



Inclusive Streetscapes

A bridge over troubled waters

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**MEDICAL AND
HEALTH SCIENCES**



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 & activities

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.

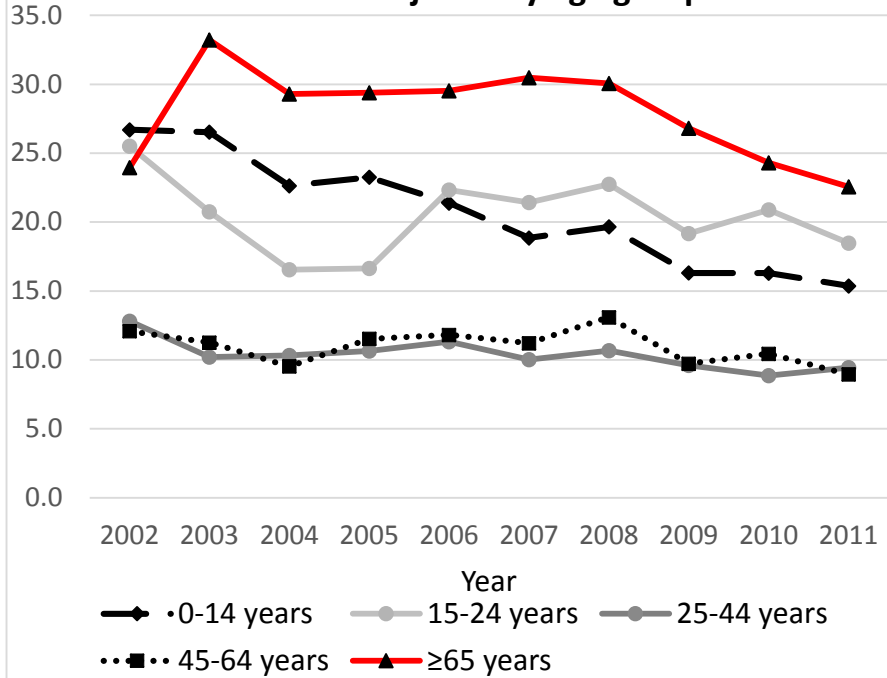


Pedestrian safety

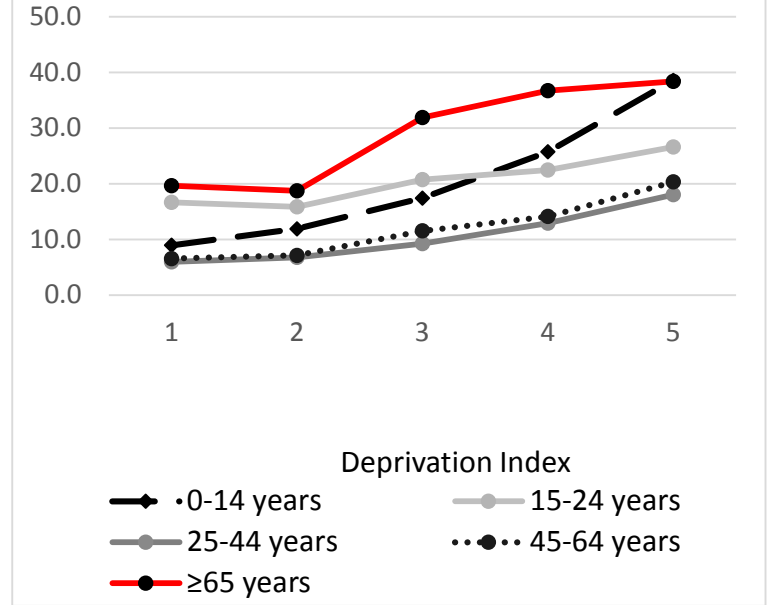
Pedestrians are vulnerable on our roads. Pedestrians and motorists have a shared responsibility to keep our roads safe.



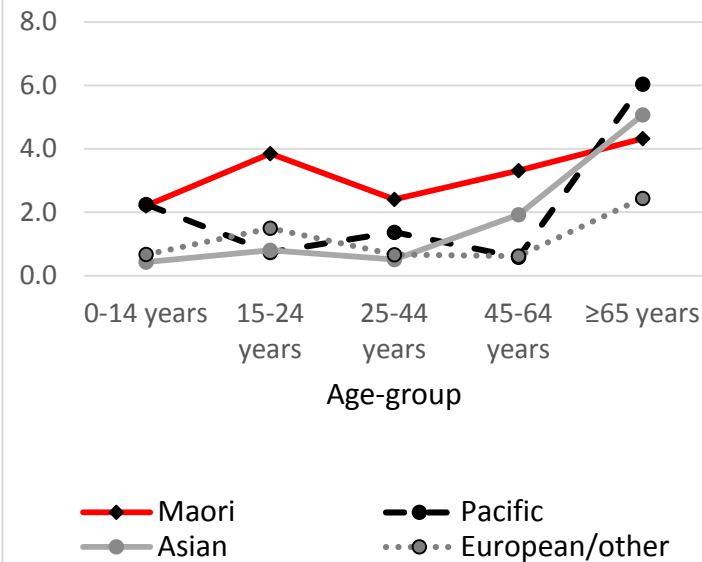
**Admission rates (per 100,000/year):
Pedestrian injuries by age group**



**Admission rates (per 100,000/year):
Pedestrian injuries by deprivation**



**Death rates (per 100,000/year):
Pedestrian injuries by age, ethnicity**



Inclusive Streetscapes Project Team:

Anneka Anderson, Esther Willing, Whaea Dolly Paul, Whaea Julie Wade, Malakai Ofanoa, Roshini Peiris-John, Janine Wiles, Karen Witten, Julie Spray, Mythily Meher, Bridget Burdett, Shanthi Ameratunga (PI)



Why this project?

A study involving people differently challenged by built environments.

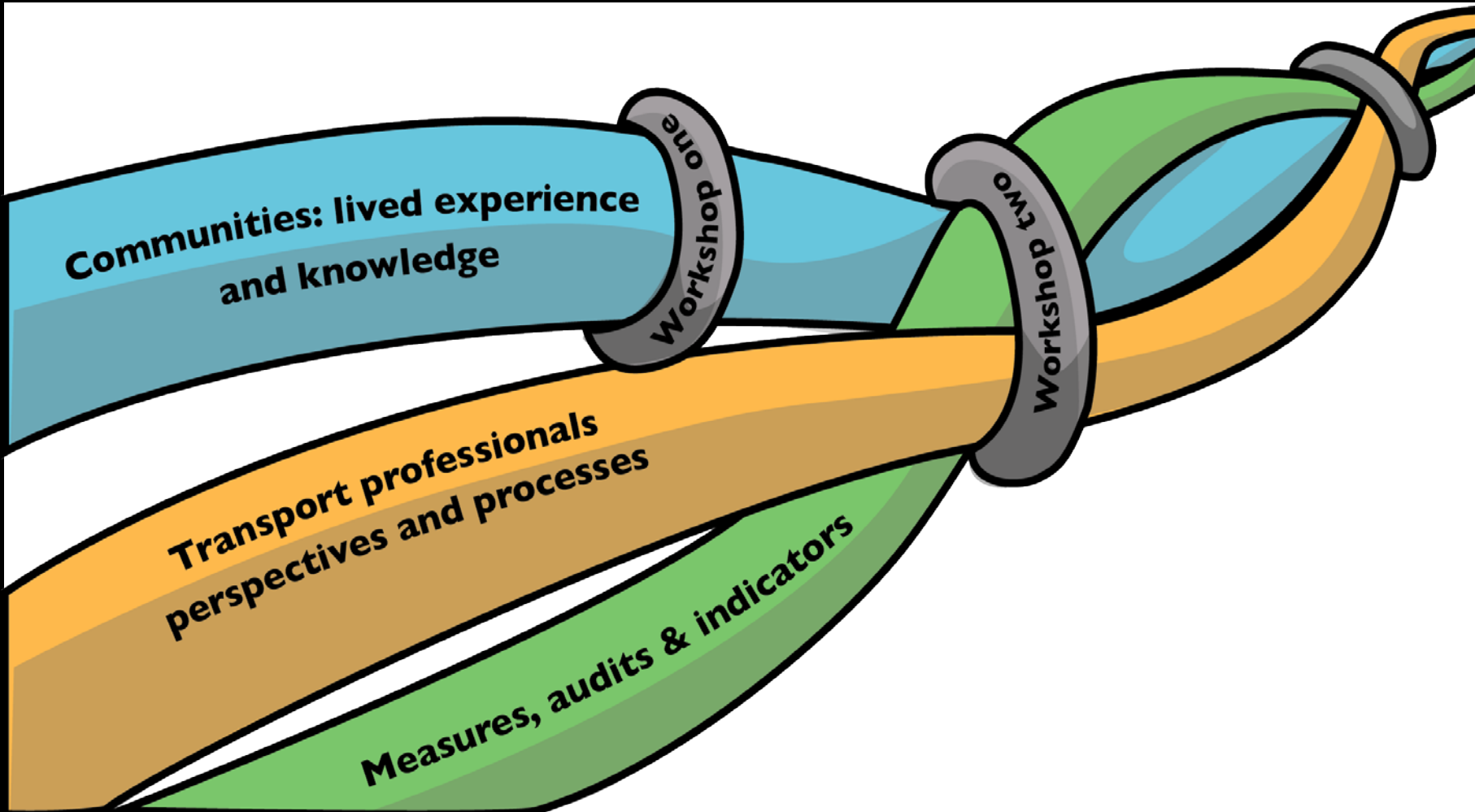
- How can transport systems support mobility, participation, and wellbeing of disabled people and older residents?
- How can we make environments more inclusive and less hazardous?
- How can these groups be better engaged in transport design processes?
- How can transport monitoring processes better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



Questions that prompted us....



Project design



Strand one sites



West



Glen Innes



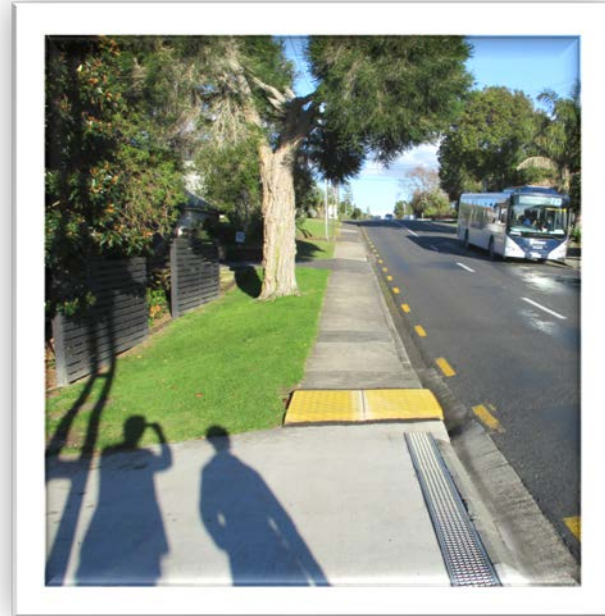
Māngere



Howick



- Go-along interviews
- Photovoice
- Workshops



What did we do for Strand One?



What did we learn?

Strand one findings

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



Māngere



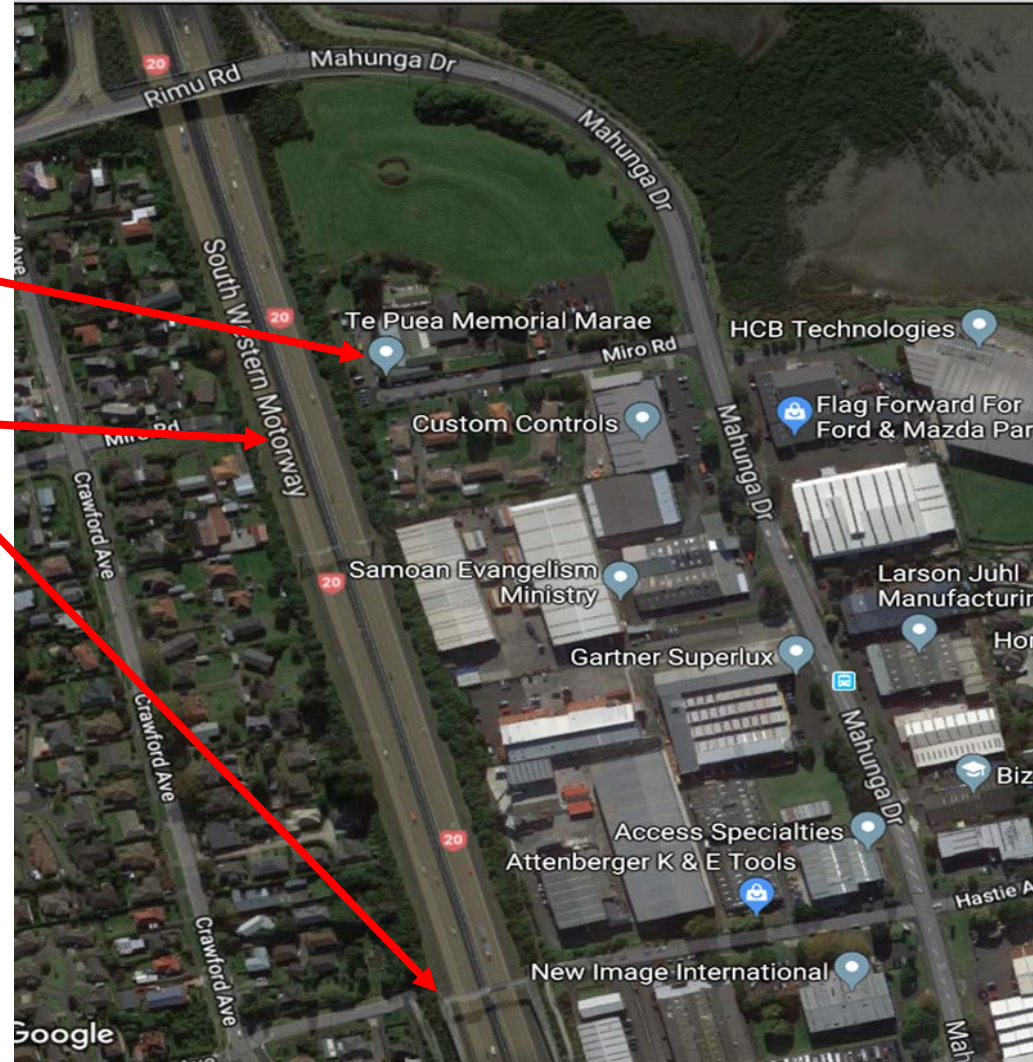
Infrastructural violence.

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)."





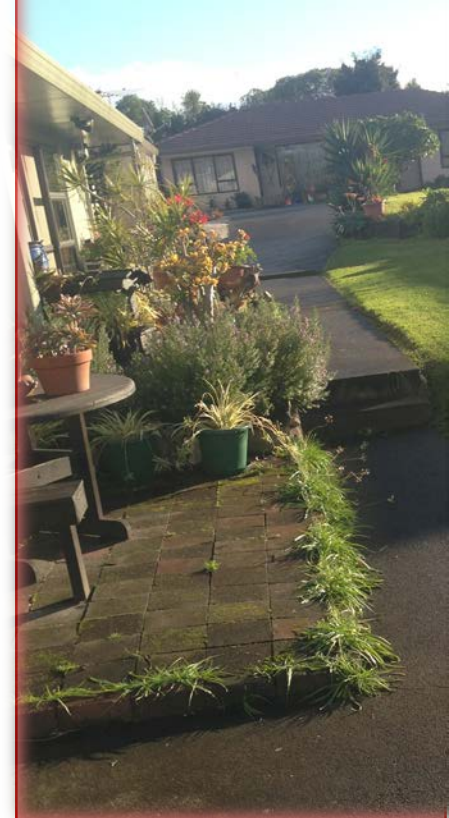
[The ambulance has] “come to the wrong address because the road, Miro Road has been cut off by the motorway, they go to the other side. They don’t know that we exist on this side” (Whaea Ātaahua) .



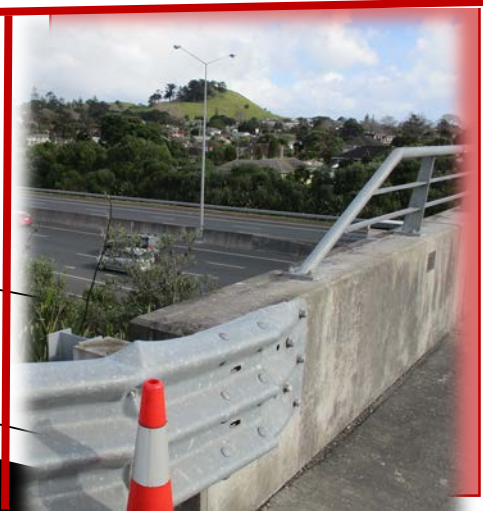
“I’d like to make a lot of journeys. But I depend on other people because there’s no buses. No way out. Some people, not like me you know. They walk up to, because they’re capable of walking up to the bridge. To catch a bus to go all over. You know, wherever the pension card takes you. And if you’re 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!”



Marama



Māngere



Cultural impacts

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



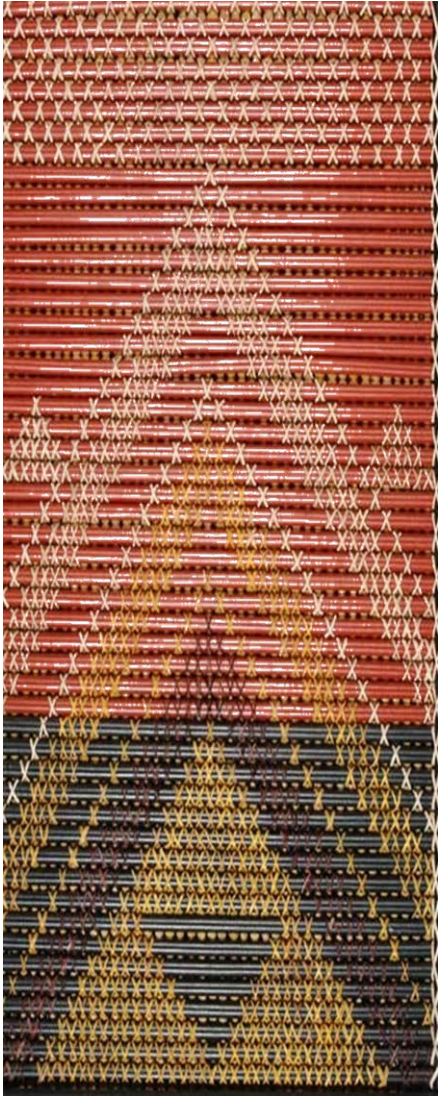
“I know I wasn’t the only one that was stressed that a motorway was going to cut, cut us off from the marae to what we always said ‘ah the urupā” (Whaea Puti).

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).



Conceptions of space and impacts on Māori health



- Colonial conceptions are misaligned with lived contexts & cultural values
- Structural violence through institutionalised privileging of western paradigms
- Create & maintain inequitable transport access, greater exposure to unhealthy environments & 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.

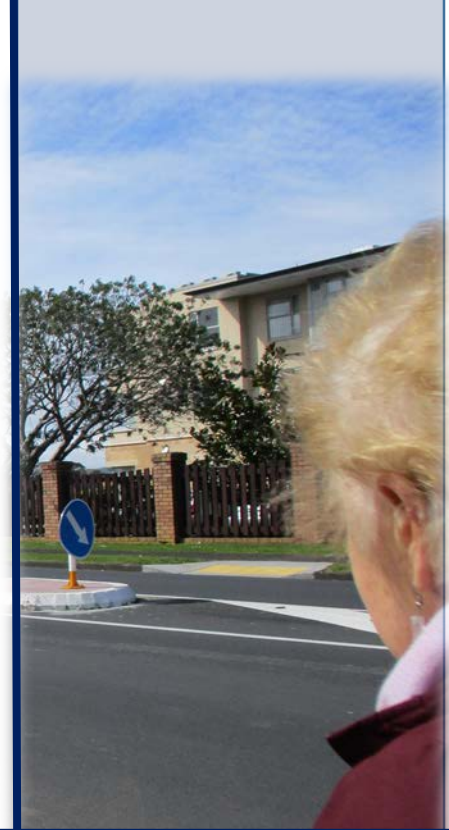
“I wanted to get off there and the driver wasn’t stopping there and he went another, you know, for 10 more metres up the road. And I said, “the bus stop’s back there.”

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!”



Barbara



Howick

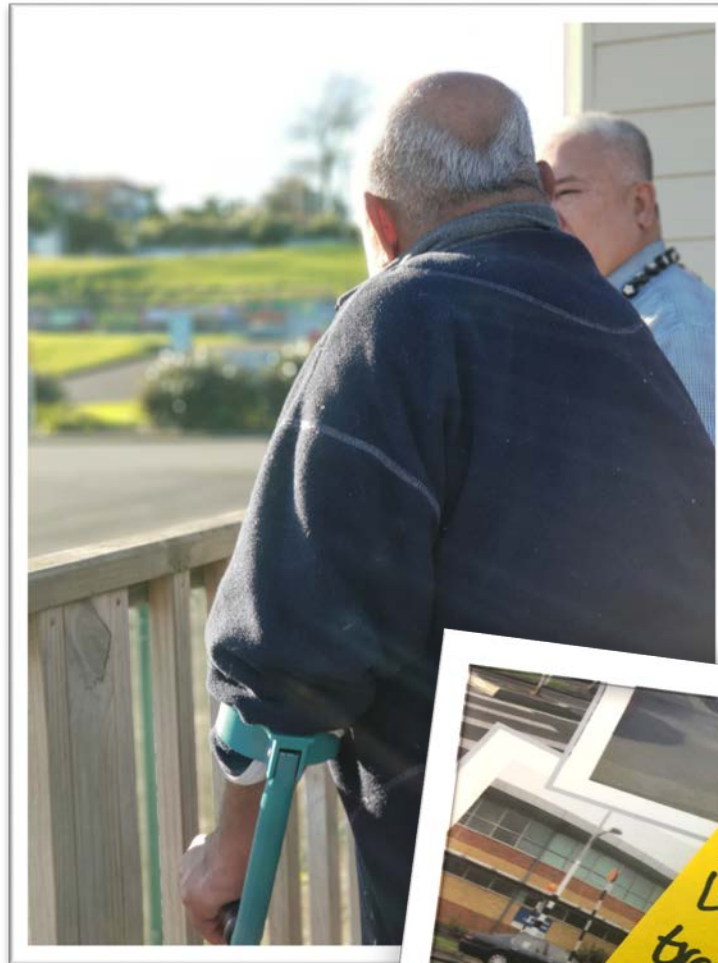


- The importance of reaching communities to engage on their terms.
- When we design infrastructure, what we privilege for some may have devastating consequences for others.
- Our infrastructure powerfully impacts physical and social wellbeing, but this manifests in unequal ways across diverse communities.

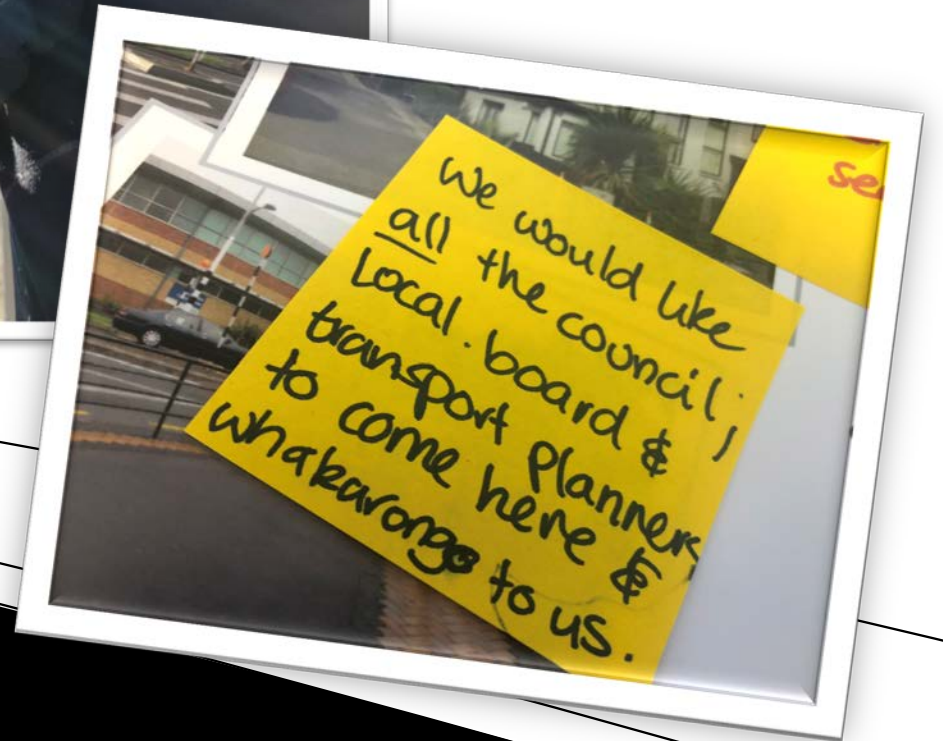


What have we learnt?

Let's
ask...

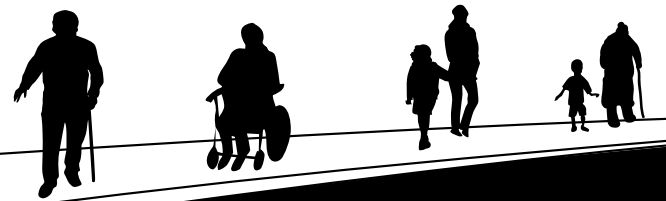


Who are we
consulting with?

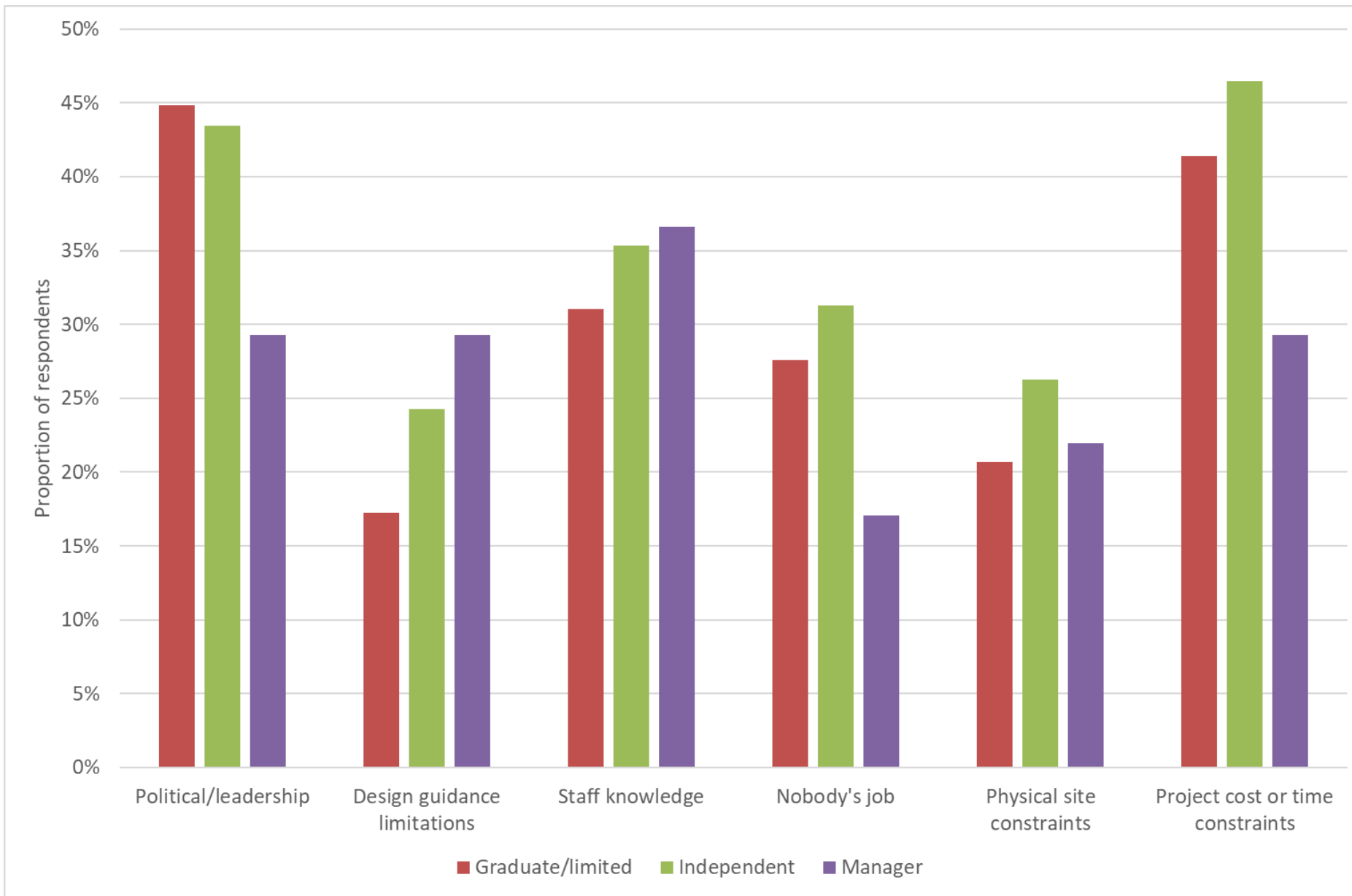


How do transport professionals ...

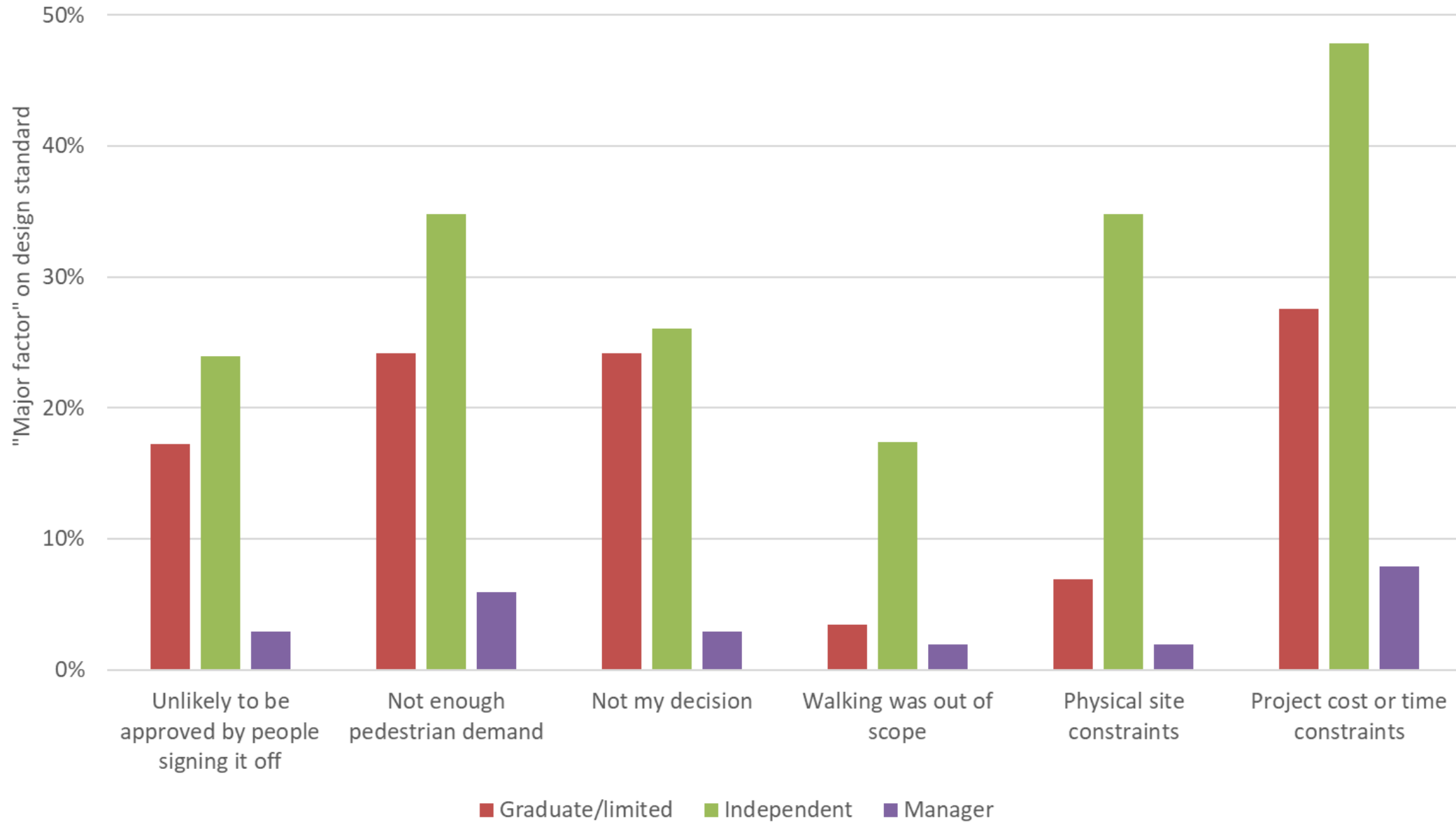
- think about accessibility?
- incorporate and deliver accessibility through their own work?
- engage with disabled people and older residents to understand their accessibility needs?
- What prevents or enables transport professionals to make accessible streets as an important priority?



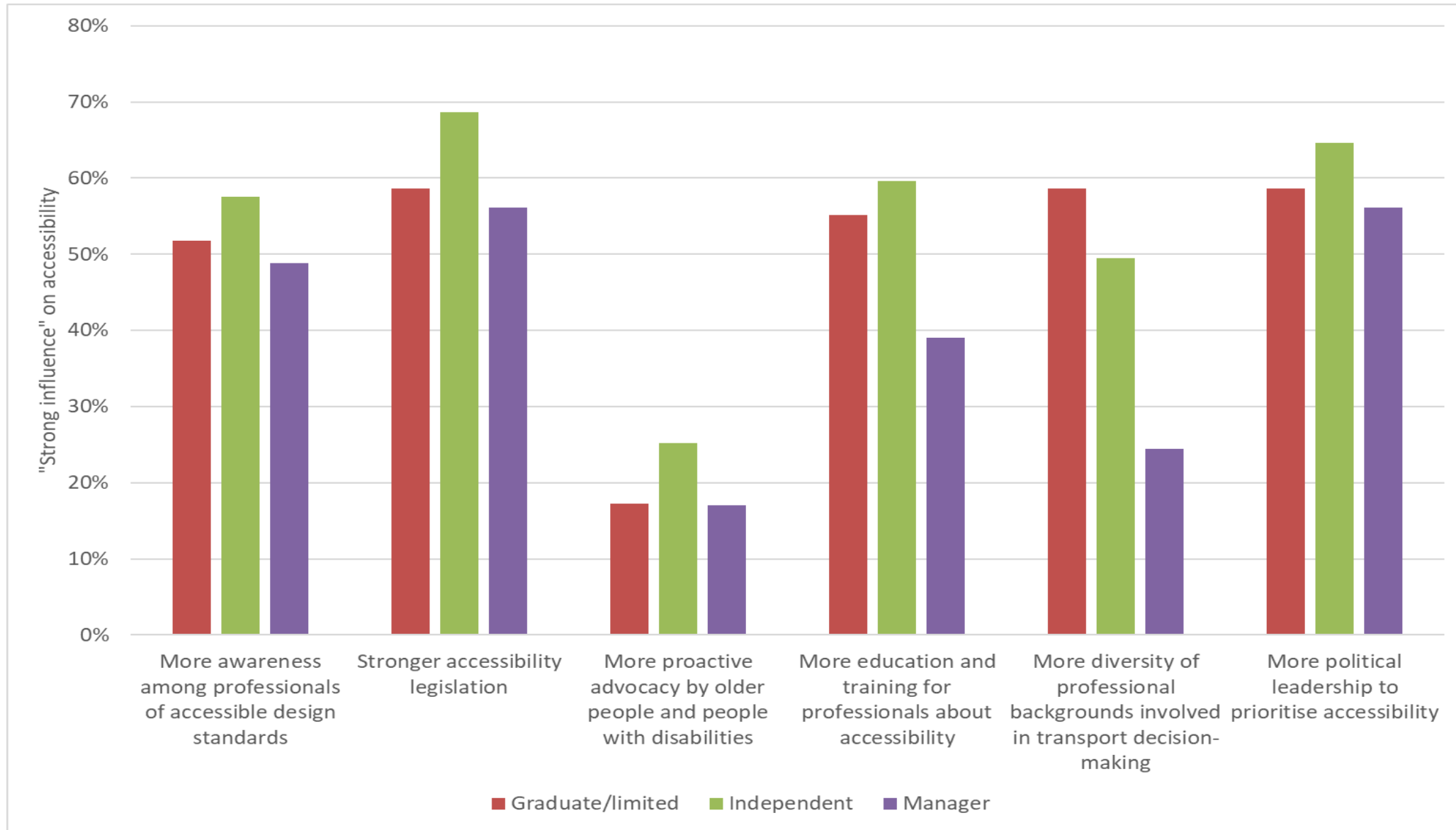
What do we hope
to understand from Strand 2?



Why is new infrastructure not as accessible as it could be?



What stops you recommending more accessible features?



What would make accessibility a more important transport objective?

Service delivery and decision making

- The NZTA and the Ministry of Transport determine network, strategies, plans and build in line with national priorities of safety and active travel.
- Assumption/expectation that public consultation, engagement, and localised attention to diversity will happen further down the chain.

“If we go to an engineer and say to them look....our community told us this roundabout is not safe, for walking for pedestrian use, they would tell us...we need to drive it with council and they’ll just do, whatever it is that council asks them to do. The problem is we don’t have anyone in our council to do that.”

Leigh, Road Safety coordinator, local council



Tools, Processes, Knowledge, Relationships

- Enmeshed: The Pedestrian and Planning guide has friction with documents like the Subdivision Code of Practice (2004), and it falls to council to mediate adherence to the planning guide

“We are coming from a mathematics background, we all studied physics and mathematics, mainly. And we have never you know studied anything about the human..... You know to make elderly people to use walking, which could be very beneficial for their health... We don't have these guides at all, at least I never came across any of that.”

Graduate transport engineer



“Transport engineers generally have good knowledge for all modes of transport and associated safety. It is economists, asset managers, and grumpy old men that hold the cash who don't understand and/or consider it a priority.”

“I think most people who work within our industry are aware of the need for and benefits of facilities that improve accessibility; however priorities still tend to be set with the primary focus being capacity for motor vehicles.”

“Most designers are able-bodied and drive everywhere, so just telling them that it sucks for people in wheelchairs isn't going to have much meaning.”



Inclusive Transport



There isn't one for trips not made!

Policy



Planning



Design



Construction

Outcome Measure

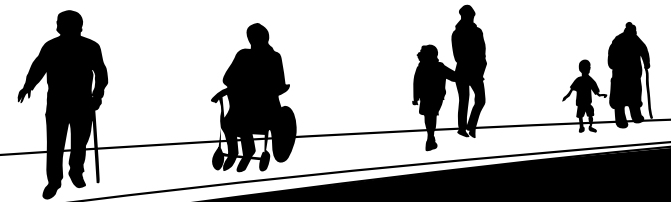
Road safety



Stuff.co.nz, 14.9.19

Crash-related injuries

- The importance of reaching communities to engage on their terms.
- When we design infrastructure, what we privilege for some may have devastating consequences for others.
- Our infrastructure powerfully impacts physical and social wellbeing, but this manifests in unequal ways across diverse communities.
- Our infrastructure, consultation processes, and professional practices are producing, reproducing, and amplifying these inequities.
- We need to engage, monitor, and act differently if we want a transport system that leaves no one behind....



What have we learnt?

- K** **Knowledge** is a collective concept; weave the strands
- A** **Acknowledge** impacts of **Advantage** and **Alienation**
- S** **Step** out of comfort zones, walk in **Someone else's shoes.**
- H** **Hindrances:** Greed, hatred, delusion, **unconscious biases**
- I** **Inclusive Identities:** diverse perspectives, shared aspirations
- N** **Now** is the knowing!



Collective action towards shared aspirations mindful of the unique place of tangata whenua needs and aspirations.

Acknowledging...

All participants and support networks in Māngere /Te Puea marae,
Glen Innes, Howick, and West communities

Research assistants: Luke Tai-Rakena, Liz Fanueli, Rev Suamalie Naisali, Siosifa
Tupou, Ben Zhang, Yingmin Wang, Clair Wang, and the Rākau Tautoko team.

Massey University, University of Otago, MR Cagney Pty Ltd

Project Advisory Group

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