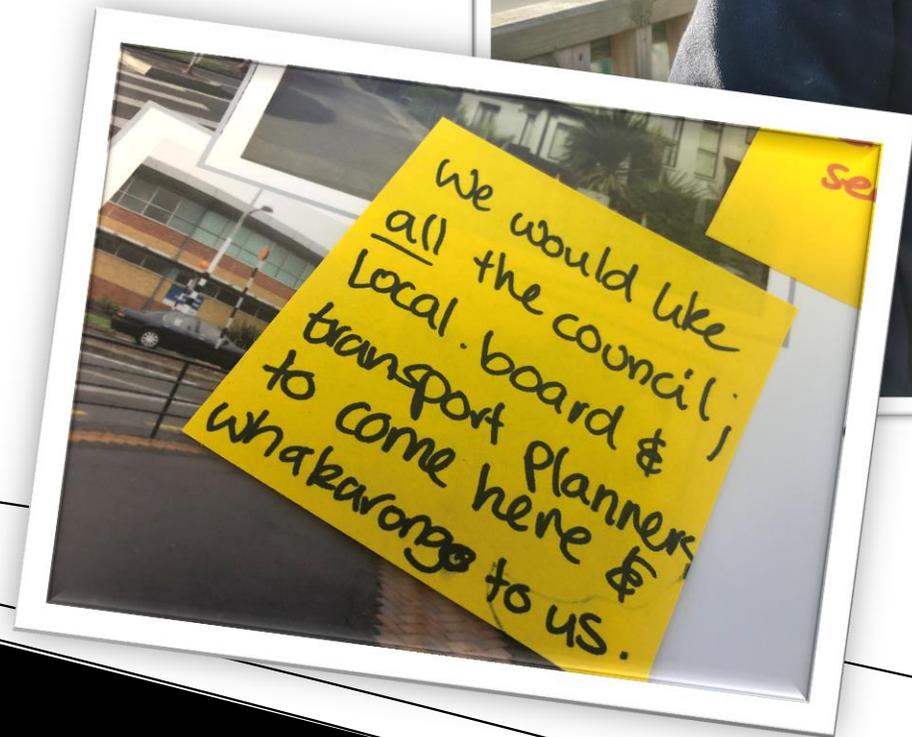


**Mele**





Let's ask...



Who are we consulting with?

# Transport professionals perspectives

(175 survey participants and 21 key informant 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?**

# There is a disconnect between visions & policy coming from “the top” and how these are delivered on the ground

*An interviewee at a National level:*

“The disability stuff ... a lot of it is down to local authorities not the Ministry of Transport...That’s not their responsibility”

*An interviewee at a Local level:*

“[O]ur engineers are contractors ... if we go to an engineer and say our community told us this roundabout is not safe ... they would tell us ... we need to drive it with council. The problem is we don’t have anyone in our council to do that.”

**1. The vision of accessible transport is disconnected from its delivery**





- Unspoken minimization of accessibility in monitoring frameworks.
- Current efforts largely rely on vague policy directives around inclusive access and indirect input factors, for example, design standards.
- A systematic review of published accessibility tools found less than a third engaged disabled people in developing these tools.

## **2. Accessibility has minimal coverage in transport monitoring frameworks**

One interviewee talked about redesigning a high risk road for safety—which is also a national priority: she describes 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.”*



## Making Auckland an Age-friendly City

13 June 2019  
Crowne Plaza  
Community

Older Aucklanders are an increasing part of the region's population. How do we work towards making sure that older Aucklanders and those approaching that age group are respected and valued in our community?

Auckland will be home to substantially larger numbers and greater proportions of ethnically and culturally diverse older people over the next few decades. The older population is growing faster than any other age-group and is predicted to increase from 11 per cent in 2013 to 19 per cent by 2046.

The aging population will create opportunities as well as greater and more complex demand for services and infrastructure. Insufficient planning for this could mean the challenges worsen as the number of older people grows significantly over the next 20 years.

Some older Aucklanders have needs that are not being met by existing services. While Auckland is a great place to live for most older people there are some who face greater challenges. Those in the "older-old" age group and of lower socioeconomic status are more likely to be socially excluded which in turn has an impact on their health and happiness. How can we improve the wellbeing of older Aucklanders, and how can we work together to address these challenges?

Join us at Auckland Conversations as we discuss with Sir Bob Harvey and a panel of experts how we can work collaboratively to make Auckland an age-friendly city which will also allow us to obtain membership to the World Health Organisation's Global Network of Age-friendly Communities and demonstrate our collective commitment to Auckland being friendly and inclusive where everyone belongs.

[Register to attend](#)



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- Are you requesting something new?

**3. Some public groups are less likely to be engaged or heard.**

- Participants spoke about consultation with iwi as something that occurred elsewhere in the sector but were unable to articulate whether or how their own roles related to Te Tiriti commitments.
- Māori were primarily spoken of in terms of iwi or community groups that needed to be consulted, rather than in terms of their right to kawanatanga/good governance (Article 1), tino rangatiratanga/self-determination (Article 2) or oritētanga/equity (Article 3)

#### **4. Limited responsiveness to Te Tiriti o Waitangi**

*“I think we’re still very siloed yeah we kind of say, in a way you know like sustainability ... they’re responsible for the environmental stuff and accessibility [person] is responsible for accessibility*

*But you can’t have just one person responsible for it. You need everyone to be a champion.”*

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

5.



- The importance of reaching communities to engage on their terms.
- Conceptions of space and impacts on Māori wellbeing: Colonial conceptions misaligned with lived contexts and cultural values
- Our infrastructure powerfully impacts physical and social wellbeing, and 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 must act differently if we want to leave no one behind....



**What have we learnt?**

**K** **Knowledge** is a collective concept

**A** **Advantage** and **Alienation**

**S** **Step into someone else's shoes / Step out of our comfort zones**

**H** **Humility and Hindrances** (Hold our expertise lightly)

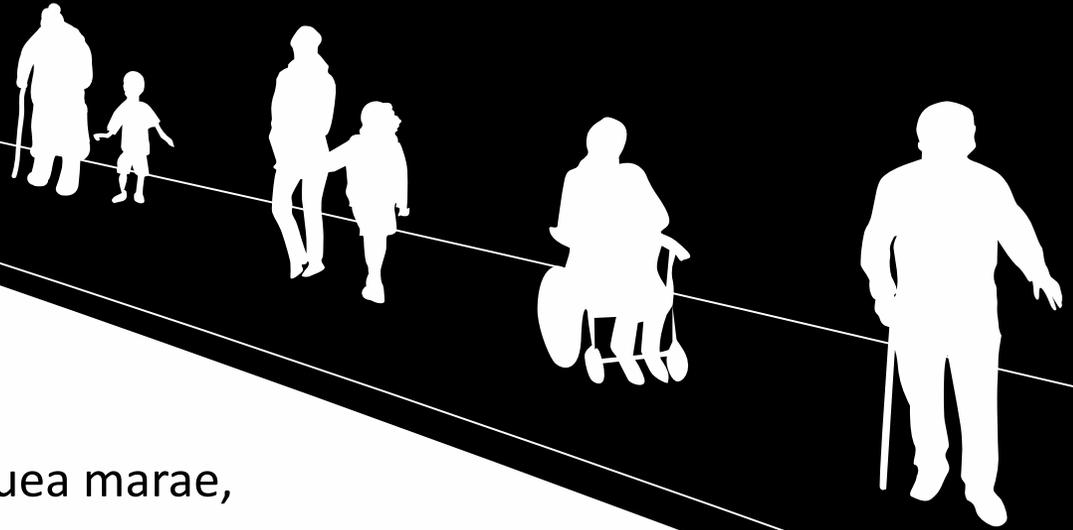
**I** **Identities and Institutional /Industry biases**

**N** **Now** is the knowing!



Collective approaches that celebrate diversity and resilience within a unified framework that is mindful of the unique place of tangata whenua needs and aspirations.

# Acknowledging...



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