



***Lesson learned from the
Inclusive Streets Project:
Mind the Intersections!***

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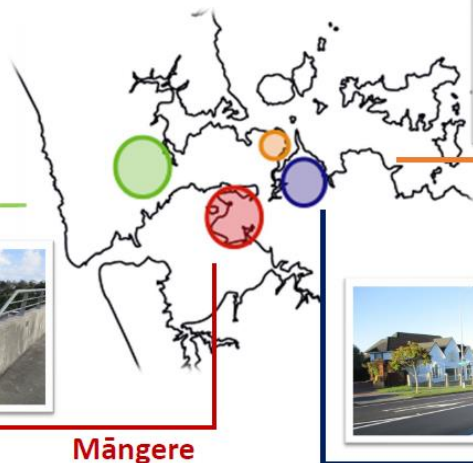


A community-based participatory research project of people differently challenged by the built environment



- How do transport systems influence opportunities for active travel, social participation, health and wellbeing of disabled people and older residents in Tāmaki Makaurau?
- How do transport professionals perceive their practices in relation to these realities?

Why this project?



Māngere



Glen Innes



Howick

Survey of 175 transport professionals and 21 key Informant interviews



What did we do?



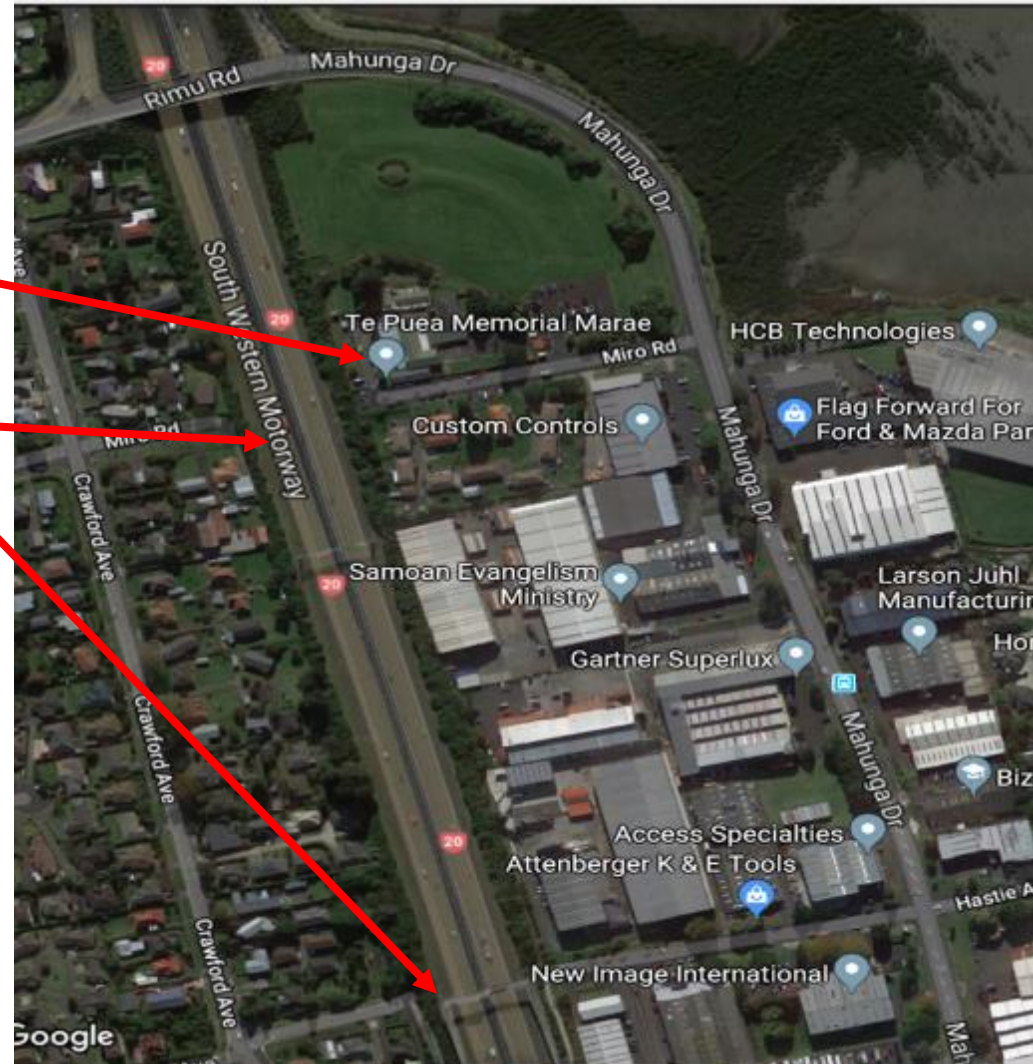
Te Puea Memorial Marae



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"*



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

Kaumātua were cut off from their tūpuna via access to the urupā, the moana & were no longer able to harvest harakeke



Māngere



**Infrastructural
violence.**

Intergenerational impacts

“The marae’s there, supposed to be there for the our whanau”

It’s [motorway] stopped the kids coming. See, the parents come first of course, they come down here to nurture the marae. But they don’t because the kids have nowhere to go... [It’s not safe]

What happens over the years? Takes away the tikanga

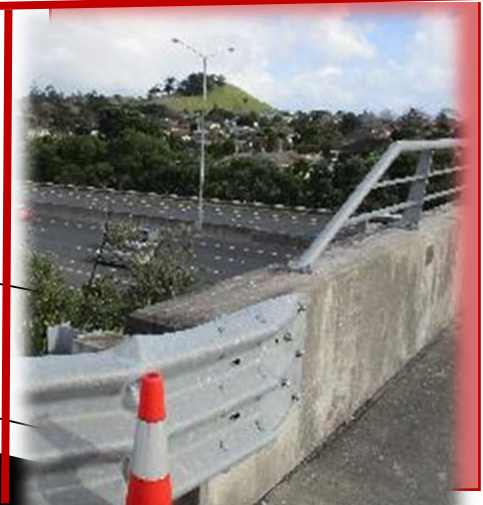
Whaea Ātaahua



“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!”



Māngere



- 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



- 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.**

Transport professionals' perspectives

Survey of 175 transport professionals and 21 key Informant interviews

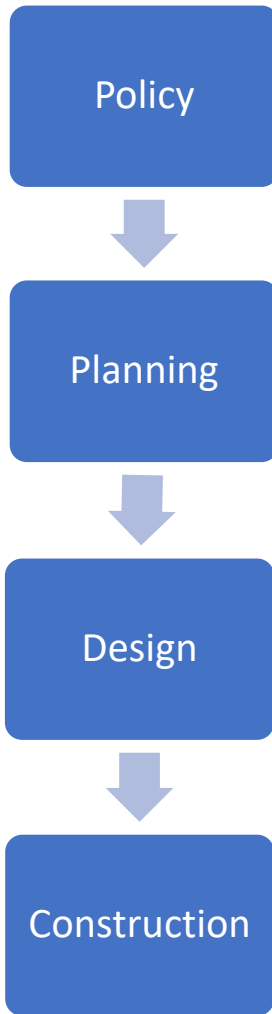
- **Disconnect between vision and policy** “from the top” and how these are delivered on the ground
- **Some public groups are less likely to be engaged or heard**
- **Limited responsiveness to Te Tiriti** (Māori seen as groups to be consulted rather than in terms of rights to kāwanatanga, tino rangatiratanga, or ōritetanga)
- **Unspoken minimisation of accessibility** in planning guides and monitoring frameworks
- **Less visible outcome measures:** In contrast to road safety (crash-related injuries/deaths), there isn't an obvious measure of “trips not made”

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



Stuff.co.nz, 14.9.9

“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.”



Mind the intersections! People, places, plans and practices

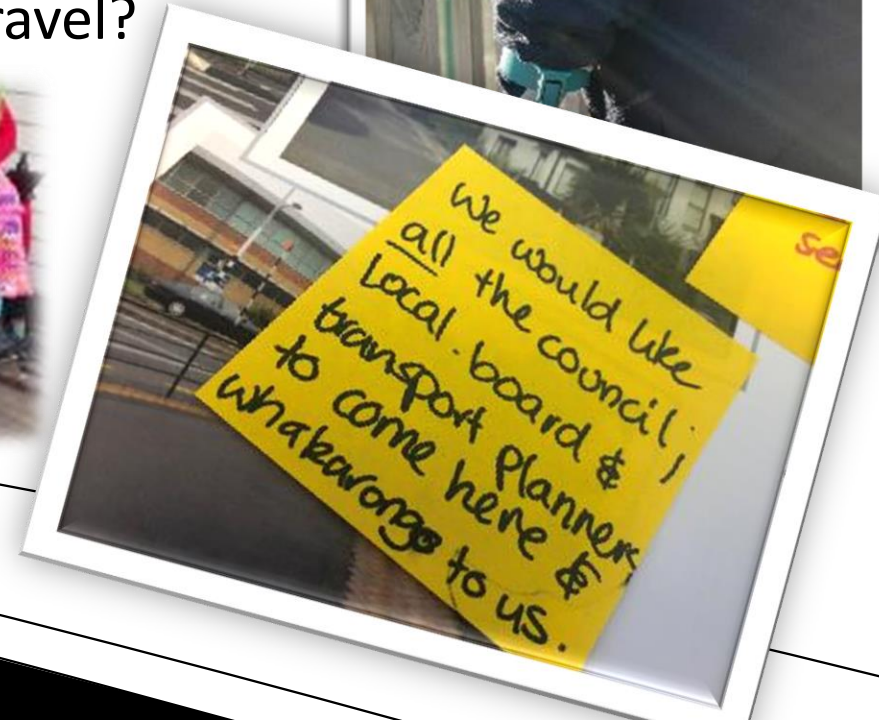
- When we design infrastructure, what we privilege for some may have devastating consequences for others, powerfully impacting physical and social wellbeing. This manifests unequally across communities, **strongly patterned by power and privilege**.
- Some forms of marginalisation (older age, disability, low income, ethnic minority) are not discrete and independent but tend to **coalesce and intensify differences**.
- Our transport plans, consultation processes, professional practices and monitoring systems can produce, reproduce, and amplify these inequities.



What have we learned?

Mind the intersections! People, places, plans and practices

- Who are we consulting with? (Who complains? Who doesn't?)
- How do we measure trips not made?
- What does Te Tiriti mean for us, personally, and in our day jobs?
- To what extent do we intentionally address planning, policy and practice gaps to ensure that people challenged by our transport systems can enjoy the pleasures of walking and active travel?



Questions to address

Acknowledging...

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