

Health in all (transport) policy

Alex Macmillan

Senior Lecturer Environmental Health
Department of Preventive & Social Medicine, Dunedin

Otago : University



Transport and human wellbeing

Access to health-promoting goods, services, employment, education

Obesity-physical activity

Climate change

Air pollution

Road traffic injury

Social connection/severence

Stress

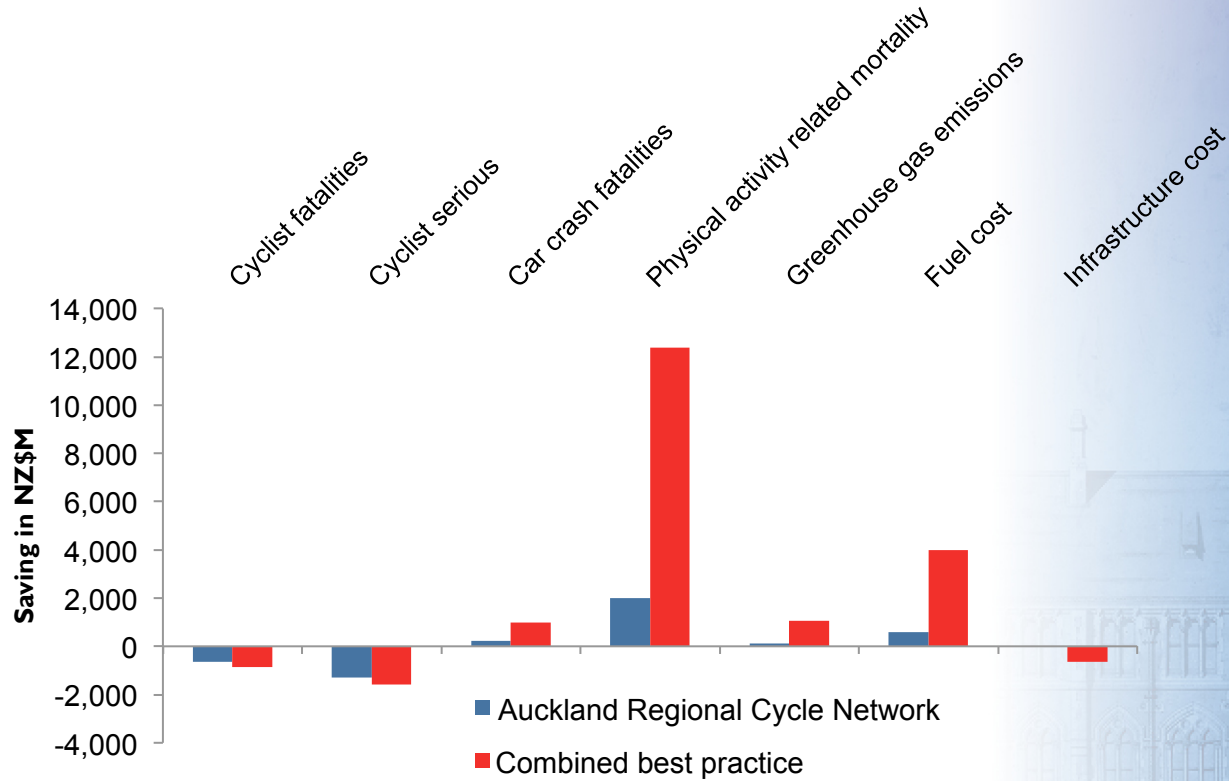
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SOCIAL AND HEALTH EQUITY

Regional Transport Committees (flawed participation)

Transport policy-making at a regional and national level
Dominated by relatively wealthy, well educated middle-aged white men

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



Cycling commute mode share by 2050

RCN ~5%

Combined best practice ~40%



No room for cyclists

By RHIANNON HORSELL

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

Public health doctor Alex Macmillan rides 6km 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 honking, speeding past and deliberately cutting way too close.

"They shout abuse. These are the same people who have always been on the road with us.

"It's constant road rage." She says 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 bikes 8 to 9km 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: JESSICA COLLIER/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 Bikes 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 Hiroe Wasetini says Lunn 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 Wasetini 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 Way, Lunn Ave and Ngahue Drive means drivers can no longer turn left from premises and turn around at the roundabout.

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

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



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National coronial inquiry 2012



Photo / Sarah Ivey NZ Herald 2010

National cycling safety panel



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

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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”

Ngā wero

- Bridging the skills gap
 - Policy analysis; media skills; complex modelling skills
- Strengthening research – government relations
- Bridging the evidence gap
 - Who is identifying the research questions
- Meaningfulness of community participation
- Engaging on values
- Challenging the epistême

Ngā mihi ki a koutou

Otago : Unibersity

