



Streetscapes that optimise age-friendly participation

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New Zealand Association of Gerontology Webinar

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Outline

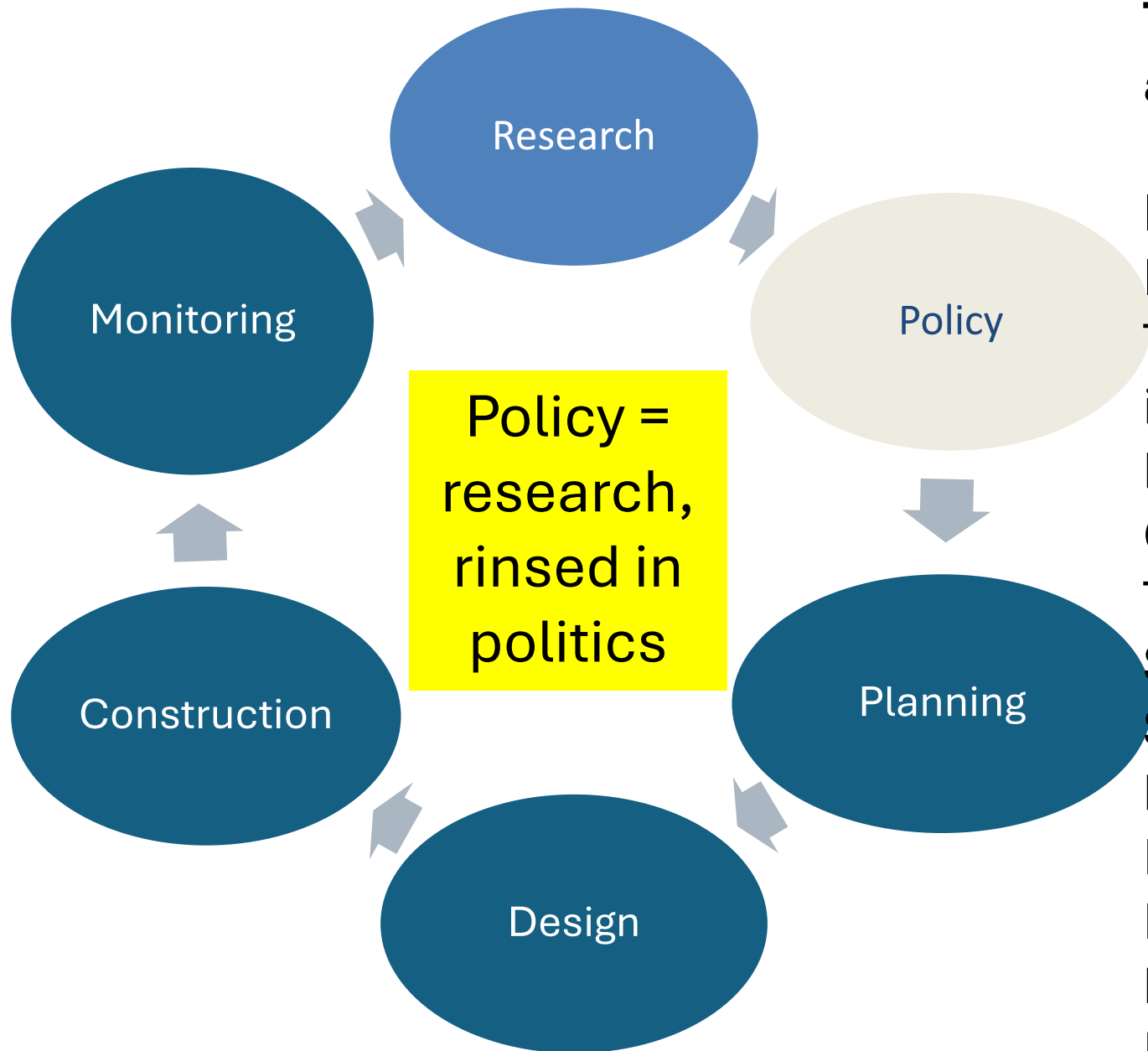
- **Transport in New Zealand: Who makes what decisions**
- **What we ought to do differently**
- **If we know what to do differently, why aren't we doing it?**
- **A vision for inclusive streets**

Notes: this presentation draws on Bridget's experience as a transportation engineer and researcher, where she's practiced as a consultant in Kirikiriroa since 2002. For more information there are some links at the end.

- **Transport in New Zealand: Who makes what decisions**



Notes: it's not clear to many from the outside of the transport sector (and to some on the inside!) how policy and investment decisions are made in practice. Here is an overview.



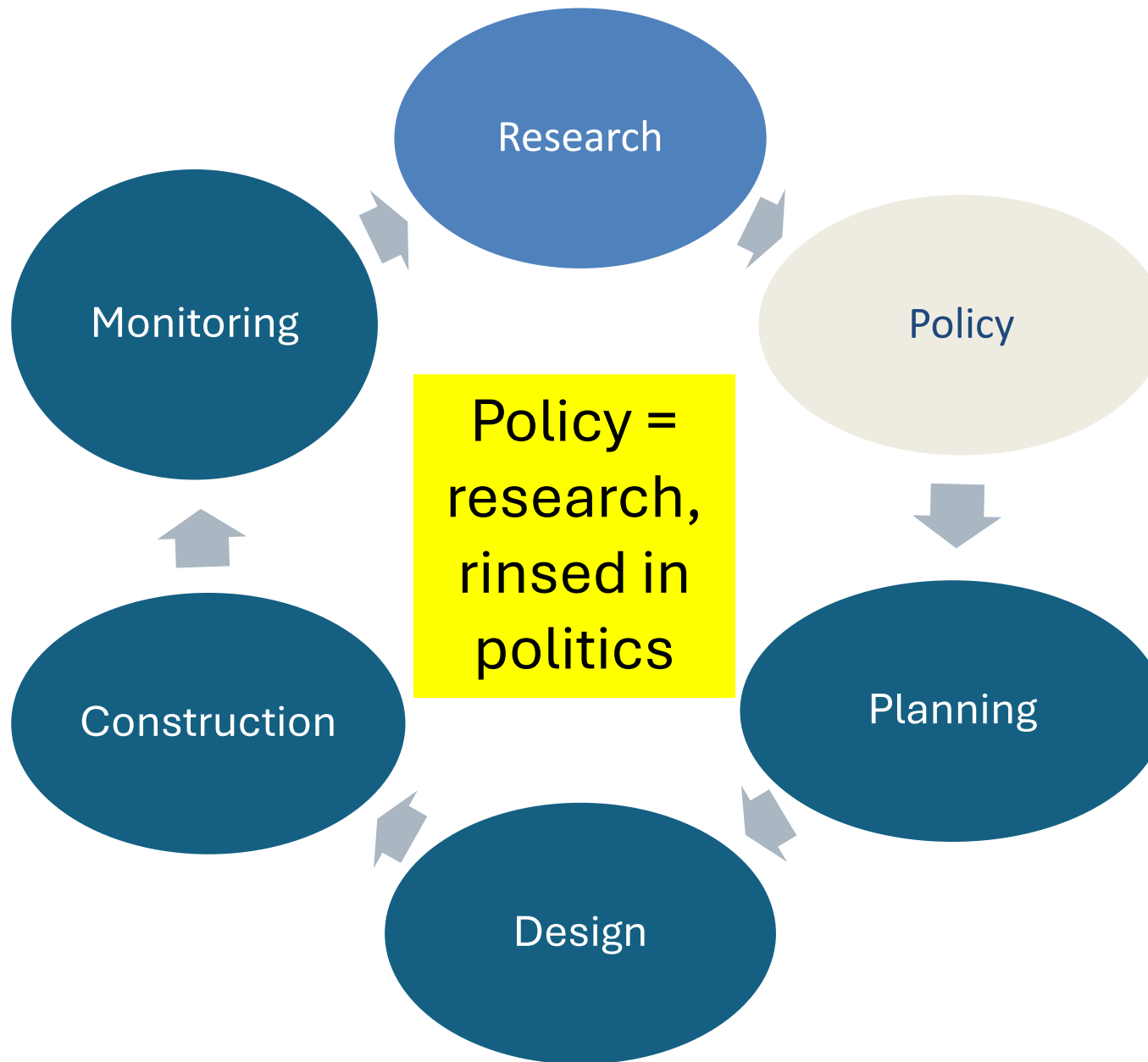
Transport Policy: Politicians with advice from technical staff

International Transport Forum (OECD);
International industry (e.g. Transportation Research Board; industry journals)

National: Ministry of Transport: Government Policy Statement on Land Transport (GPS)
Safer Journeys (NZ Road Safety Strategy)

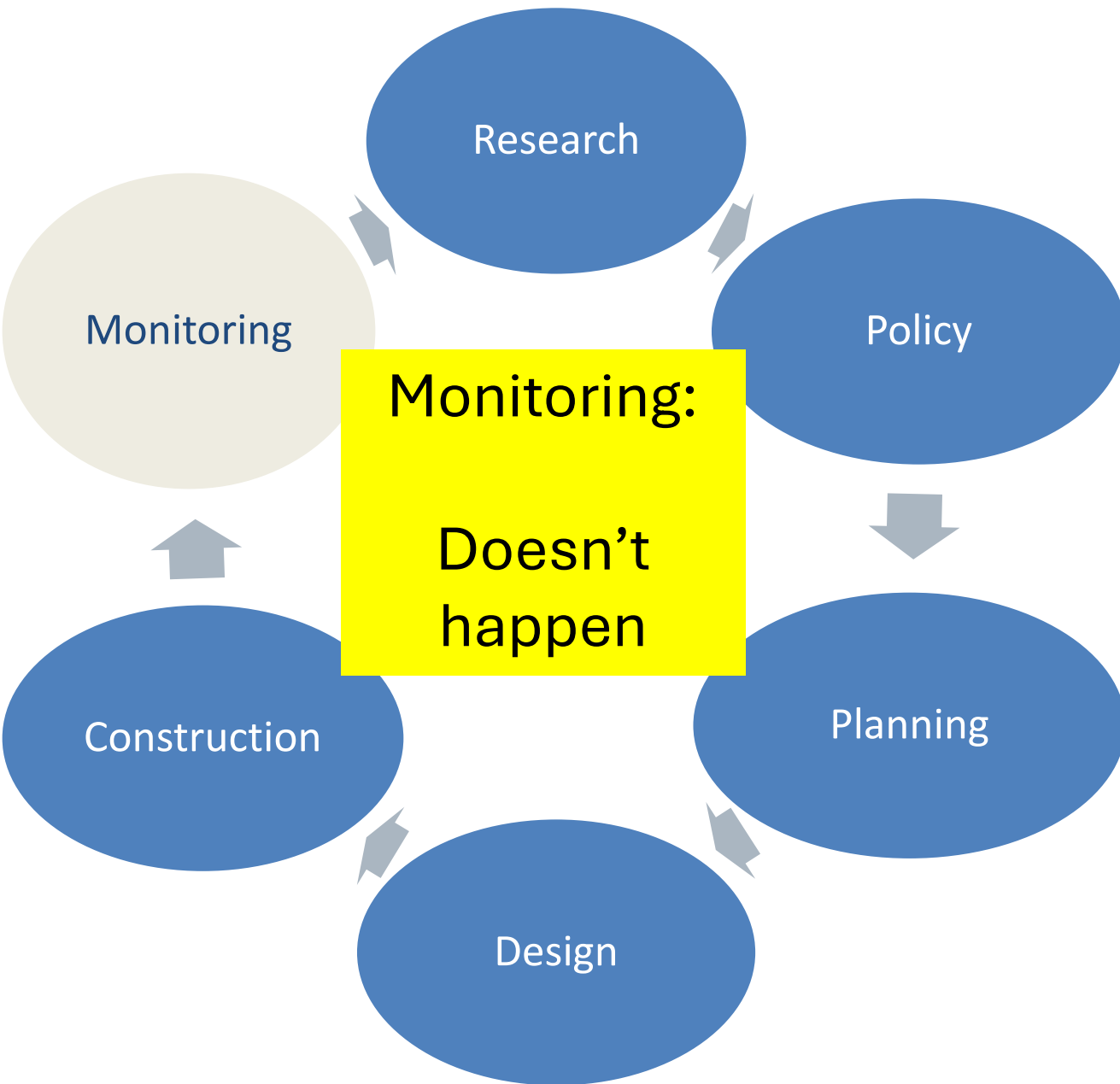
Regional: Regional Land Transport Plan; Regional Public Transport Plan

Local: Long Term Plan; Annual Plan



Sometimes, policy is informed by research. Then, the policy decisions inform local planning and investment. Design of streets should also be informed by research, and what is built should be the same as what was designed.

But it doesn't always happen that way. One of the reasons is that there is political interference, from elected members, and from the culture of government organisations, and from nefarious lobbyists.



Monitoring is the biggest gap in *optimising* age-friendly streets. Because if we don't know who is on the street, we can't prioritise effectively.

So, I recommend that we measure and monitor diversity of participation.

We can do that by asking people where they do and do not go. And we can count people on streets, and interview them to know more about diversity of participation.

- What we ought to do differently



Reactive advocacy

Disabled people demand accessible transport

Consultative planning

Transportation sector asks disabled people what they need

Proactive inclusion

Transportation sector understands and measures the problem of exclusion

Increasing
effectiveness

Accessible transport: Hierarchy of response



Proactive inclusion includes participatory planning: Listen



Source: 'Views on Transport in New Zealand' CCS Disability Action Waikato 'Measuring Accessible Journeys' project, Think Differently fund, Ministry of Social Development, New Zealand

I often go places with my friend who uses a wheelchair and lives in town.

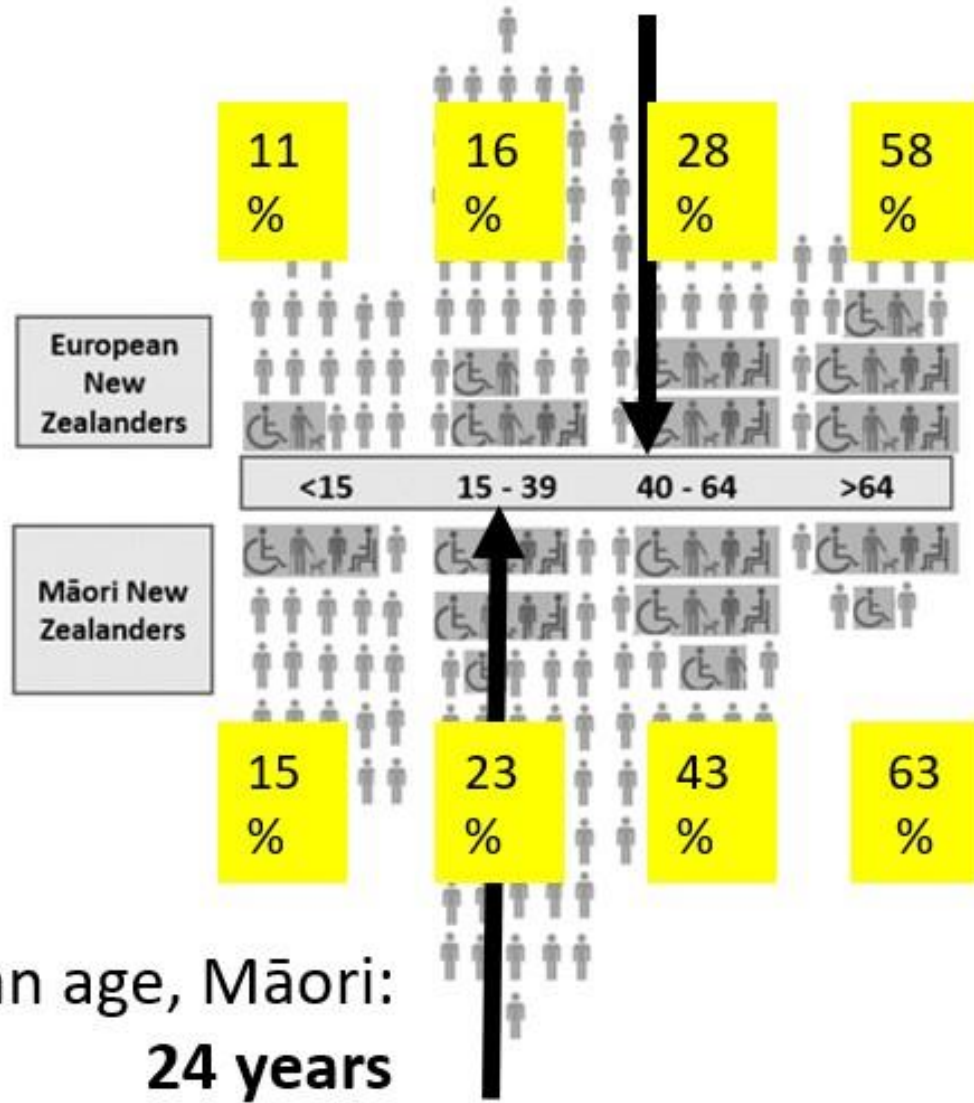
The footpaths are not well designed for her - there are some very steep gradients between the road and footpath.

Female aged 65-74, Wellington

Proactive inclusion will always need to include authentic engagement. Access involves the interaction of a human, with a street, and both of those are unique and changing. So we can't capture everything with technical data. We will always need to listen.

In Aotearoa, the interaction of age, disability and ethnicity means we need to consider the needs of all people, at all ages. Age-friendly is (of course) not just about what we might call 'older people'.

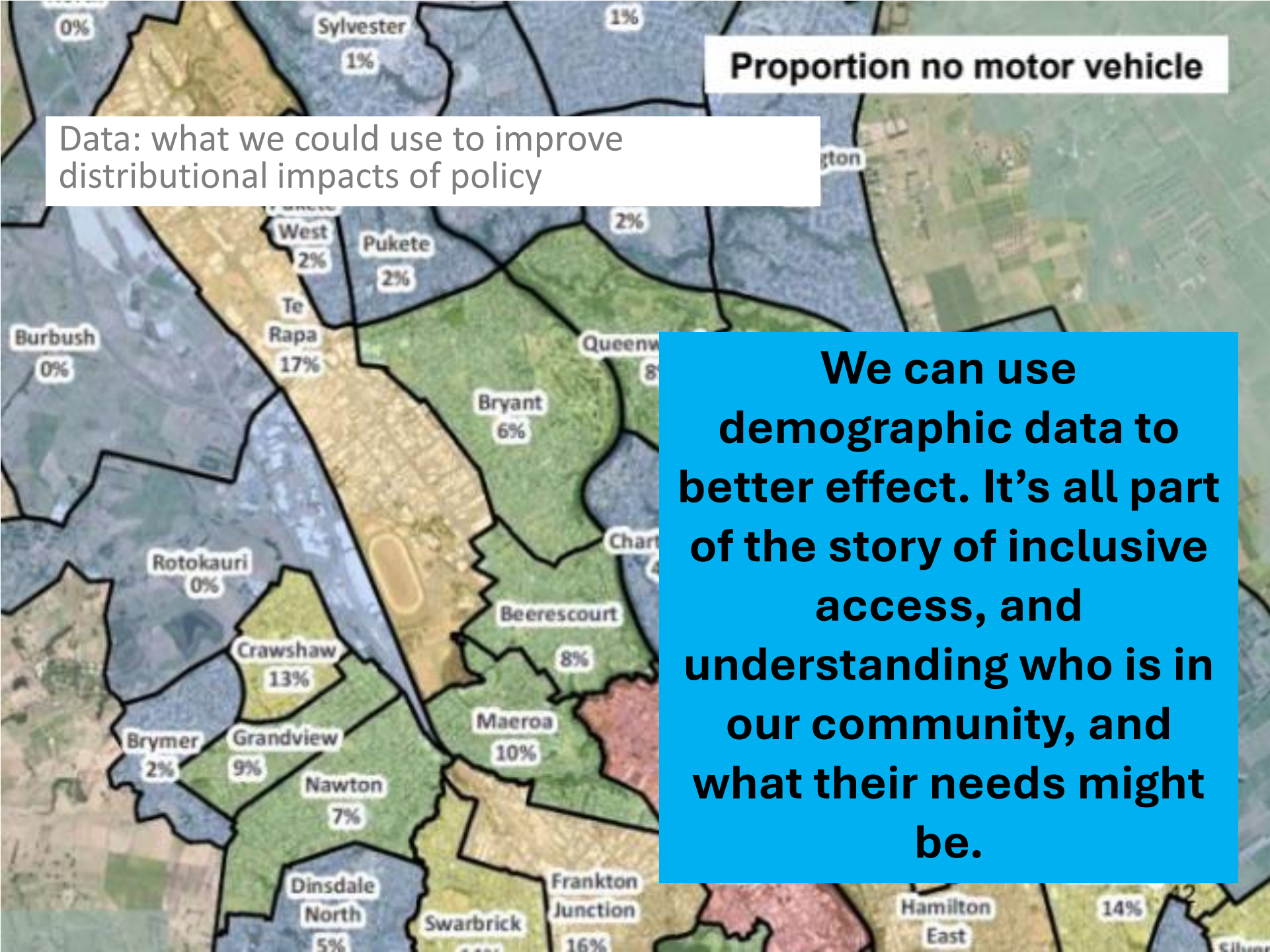
Median age,
NZ European: **41** years



Median age, Māori:
24 years

Proportion no motor vehicle

Data: what we could use to improve distributional impacts of policy



We can use demographic data to better effect. It's all part of the story of inclusive access, and understanding who is in our community, and what their needs might be.

- **If we know what to do, why aren't we doing it?**



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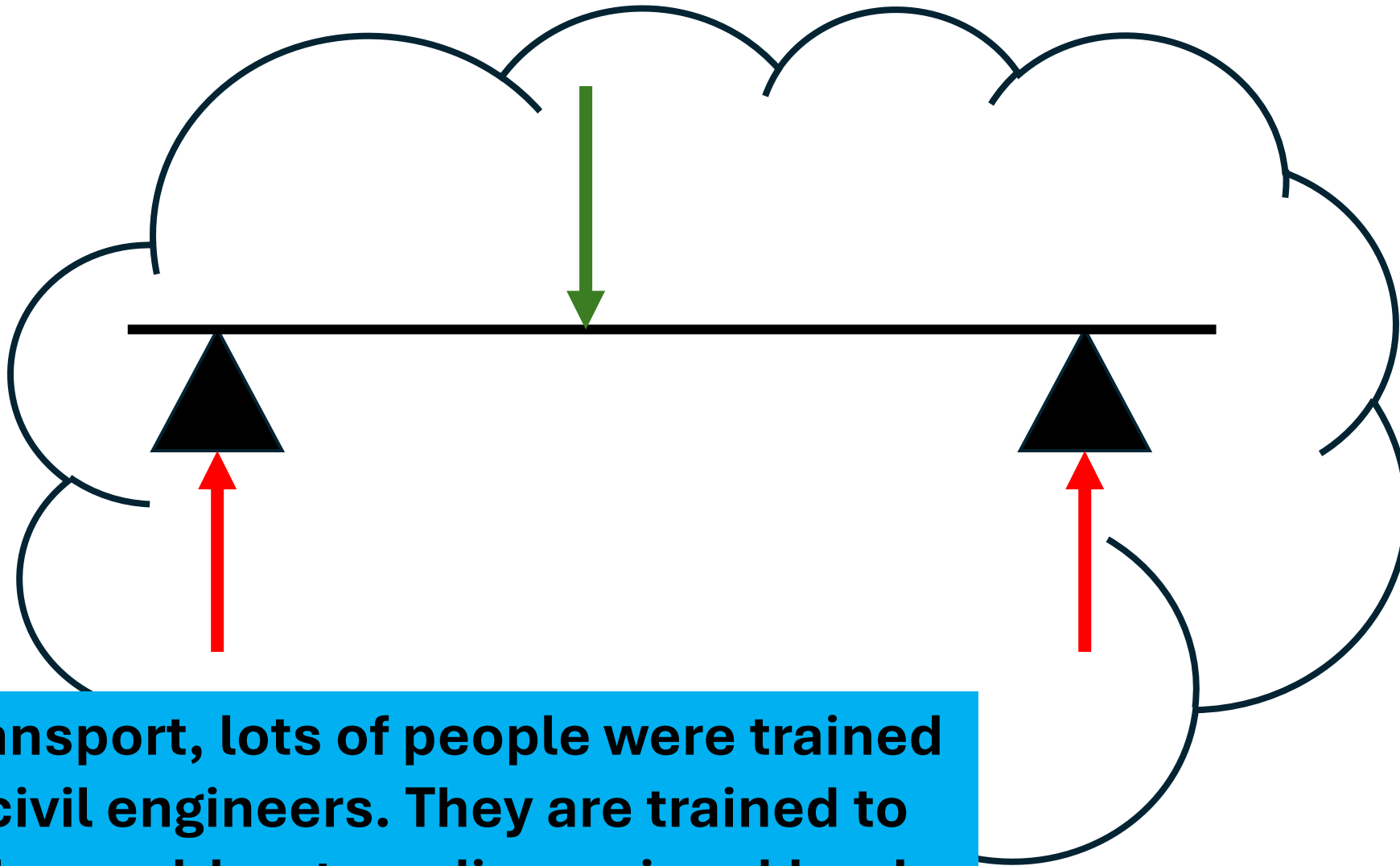
Simon Bridges appointed board chair of NZTA

Words: Harrison Wade | Photo: Simon Bridges (Facebook)

🕒 March 12, 2024

**Sometimes (oftentimes)
politics infiltrates the
business of government.**





In transport, lots of people were trained as civil engineers. They are trained to see the world as two-dimensional loads, forces, and supports.

Transport is multi-dimensional. Some engineering is necessary, of course, but it's far from sufficient to create inclusive streets.



Community transport is volunteer-based transport services. There are probably hundreds of these services in New Zealand – but we don't monitor them as well as we could.



Benefit > £2 Billion

Example: comprehensive investment in
Community Transport in Scotland: cost = £11.2 Million

**Community transport is
hugely valuable!**

Potential Savings

- £1.35 billion on treating cardiovascular disease, Type 2 diabetes and obesity.
- £73 million on hip fractures.
- £66.1 million on the mental health of older people in Scotland.
- £1 billion on under-nutrition.
- £5.7 million on missed hospital outpatient appointments by older people.
- £1.4 billion on emergency hospital admissions by older people.
- £11.4 million on residential care costs.
- £318 million on providing personal care services to older people in their own homes.

Benefit > £2 Billion

- **A vision for inclusive streets**



Optimizing age-friendly participation....

Vision Equity of participation

Policy Link vision to action areas: populations and activities

Priorities Start with people of greatest need, and their access to essential services. Engage with disability sector to find them.

Design Standards

Monitoring Measure diversity of participation

Research Whose voices are we still not hearing?



Inclusion is totally complementary to our efforts towards bringing back the planet to survivable human limits! To do that, we ought to shift in focus from increasing mobility, to a vision of sufficient access for all.



But wait there's more... inclusion and climate

We ought to switch from a model of increasing mobility, to one of **sufficient access**



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