



UNIVERSITY OF  
AUCKLAND  
Waipapa Taumata Rau  
NEW ZEALAND

MEDICAL AND  
HEALTH SCIENCES



Health Research  
Council of  
New Zealand

# Inclusive Streetscapes: Transport systems leaving no one behind

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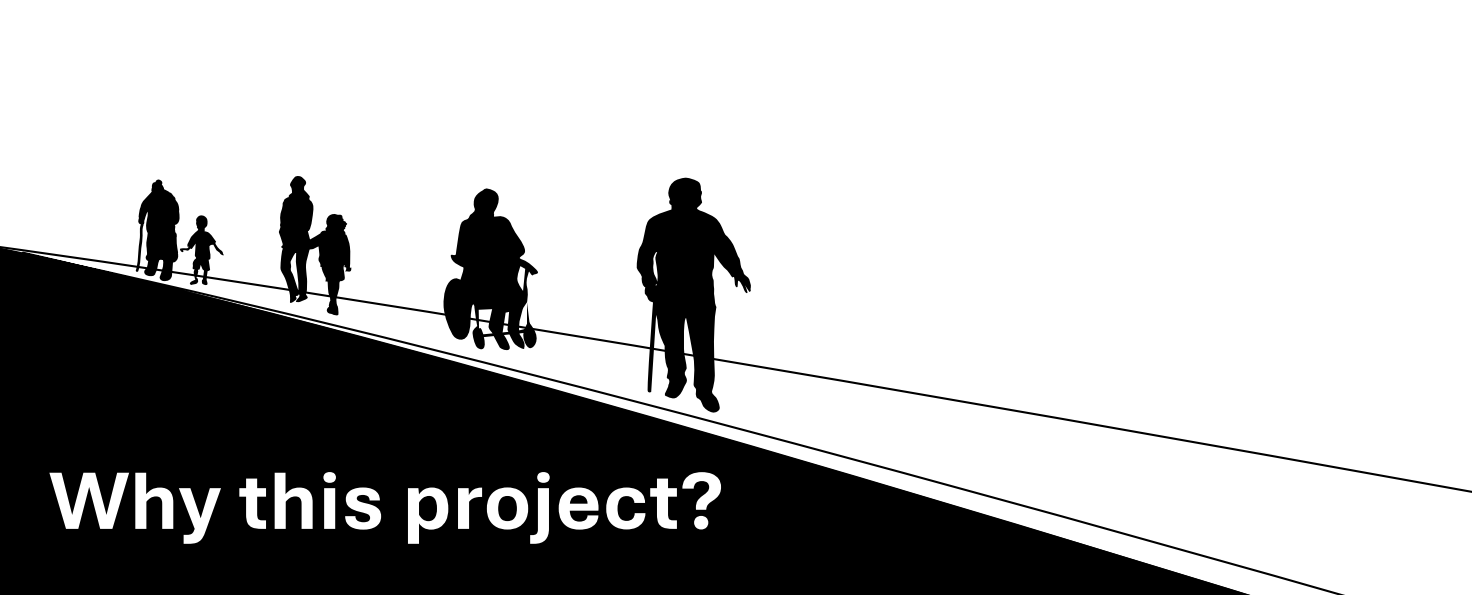


A/Prof Anneka Anderson's research on access to health care engaging with kaumaatua at Te Puea Memorial Marae

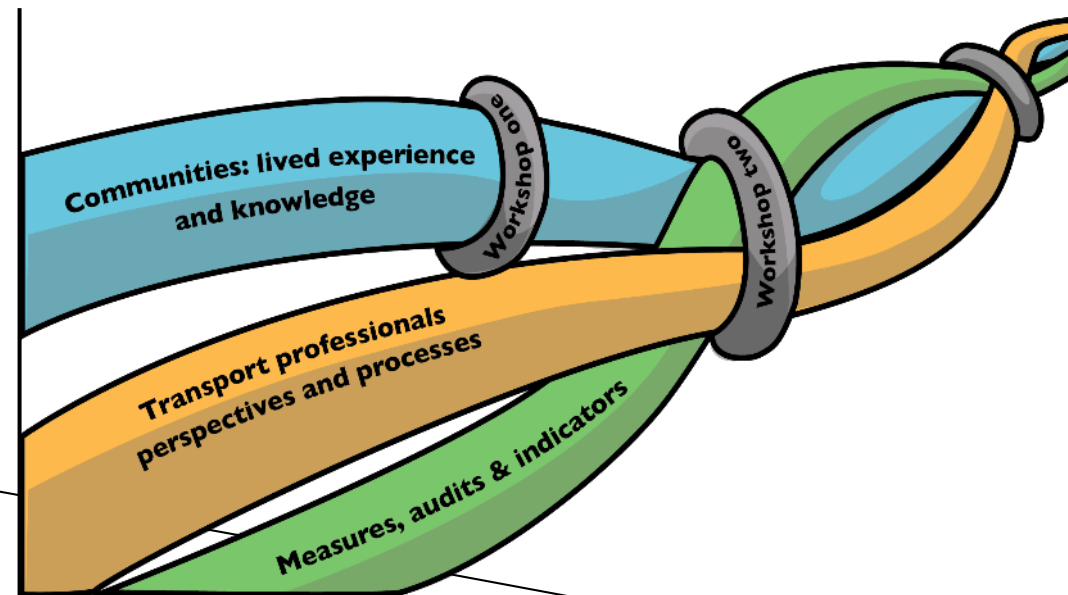


A community-based participatory research project of people differently challenged by the built environment

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



Why this project?





# What did we do?



# Te Puea Memorial Marae



Marae

State highway 1 motorway  
extension (SH20) built 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, and no longer able to harvest harakeke



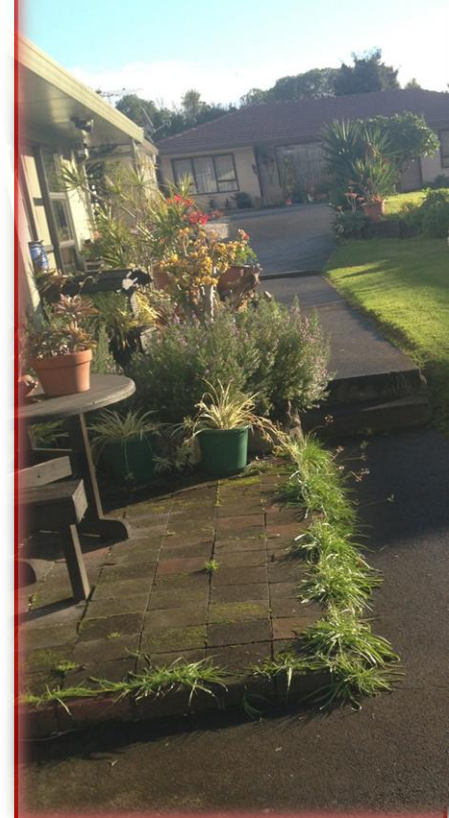
*Māngere*



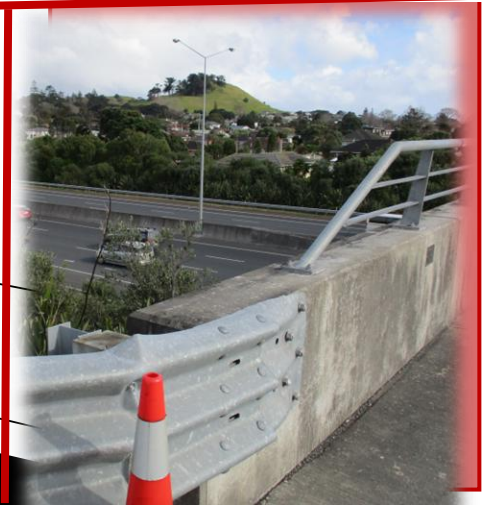
**Infrastructural  
violence.**



“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!”



***Māngere***



- 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.**

- 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.**



- This group was both the youngest and the least healthy of the four sites.
- Being able to access the Glen Innes community makes a real difference to wellbeing.
- 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 not suffering.”





# Hearing from transport professionals

Survey of 175 transport professionals and 21 key Informant interviews

We asked them about their day-to-day roles, projects they have worked on, how transport equity figures in workplace decisions.

We wanted to understand how decisions are made in the industry, challenges to implementing accessible design

- Disconnect between Vision and Policy coming “from the top” and how these are/can be delivered on the ground
- Some public groups are less likely to be engaged or heard
- Unspoken minimisation of accessibility in monitoring frameworks
- Limited responsiveness to Te Tiriti (Maaori as groups to consult rather than in terms relating to Te Tiriti principles)



Feedback form

Use this form for non-urgent enquiries.

Mandatory fields are shown with an asterisk (\*)

Report a problem

Customer service centres

Bus, train & ferry operator contact details

Official information LGDIMA

What we do with your feedback

Choose the option that best suits your request \*

Are you making a compliment?

Are you making a complaint?

Are you making a suggestion?

Are you reporting a problem, requesting a fix?

Are you requesting something new?





***2024 Government Policy Statement on Transport  
Strategic Priorities:***

- *Economic growth and productivity*
- *Increased maintenance and resilience*
- *Value for money*
- *Safety*

***Land Transport Rule: Setting of Speed Limits 2024***

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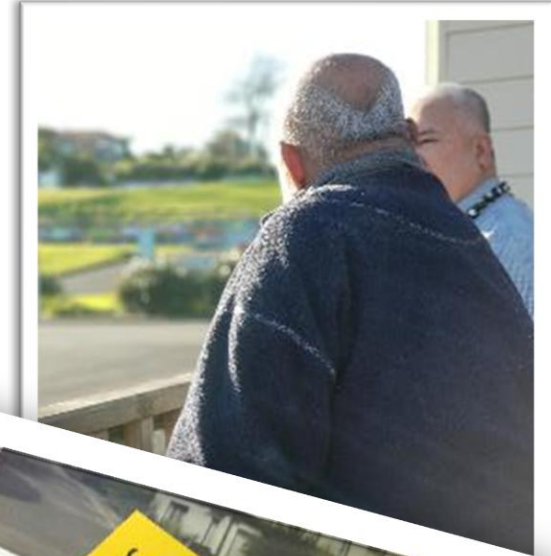
# Mind the intersections! People, places, plans and practices

- 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) intersect and **intensify differences**.
- Our transport plans, consultation processes, professional practices and monitoring systems **can produce, reproduce, and amplify these inequities**.



What did we learn?

- Who are we consulting with? (Who complains? Who doesn't?)
- How do we use an equity lens to address policy and practice gaps considering people challenged by the built environment?
- What does Te Tiriti mean in our interactions with the transport sector?
- **How do we measure trips not made?**



Questions to address



# Future research on Third spaces

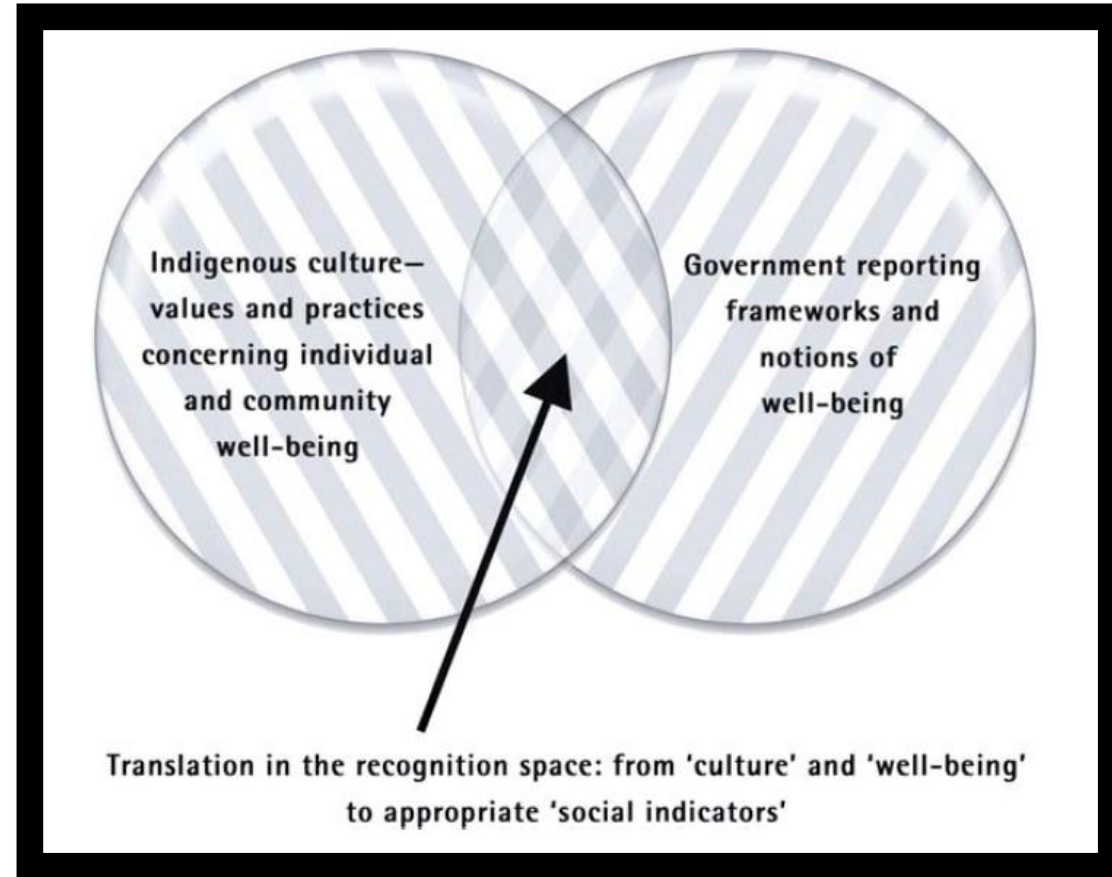
- Space between home or work, in-between hybrid spaces
- Ordinariness, accessibility
- Sense of belonging
- Reduce isolation, loneliness, enhance social and mental wellbeing
- Offer destinations
- Conversation and engagement with people who are different



Thanks to Prof Janine Wiles' analysis and insights

# Conceptions of space and impacts on Hauora Māori

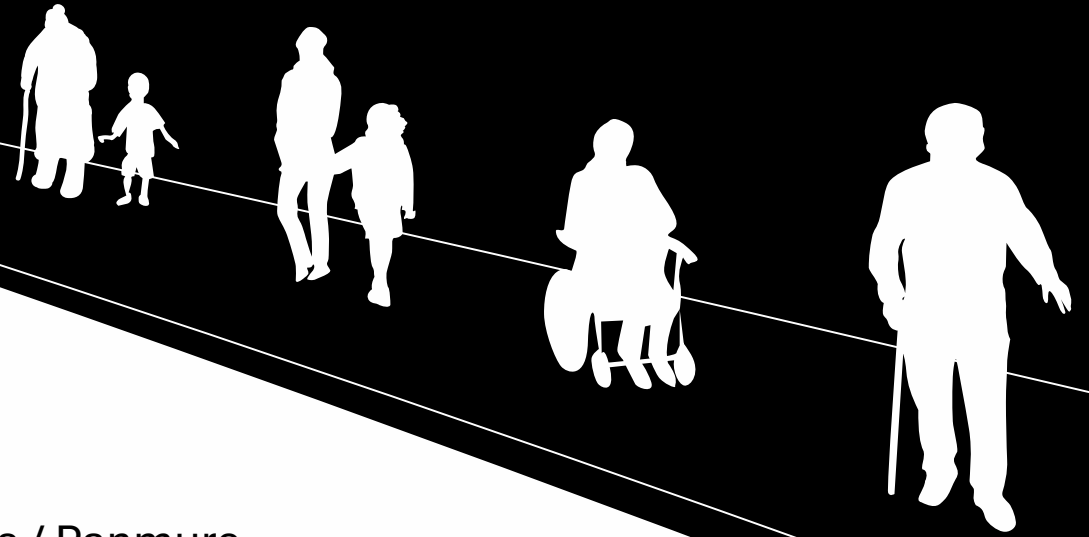
- Colonial conceptions are misaligned with lived contexts and cultural values
- Structural violence through institutionalised privileging of western paradigms
- Create and maintain inequitable transport access, greater exposure to unhealthy environments and barriers to cultural engagement



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



# Acknowledging...



**All participants** in Māngere |Te Puea Memorial Marae, Glen Innes / Panmure, Howick, and West Auckland communities; Transport professionals

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