



(Almost Dr) Bridget Burdett


Inclusive transport  
in action

***Notes version of slides  
for conference website.  
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***Notes: The purpose of this presentation is to argue that inclusiveness is a useful and missing objective in transport planning and decision-making.***

## Agenda

1. Why inclusiveness?
2. Targeting the deficit
3. Attributing transport to wellbeing through inclusiveness
4. Implications for local transport decision-making
5. Discussion



## Why inclusiveness?

*Notes: New Zealand's government aims to shift investment focus towards wellbeing, and success factors that matter.*

**Otago Daily Times**

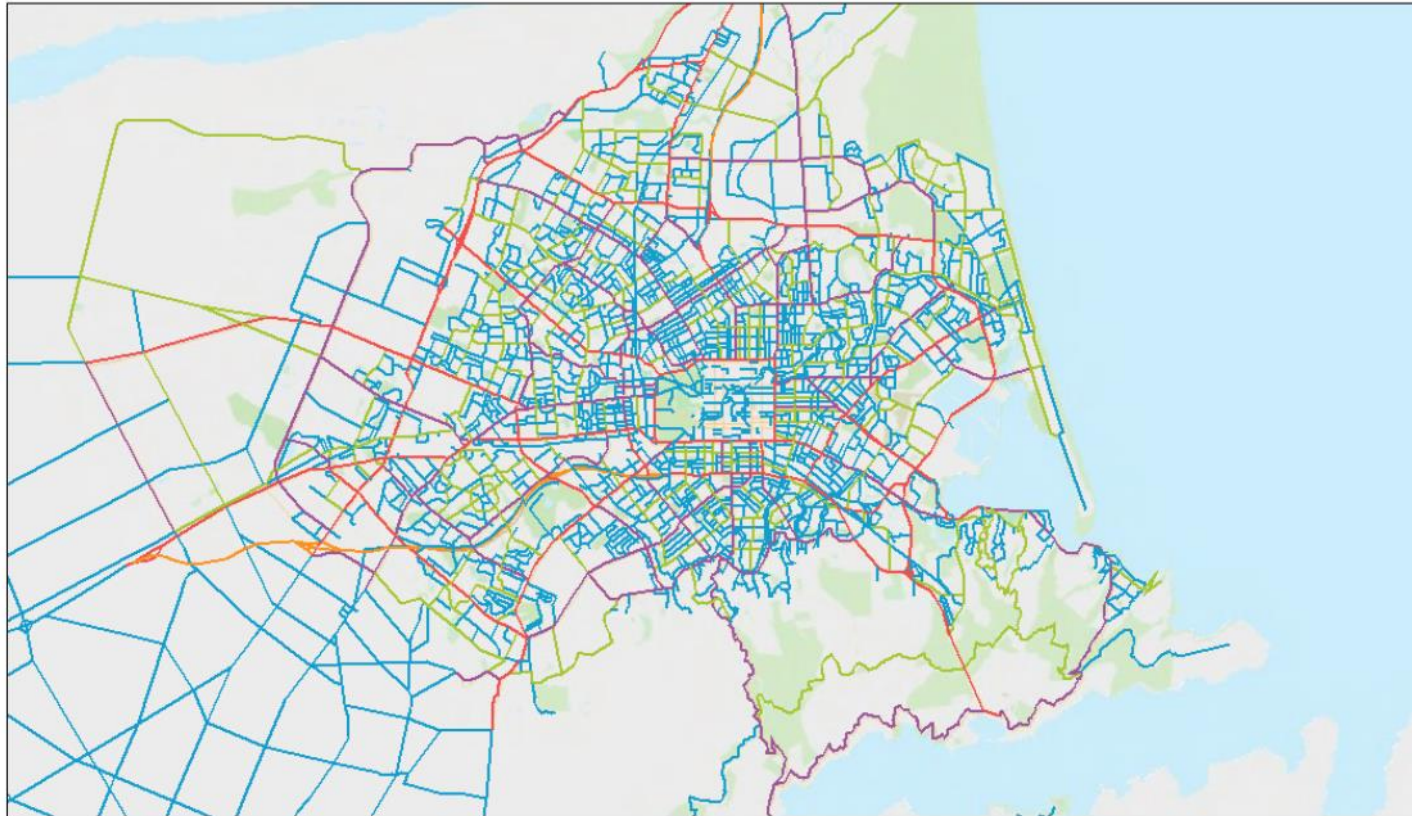
Monday, 5 November 2018

## Wellbeing measure for success

"Finance Minister Grant Robertson says his plans to change how economic performance is measured are intended to be bold...  
...this is a great way to start thinking about what counts as success."

...what counts as success?

*Notes: We in the transport sector have not traditionally focused on 'wellbeing' directly. If we are genuine in changing our system goals from 'traffic efficiency and safety' to 'wellbeing of people' we will need major changes in our language and practices.*



# Targeting the deficit: whose wellbeing can we improve?

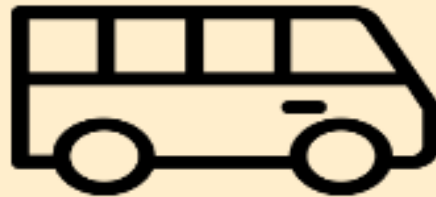
**Notes: Our recent work with Waikato Regional Council has shown that we can 'find' the people whose limited access to transport affects their wellbeing. These are the people to target if we want transport to result in an improvement in individual and community wellbeing.**

## Case study in South Waikato

People with lowest subjective rating of wellbeing:



Live in a rural area

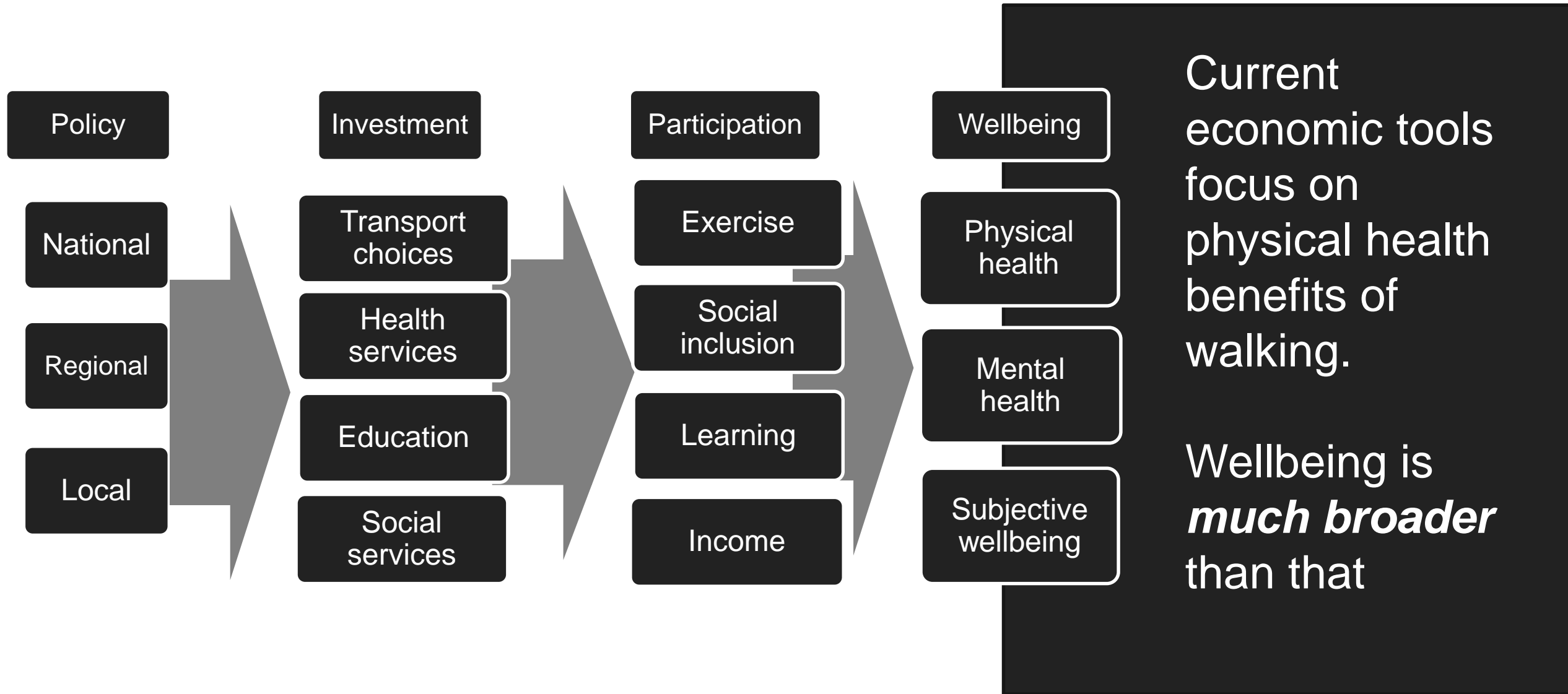


Have no access to public or community transport



Identify with disability

# Implications: attributing transport investment to wellbeing



Implications: attributing transport investment to wellbeing

*Notes: By improving walkability and equity of access, transport has a \*larger\* potential to improve wellbeing than \*any other sector\**



<https://www.happytalism.world/blog/2018/3/27/achieving-happiness-requires-a-complex-recipe-to-succeed>

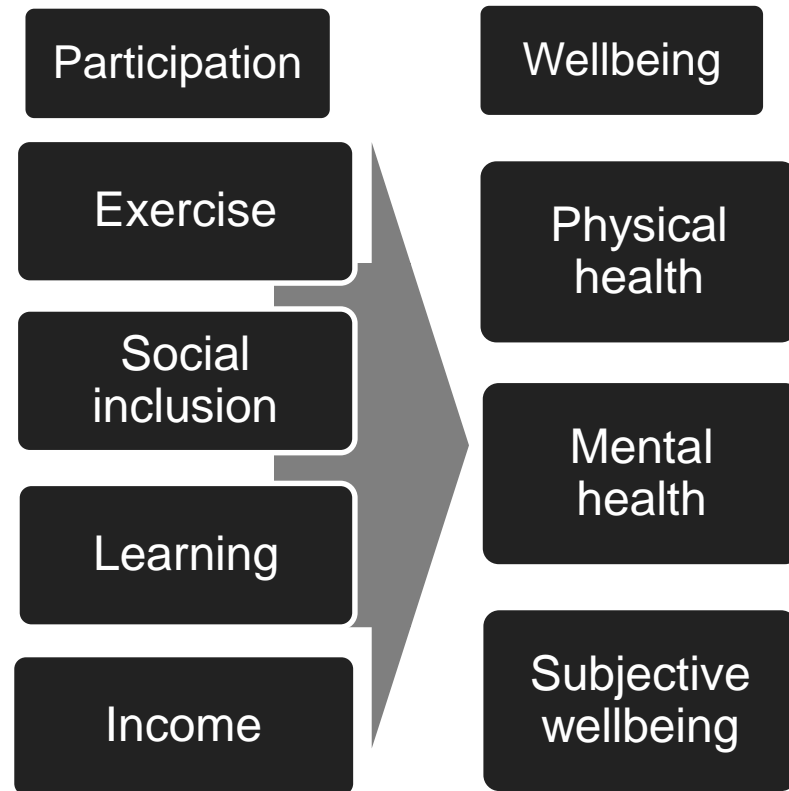
How to improve wellbeing:

1. Measure wellbeing
2. Mixed-use zoning

## How do we target wellbeing with transport investment? ...measure inclusiveness

Invest in *equity of participation*:

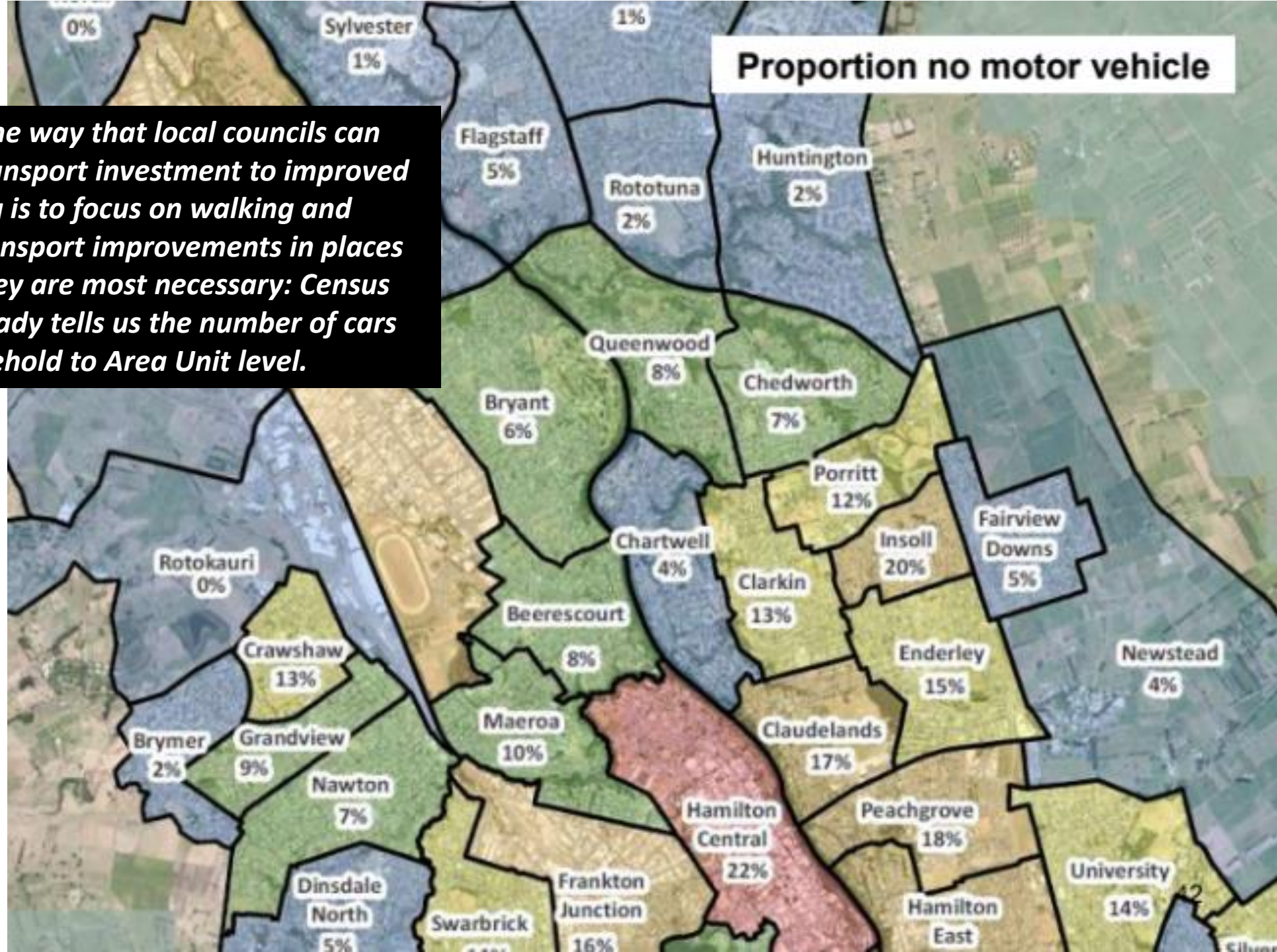
1. Measure participation
2. Invest in *most deprived* communities: connect people with parks, shops, transit hubs and health & social services





## Proportion no motor vehicle

*Notes: One way that local councils can target transport investment to improved wellbeing is to focus on walking and public transport improvements in places where they are most necessary: Census data already tells us the number of cars per household to Area Unit level.*



# What does targeting investment to wellbeing look like at a local level?

1. Listen

2. Measure

3. Collaborate

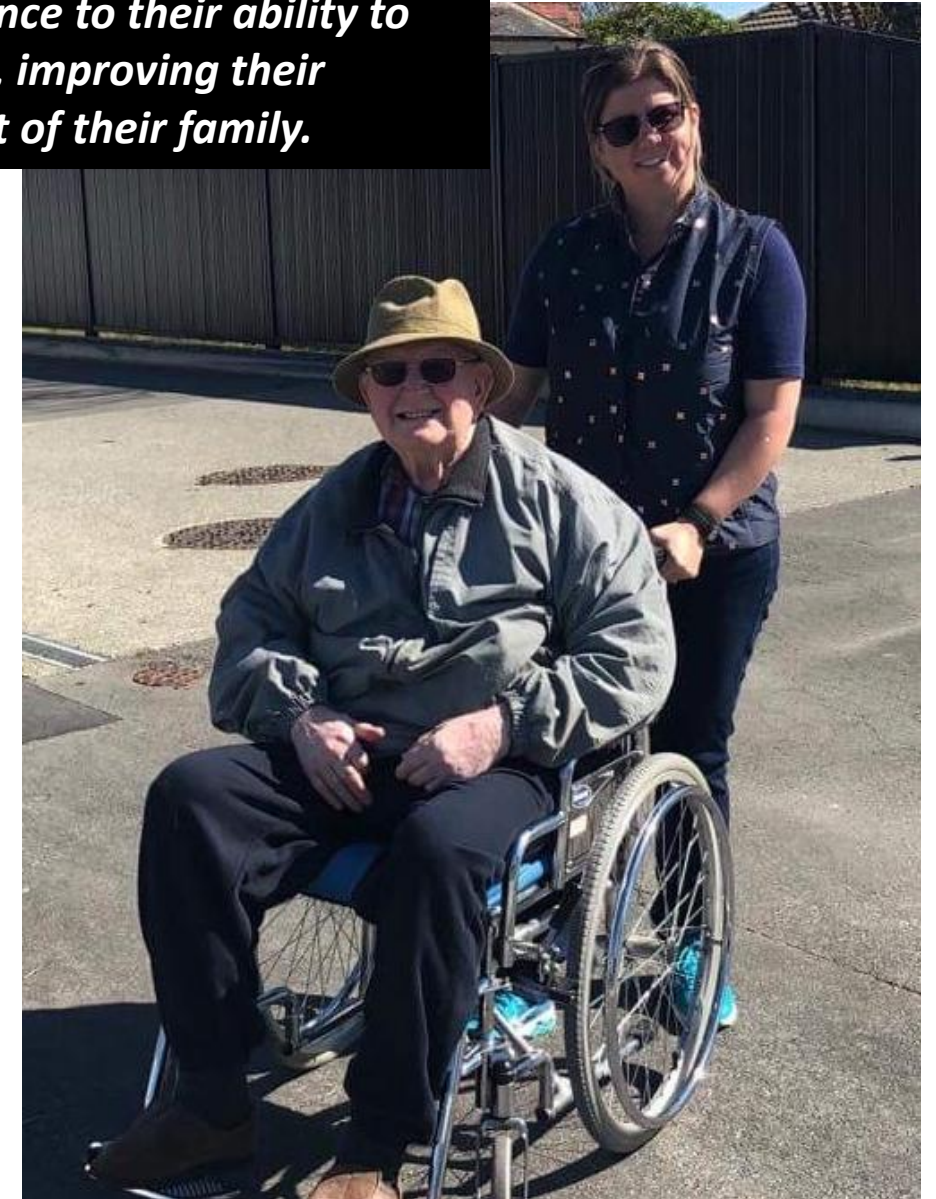
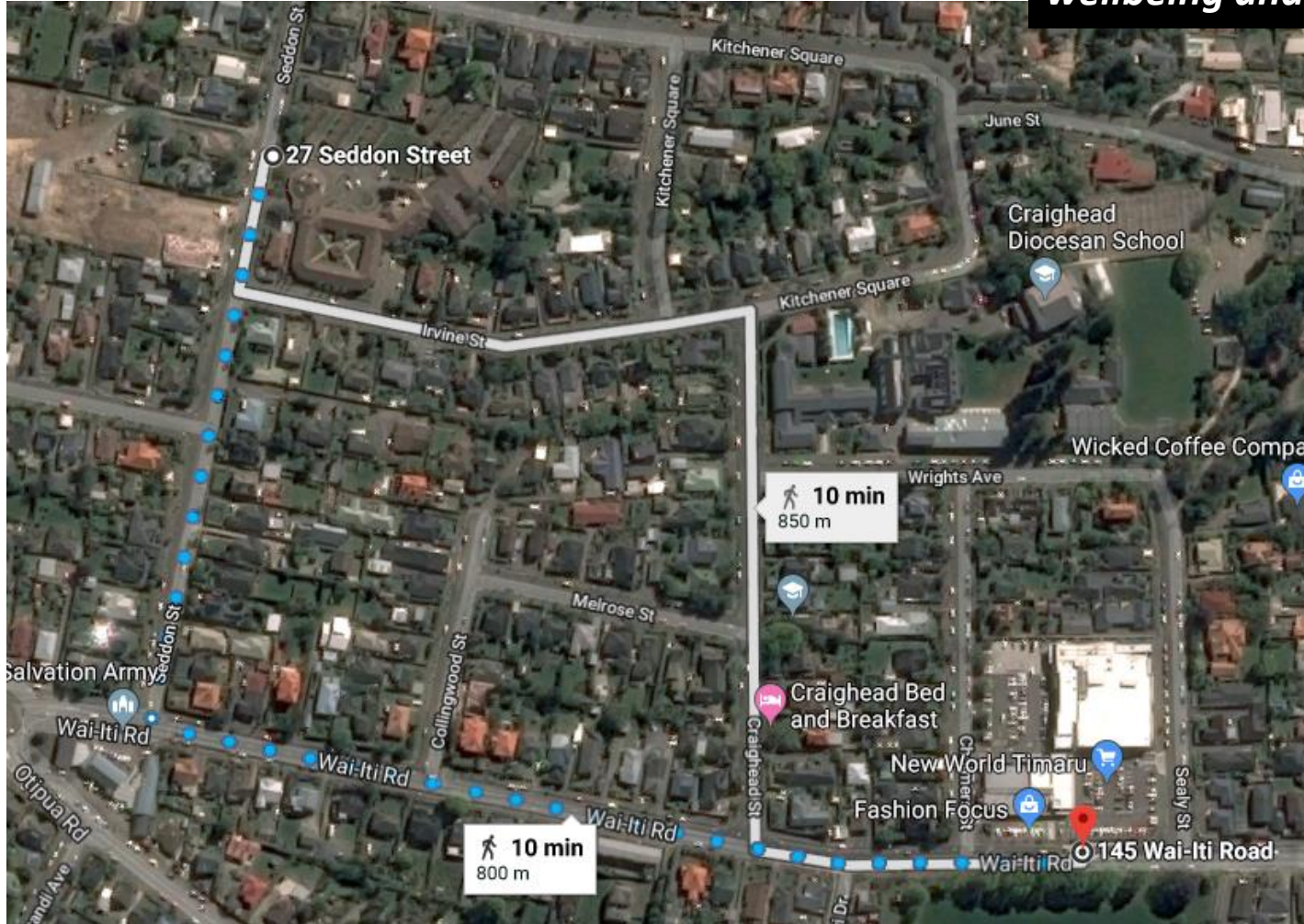
4. Prioritise





What does targeting investment to wellbeing look like at a local level?

*Notes: Some people make fewer trips than others: simple improvements can make a big difference to their ability to get out and about, improving their wellbeing and that of their family.*





**Notes: The red stars show places where the road crossings are not suitable for a wheelchair, making a 'walk to the shops' difficult.**

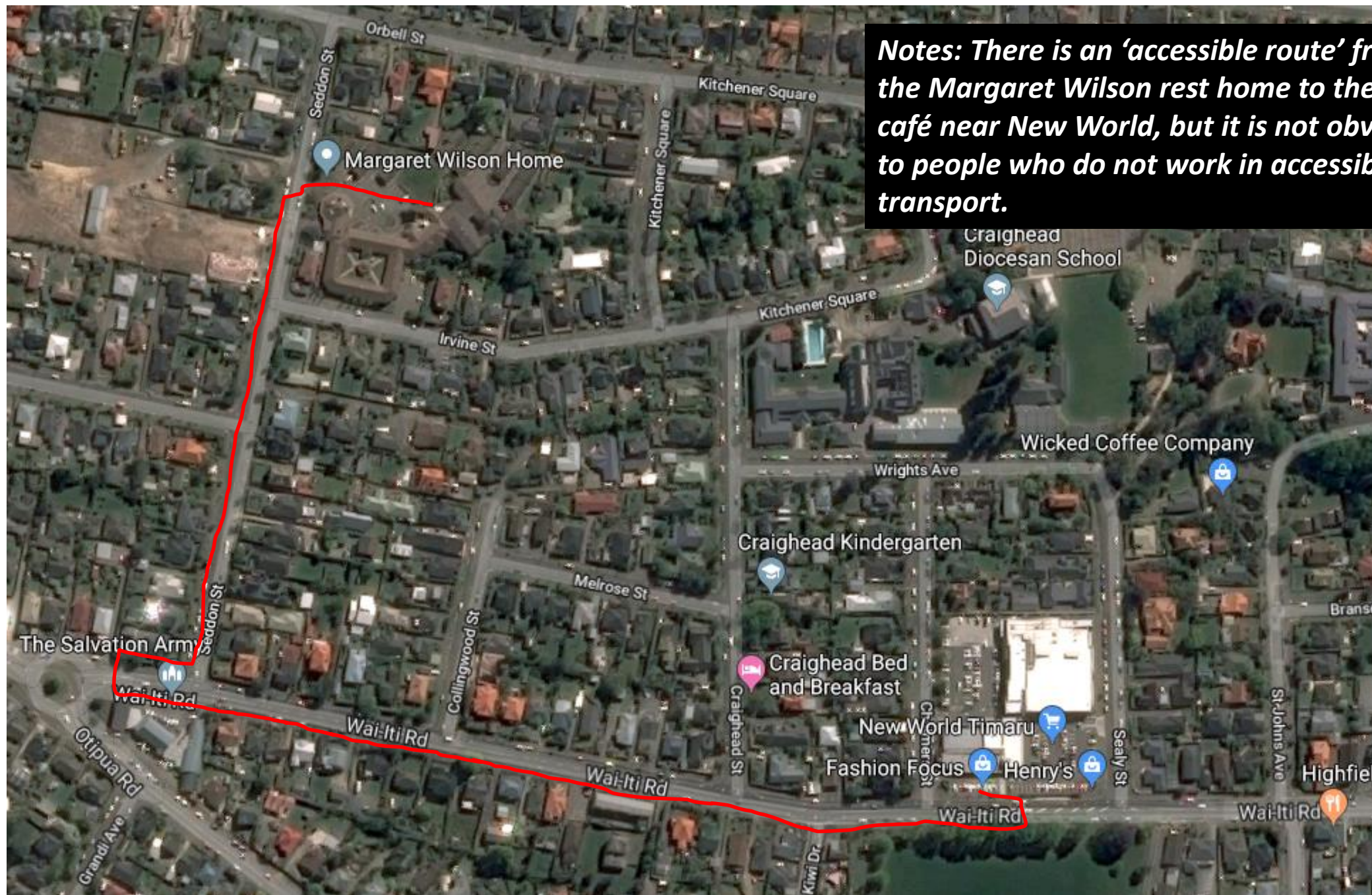






***Notes: Steep kerb crossings (such as this one at the intersection of Seddon and Irvine Streets in Timaru) are a barrier to participation for many people.***





***Notes: There is an 'accessible route' from the Margaret Wilson rest home to the café near New World, but it is not obvious to people who do not work in accessible transport.***



## Summary

1. Listen ...to community
2. Measure ...equity of participation
3. Collaborate ...with Regional Councils and District Health Boards
4. Prioritise ...for trips that aren't made now







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