



# Achieving policy and institutional change

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# An Aotearoa/New Zealand story about policy

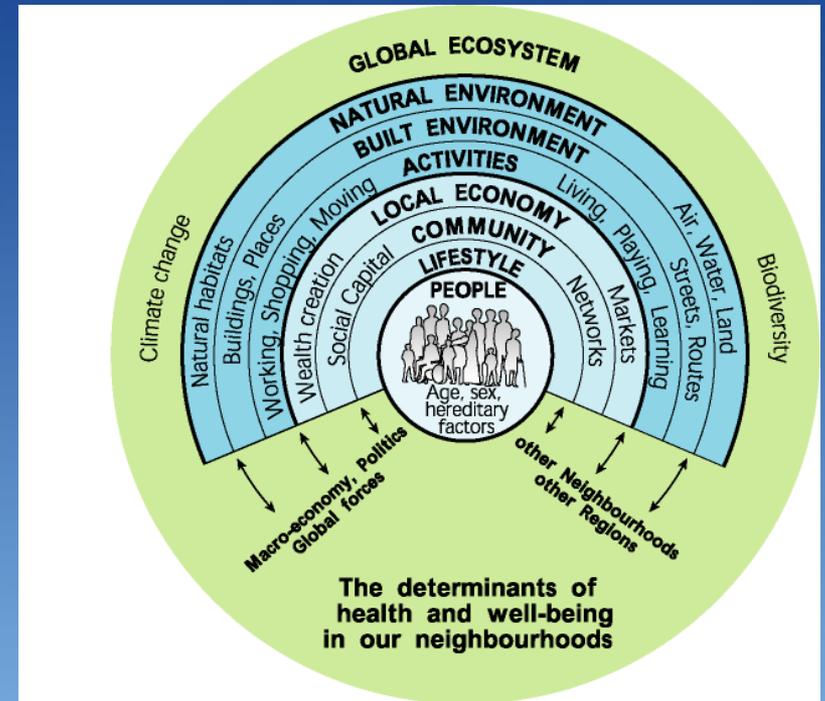


Hazards of biking to work Dunedin-style

# Philosophy about research

## Health-equity-sustainability

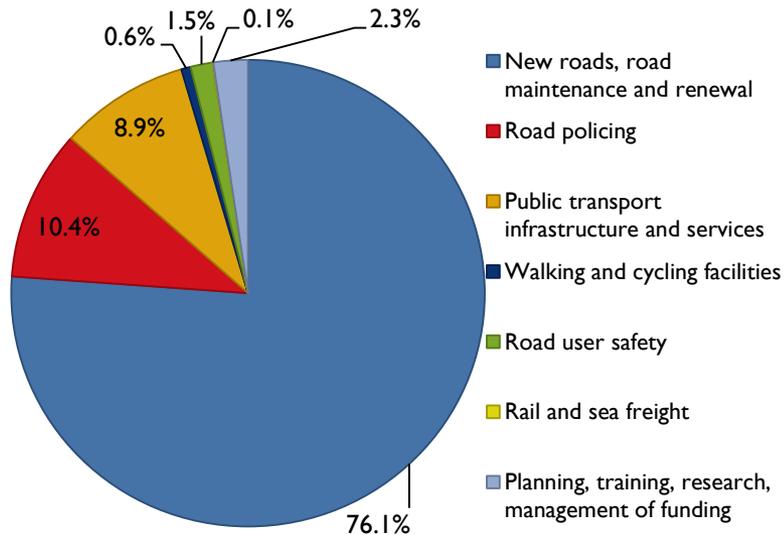
- Complex systems
- Epidemiology
- Multiple knowledges
- Policy-oriented
- Participation + action



Barton 2006 A health map for the local human habitat

# (Transport) cycling and wellbeing

- Local economic vitality
- Physical activity
- Improved air quality
- Road traffic injury
- Fair access to public and private Goods
- Reduced greenhouse gas emissions
- Household finances
- Connection to nature and society
- Time pressure and stress



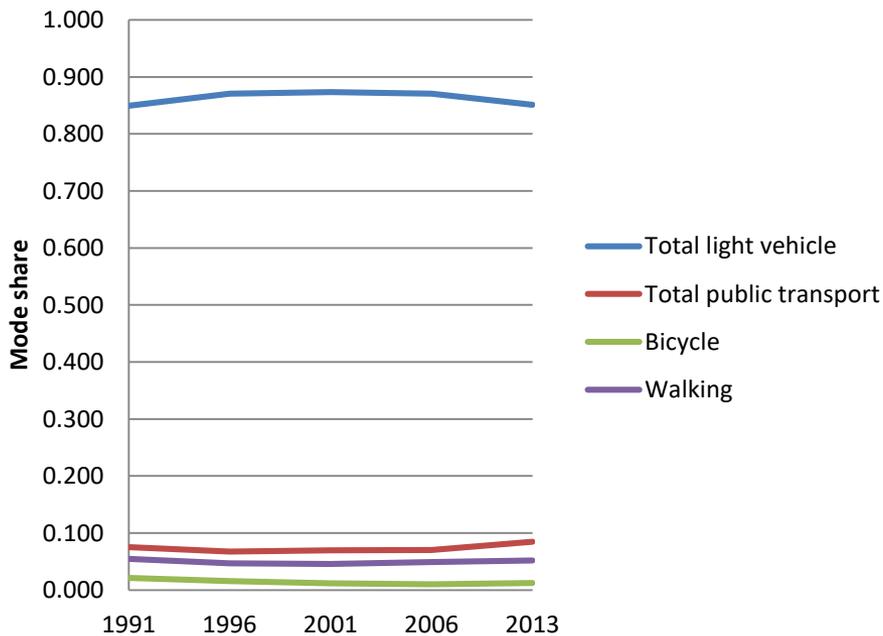
Indicative activity class funding allocation 2009-2012 GPS 2009

*The reality is that... private vehicles will continue to be the method by which most people will travel within the foreseeable future, and our investments need to reflect that reality*



Steven Joyce, 2010

Mode share trends in travel to work Auckland



Auckland person cycling

# What is the “problem” of transport represented to be?

## 2017 Government Policy Statement on Transport:

1. Delays to the movement of freight are holding back economic growth
2. “Roads of National Significance” are needed to link areas of production and export
3. [Road traffic injury is a problem of road design, vehicle quality and speed that also needs to be addressed]

# Transport policy in NZ

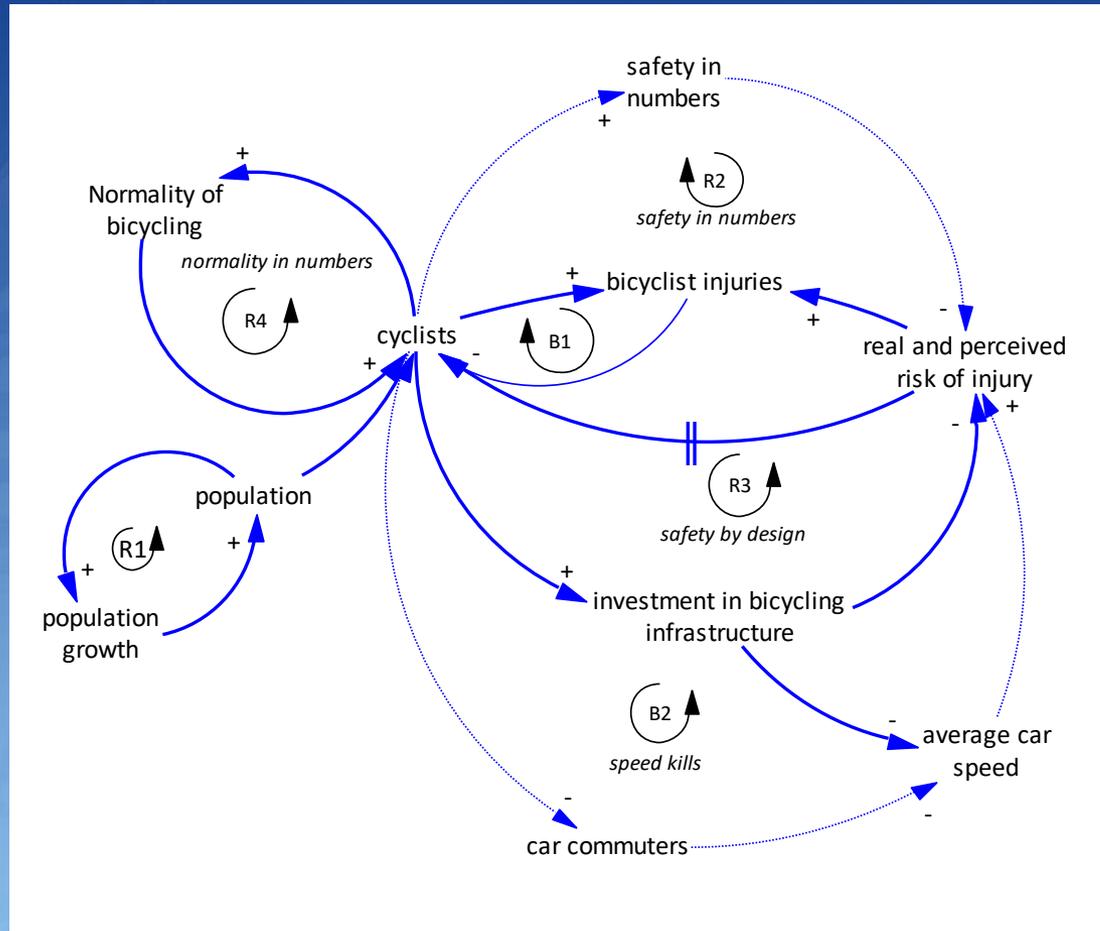
~~LTMA 2003-2008:~~

- ~~1. Assist economic development~~
- ~~2. Assist safety and personal security~~
- ~~3. Improve access and mobility~~
- ~~4. Protect and promote public health~~
- ~~5. Ensure environmental sustainability~~

LTMA 2013:

“to contribute to an effective, efficient and safe land transport system in the public interest”

# How the cycling system works

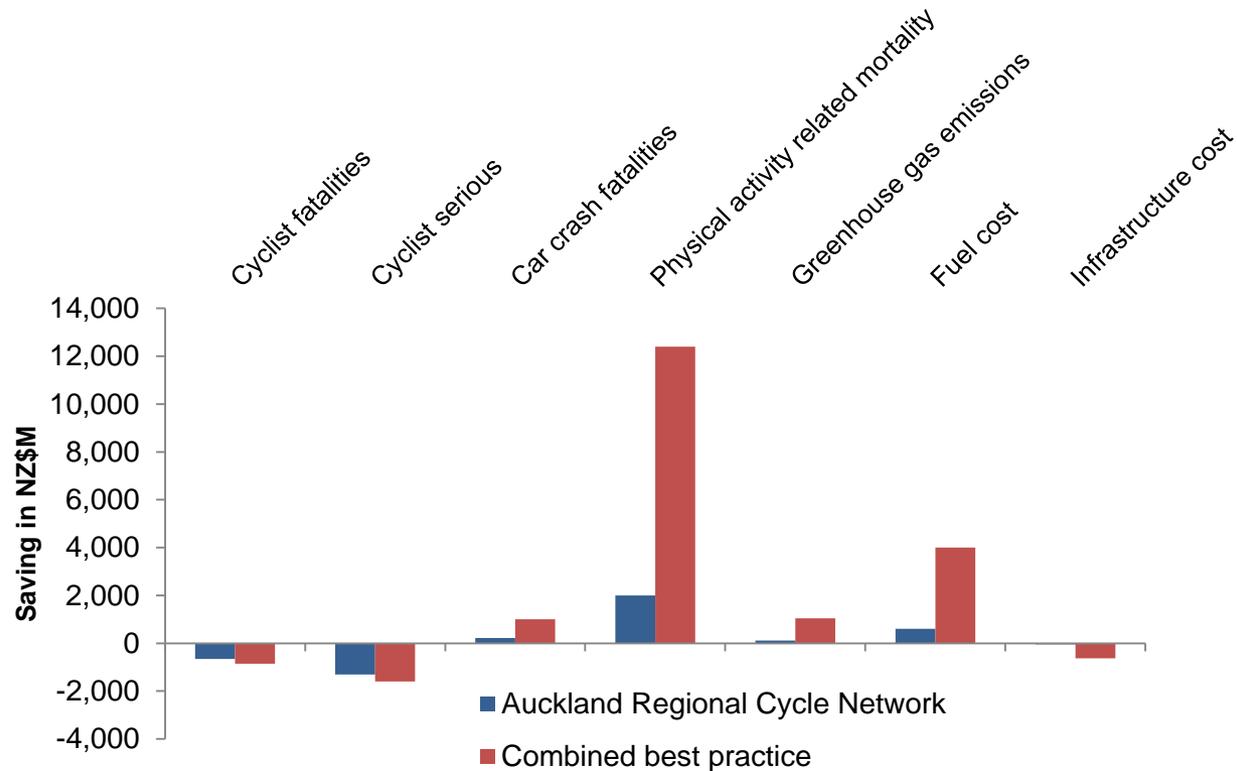


Macmillan et al 2014 Environmental Health Perspectives <https://ehp.niehs.nih.gov/1307250/>

Macmillan et al 2016 Accident Analysis & Prevention <http://www.sciencedirect.com/science/article/pii/S0001457515300981>

Macmillan and Woodcock 2017 Journal of Transport & Health <https://doi.org/10.1016/j.jth.2017.08.002>

## Monetised costs/benefits of policies to increase ADULT commuter cycling in Auckland



### Cycling commute mode share by 2050

Proposed Regional Cycle Network ~5%

Combined best practice ~tens of percents%

## No room for cyclists

By SHANNON HORRELL

THE daily commute to work is a harrowing experience for a Greenlane woman who says road improvements have only made things worse.

Public health doctor Alex Macmillan rides Glen each day to her job in east Auckland and is not impressed by newly completed roadworks on Ngahue Drive in Mt Wellington.

"I'm used to having two wide lanes. Even though people were speeding, it was clearly a shared space."

"It's now a lot more dangerous," she says.

"We were hoping against hope they would put in a cycle lane but it's a typical four-lane arterial route with two narrow lanes on each side."

"People don't like having to indicate and change lanes," she says.

She decided to put pen to paper and sent an open letter to Auckland mayor Len Brown requesting he ride the route with her.

Dr Macmillan deals with the situation by taking guidance from the road code which states it is sometimes necessary to "take the lane".

"People are hunking, speeding past and deliberately cutting way too close."

"They don't know. These are the same people who have always been on the road with us."

"It's constant road rage. The way drivers respond to the cues the road provides."

"This is a car-only space - this is what the environment tells you. This isn't an isolated incident. This is happening all around the city."

"We're not lycra-clad racing people - we just want to get to work."

Colleague Simon Thornley, who likes to film each day, says there is a clear contradiction between council planning and what is actually built.

"This is clearly a new



Cycling chase: Simon Thornley and Alex Macmillan from Greenlane cycle Ngahue Rd daily as part of their morning commute. Ms Macmillan has invited Auckland mayor Len Brown to join her on the route because she says he needs to understand how dangerous it is and how it has deteriorated.

Photo: JASON GIBSON/STAFF

development and they've made it hellish. We don't want to see an increase in deaths from cycling injuries."

Mr Brown says he appreciates the work of campaigners like Dr Macmillan to raise public awareness about cycle safety.

"I remain determined to make Auckland a more cycle-friendly place and to ensure cycling is a viable alternative for people."

"That's why I take part in initiatives such as the Big Bike Breakfast and the Clip On Challenge which will involve an historic opening up of the Harbour Bridge to

cyclists," Mr Brown says. He is investigating the feasibility of a permanent cycle and foot link across the bridge and has taken a personal interest in making Tamaki Drive more cycle-friendly.

"I have also spent the past week in Australia among other things looking at cycle initiatives in major cities which we can learn from," he says.

"I have asked Auckland Transport to investigate Dr Macmillan's concerns about Ngahue Drive and I expect a report back in the near future."

### POLICE KEEP EYE ON ROAD

Traffic is expected to increase on what is already a bustling street, say police.

Senior sergeant Harro Wainini says Larn Ave has become a "very, very busy road" because of large scale commercial and residential development in the area.

"With it will come all the issues that come with more cars on what is already a busy road," he says.

Police have had little

trouble so far but Mr Wainini says they will be keeping a close eye on the road in case the number of crashes there does increase.

He is also asking drivers to be more patient when trying to navigate the street.

"I anticipate that a lot of our issues will be from people wanting to cross lanes leaving premises and their frustration at not being able to turn right."

The reconfiguration of the intersection of Abbots Bay, Larn Ave and Ngahue Drive means drivers can no longer turn left from premises and turn around of the roundabout.

Mr Wainini says the second set of lights outside New World may create spaces for people pulling out of carpools.

"People need to plan their journeys," he says.

# National cycling safety panel 2014



# National pledges \$100m for cycleways

Updated at 10:07 pm on 18 August 2014

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The National Party says if it's re-elected to government it would spend \$100 million over the next four years on building cycleways in urban centres.

It says cycleways in the largest centres are often fragmented and the network needs to be improved and existing routes connected.

Prime Minister John Key said the funding would allow infrastructure to be built to a standard that would encourage commuters to get on their bikes.

"Many people cite safety concerns and a lack of infrastructure as the reasons for not cycling, I think we can also say there has been some under-investment in cycling facilities in urban areas."

Mr Key said the funding would be in addition to the land transport funding.

Transport Minister Gerry Brownlee said commuting by bike had health benefits and also helped to take pressure off other transport networks.

Mr Brownlee said the funding would allow for cycleway infrastructure to be built to a standard that delivered real incentives for commuters to get on their bikes.



National says cycleways in the largest centres are often fragmented and the network needs to be improved and existing routes connected.

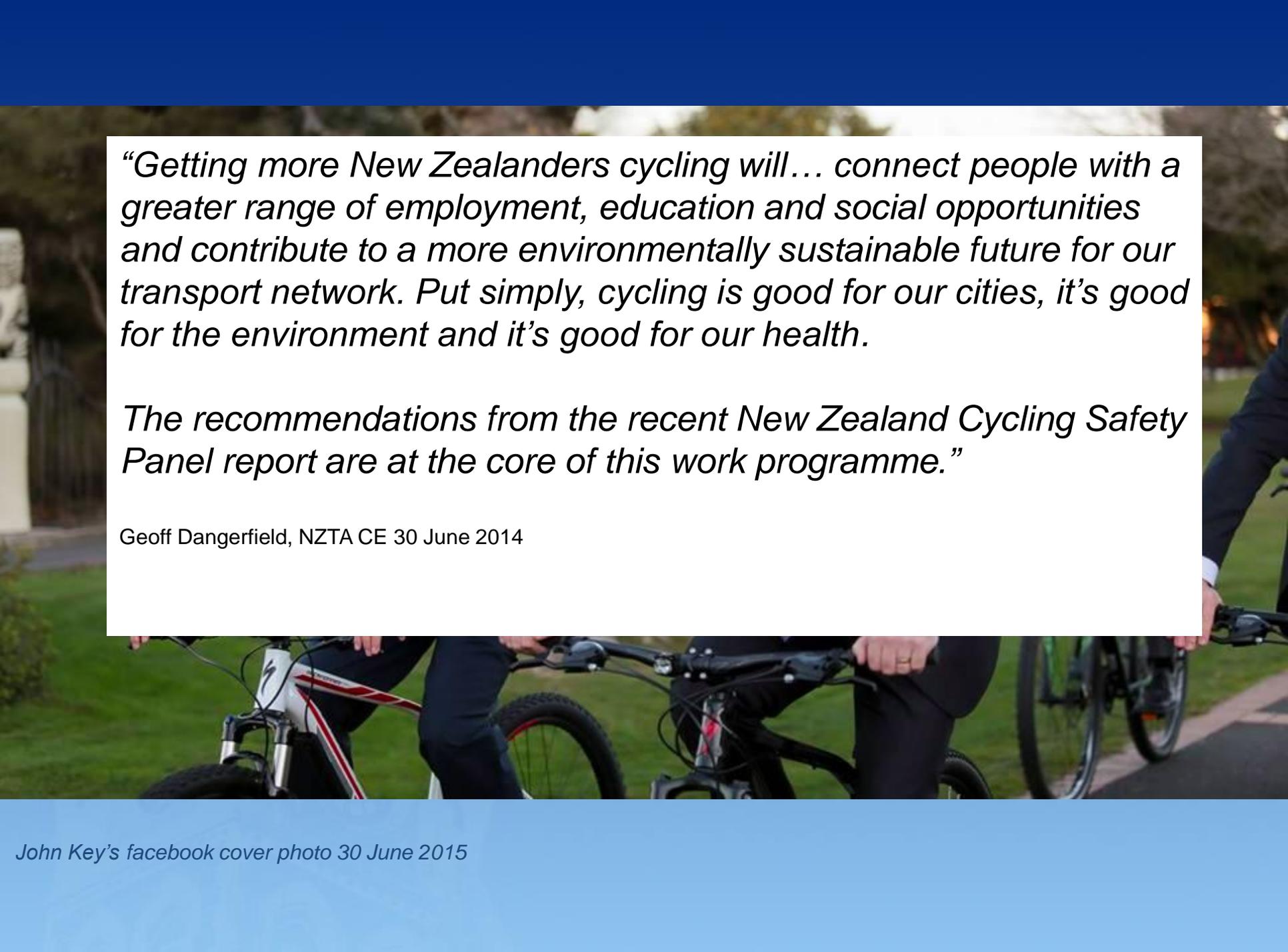
Photo: RNZ / Diego Opatowski



Gerry Brownlee 2014

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A background image showing several people on bicycles, likely in a park or urban setting. The image is partially obscured by a white text box.

*“Getting more New Zealanders cycling will... connect people with a greater range of employment, education and social opportunities and contribute to a more environmentally sustainable future for our transport network. Put simply, cycling is good for our cities, it’s good for the environment and it’s good for our health.*

*The recommendations from the recent New Zealand Cycling Safety Panel report are at the core of this work programme.”*

Geoff Dangerfield, NZTA CE 30 June 2014

*John Key’s facebook cover photo 30 June 2015*

# Te Ara Mua – Future Streets



FUTURE STREETS  
Te Ara Mua



# Future Streets Partners



The People of  
Mangere

Mackie research & consulting  
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THE UNIVERSITY OF  
**WAIKATO**  
*Te Whare Wānanga o Waikato*



**NZ TRANSPORT**  
**AGENCY**  
WAKA KOTAHI

THE UNIVERSITY OF  
**AUCKLAND**  
FACULTY OF MEDICAL  
AND HEALTH SCIENCES



**Ministry of Business,  
Innovation & Employment**



**Safer Journeys**  
Signature Programme



**Auckland  
Council**

*Te Kaunihera o Tāmaki Makaurau*



PREVENTION. CARE. RECOVERY.



**designTRIBE**  
ARCHITECTS

# Controlled before-after intervention

	Intervention area Māngere Central	Control area Māngere East
Before	<p><b>Traffic behaviour</b></p> <ul style="list-style-type: none"> <li>• Motorist speed &amp; volume measures</li> <li>• Video of behaviour</li> <li>• Ped &amp; cyclist movements</li> </ul> <p><b>Resident surveys</b></p> <ul style="list-style-type: none"> <li>• Mode use to local destinations</li> </ul>	
After	<ul style="list-style-type: none"> <li>• Physical activity</li> <li>• Neighbourhood perceptions</li> <li>• Injuries (self report &amp; data linkage)</li> <li>• Children &amp; adults</li> </ul> <p><b>Air quality measurements</b></p> <ul style="list-style-type: none"> <li>• NO<sub>2</sub> monitoring</li> </ul>	



Intervention and control areas were matched for:

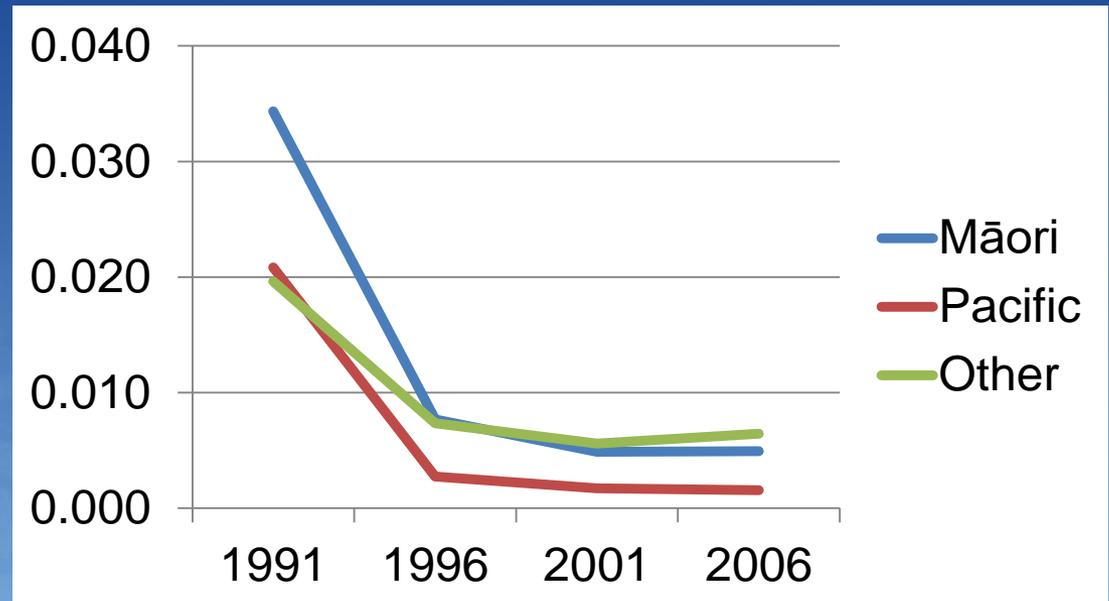
- Access to amenity destinations
- Street layout and age of development
- Demographics



# Cycling “culture”

Census TTW  
cycling mode share

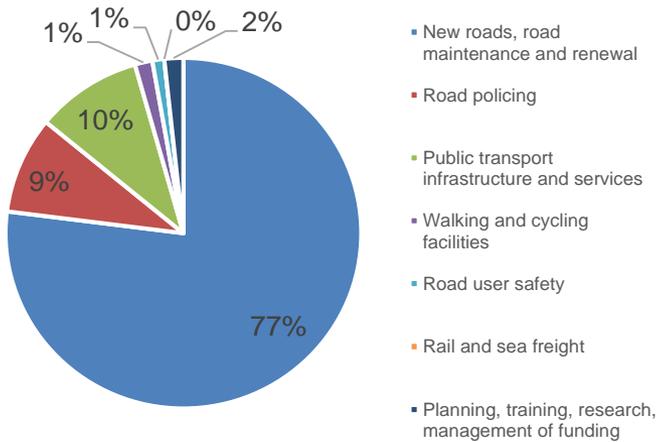
All 1%  
Māori 0.5%  
Pacific 0.2%



Being cheered by  
small steps in the  
right direction over a  
long period of time

There was a young fellow named 'Shit',  
A name he disliked, quite a bit.  
So he changed it to 'Shite',  
A step in the right,  
Direction, one has to admit

This is nation-building. This is a generational lift in our roading network alongside the public transport investments and they will help underpin the economy



Activity class funding allocation NLTF 2015-2018





# Sunlight is the best disinfectant

## ExxonMobil under investigation over claims it lied about climate change risks

New York attorney general subpoenas Exxon and Peabody Energy, two giants of the fossil fuel industry, over claims they misled the public and investors



Exxon Mobil confirmed it had received a subpoena from the New York attorney general for financial records, email and other documents related to climate change. Photograph: Jessica Rinaldi/Reuters

# Ngā wero

- Values-based, evidence-informed policy?
- Changing what the problem of transport is represented to be
- Engaging across values and beliefs
- Community co-design and empowerment
- Community – research – government
- Leaving a lasting positive legacy with research
- Dealing with the hypothecated fund
- Research about policy insiders?
- Disinfecting policy-making