

# Sustainable Transport Outcomes

Developing streets, spaces and neighbourhoods that support accessibility, health and wellbeing.


MARCH 2022




## One-page summary

There are three Sustainable Transport Outcomes, each focusing at a specific scale. Each Outcome has 4-5 Goals. These inform planning, design and decision-making.


1: Inclusive and accessible communities		Spatial planning – Place and neighbourhood
1	<b>Street Hierarchy</b>	Prioritise public transport and active modes
2	<b>Universal Design</b>	Enable everyone to move independently
3	<b>Directness</b>	Permeable and connected routes for active modes
4	<b>Public Transport</b>	Accessible easily, safely, and quickly
5	<b>Wider connections</b>	to surrounding walking, cycling and public transport networks

2: Safe and healthy communities		Urban design – Sites and surroundings
1	<b>Recreational open space</b>	easily accessible by foot or cycle
2	<b>Health focus</b>	human-centred street design that maximises wellbeing
3	<b>Vision Zero</b>	design principles prevent serious injury and death
4	<b>Social safety</b>	Streets and spaces that feel safe to use

3: Sustainable and resilient communities and neighbourhoods		Street management – Homes and living
1	<b>Travel Demand Management (TDM)</b>	supporting physical changes with soft measures
2	<b>Car parking management</b>	controls and enforcement to maintain street quality
3	<b>Density and transport</b>	activity and developments focused at public transport stops
4	<b>Natural environment</b>	greenery integrates into streets and public spaces



## Contents

Introduction	2	Outcome 3: Sustainable and resilient communities and neighbourhoods	16
Purpose	4	<b>Appendix</b>	19
Delivering the environment strategy	5	Sustainable transport benefits	20
Strategic outcomes	6	Strategic relationships	22
How to use the strategic outcomes	7	Key concepts	24
Outcome 1: Inclusive and accessible communities	8		
Outcome 2: Safe and healthy communities	13		



Photo credit: Yuba Bicycles

## Introduction



Transport systems shape people’s wellbeing and freedom. Over the last 70 years, New Zealand’s urban transport system has largely been designed around private motor vehicles. This approach has led to suburban sprawl and high levels of greenhouse gas emissions with 37% of a typical household’s carbon footprint attributed to transport<sup>1</sup>. It has also led to transport poverty, limited access to jobs, physical inactivity and poor road safety outcomes<sup>2</sup>.

Kāinga Ora is able to do things differently. We have a once-in-a-generation opportunity to improve the lives of thousands of New Zealanders by developing and redeveloping our housing stock, streetscape and public realm. We also have powers to acquire land and undertake urban development projects<sup>3</sup>.

The Urban Development Act 2020 mandates Kāinga Ora to deliver a range of outcomes for New Zealanders and contribute to our country’s climate change response. This includes good quality housing for our customers, plus access to jobs, amenities and services, reducing the

greenhouse gas emissions associated with our developments and preparing our communities for the impacts of climate change.

Government policy<sup>4</sup> directs Kāinga Ora to lower the whole-of-life emissions profile of developments by:

- planning and delivering low emissions infrastructure
- recognising the connection between spatial planning and transit related emissions
- enabling access and mobility through low-emissions transport options

1. *Turning the Tide – from Cars to Active Transport* (Mandic et al, 2019)  
 2. *Te Ara Matatika – The Fair Path* (Helen Clark Foundation, Nov 2021)  
 3. *Kāinga Ora–Homes and Communities Act 2019*

4. *Government Policy Statement on Housing and Urban Development / Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban Development (2021)*



Healthy streets make for healthy people.

Access to transport is essential for a well-functioning urban environment. Kāinga Ora, together with its partners across the transport sector, is well positioned to support and create low-carbon neighbourhoods that support healthy, resilient and sustainable transport behaviours for generations to come.

Transitioning to low-carbon transport modes, will not always be easy, in particular for our tenants who are some of the most vulnerable members of our society. We will support our people and families with complementary programmes, community development, placemaking and our other activities.

We also acknowledge that each place and community is unique, with its own opportunities and challenges. How we deliver on this strategy will depend on the existing place, its people and their aspirations.

This document provides a framework for Kāinga Ora and its partners to provide sustainable transport outcomes that support our organisational values:



**Manaakitanga**  
*People at the Heart*



**Mahi Tahī**  
*Better Together*



**Whanake**  
*Be Bold*

## Purpose

To deliver the Kāinga Ora strategic outcomes, we must meet the transport needs of our customers and communities. The purpose of this document is to place sustainable transport principles at the core of our work, ensuring that active and public transport modes are truly viable for everyone.

Kāinga Ora seeks to address challenges associated with car dependence, transport poverty and transport disadvantage. By integrating land-use planning, urban design and sustainable transport, we will contribute to the health and wellbeing of thriving communities.

While the aim is to enable significant mode shift, we acknowledge that there are circumstances where driving a private vehicle is the best, or only, transport choice available. These may include hours and locations of work, physical inability and social circumstances. We will take a place-based

approach to make non-car transport options much more attractive, inclusive and realistic. Opportunities and challenges will depend on the specifics of a place and the requirements of people who live there.

This document is designed to inform all projects from initiation to completion. It gives us a consistent approach to our funded development programmes at all scales. It will inform our work with relevant authorities through collective agreements.

It also integrates the transport-focused elements of the emerging Kāinga Ora Environment Strategy. Working with our delivery partners, we will initiate, masterplan, design, deliver and manage developments at all scales and support the overall aims of the Environment Strategy.



## Delivering the Environment Strategy

The Kāinga Ora focus on environmental wellbeing is shaped by the Kāinga Ora Environment Strategy. Currently under development, this will set out a number of key moves for the organisation. One move is to reduce vehicle kilometres travelled (VKT) compared to baseline figures or business-as-usual scenarios. Reducing VKT is a cornerstone of supporting a shift to low-emissions transport modes.

Kāinga Ora can reduce VKT by:

- Choosing to build, develop and intensify close to major destinations and transport hubs
- Developing dense street layouts that prioritise walking, micromobility, cycling and public transport
- Creating, and improving, streets and public spaces that are inclusive, accessible, attractive, safe and legible
- Using a Vision Zero, universal design, safe systems approach

- Enabling high-density, mixed-use development
- Incorporating nature, particularly trees, into standard street designs
- Advocating for, and supporting, our customers' use of public and active modes of transport
- Understanding the barriers to mode shift and working to remove them
- Well-coordinated management of streets, car parks and public spaces
- Close collaboration between Kāinga Ora, local and central government agencies, mana whenua, advocacy organisations and development partners.

Three outcomes are described on the next page, along with:

- the **goals** that constitute each outcome
- the **benefits and consequences** associated with achieving, or not achieving, each goal
- the **targets** to measure progress towards each goal.



## Strategic outcomes

Three strategic outcomes shape the Kāinga Ora approach to urban design, planning and transport. Each outcome focuses on a specific scale.

### 1.

#### Inclusive and accessible communities

Access for all people shapes our developments. We prioritise reducing the need for travel by private vehicle and promoting local connectivity. People can access the widest range of opportunities, including work, education, healthcare, leisure, thriving centres and local amenities.

**This outcome focuses on spatial planning.**



### 2.

#### Safe and healthy communities

Our developments promote the safety and health of all residents and visitors, via a multi-modal approach to transport. We enable active travel through well-designed walking and cycling facilities, supported by high-quality public transport infrastructure and services. We use an all-ages-and-abilities approach, designing for the most vulnerable user.

**This outcome focuses on public realm and transport design.**



### 3.

#### Sustainable and resilient communities and neighbourhoods

Our neighbourhoods reduce harm to the environment, while creating strong and resilient local communities and economies.

**This outcome focuses on construction and management of buildings, infrastructure, transport systems and public spaces.**



## How to use the strategic outcomes

Each of the three strategic outcomes comes with a set of goals and clear, measurable targets. These are to be used at all stages of preparation, planning, design, development and delivery, ensuring that sustainable transport outcomes are evident from vision to delivery.

It is important to remember that the goals and targets will not all apply to all projects. Please refer to a project's **strategic case** to identify appropriate targets to use.

### Sustainable transport outcome

Three strategic outcomes that comprise the Kāinga Ora vision for sustainable transport



Goal



Benefits of achieving or consequences of not achieving this goal



Targets

This column describes the interventions that supports the outcome.

This column explains why a particular goal is included, the benefits that it will bring and the problems that will arise if it is not implemented.

This column shows how to measure progress towards each goal.

The strategic outcomes can be applied at various stages and scales. Applications may include, but are not limited to, the following:

- Scoping, brief-writing and procurement
- Developing spatial plans
- Masterplanning, landscape frameworks and management plans
- Business case development and approvals
- Yield analysis
- Assessing developer proposals
- Transport planning and forecasting
- Public transport network planning
- Engineering Plan Approvals (EPAs) – all components
- Integrated Transport Assessments (ITAs) – all components
- Working with road-controlling authorities
- Public engagement, communication and consultation
- Ensuring consistency with national policy and guidance.
- Pilot projects and programmes to inform business-as-usual.

The next section describes the outcomes, their goals, how to deliver them and how to measure them. Further details, sources and references are contained in the Appendix.

# 1. Inclusive and accessible communities

Access for all people shapes our developments. We prioritise local connectivity, reducing the need to travel by private cars.

People can access the widest range of opportunities, including work, education, healthcare, leisure, thriving centres and local amenities, creating a strong sense of wairuatanga and belonging.

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>1: Street hierarchy</b></p> <p>Create a street network that prioritises public transport and active modes over private motor vehicles with a clear and legible street hierarchy organised around local streets.</p> <p><b>See also:</b> <i>Aotearoa Urban Street Guide - Planning and Process</i> section</p>	<p><b>Benefits:</b> A street hierarchy around a network of local streets will reduce through traffic, overall traffic movements, and speeds. This creates more inclusive and pleasant neighbourhoods.</p> <p><b>Consequences:</b> Without a clearly defined street hierarchy, all streets will continue to look, feel, and operate in the same way, with no clear modal priority. Private vehicles will likely continue to dominate.</p>	<p>Target 1: <b>Over 80% of residents</b> feel that they and their families can safely use the space outside their dwellings for activities other than transport.</p> <p>Target 2: <b>Over 60% of residents</b> use active modes or public transport to access local facilities regularly.</p> <p>Target 3: <b>Over 80% of people</b> who lived in the neighbourhood pre-development believe that the changes have reduced the number of traffic movements, despite the increase in population.</p>



# 1. Inclusive and accessible communities

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>2: Universal Design</b></p> <p>Create streets and spaces that cater for people of different needs and abilities, through a Universal Design approach.</p>	<p><b>Benefits:</b> Universal Design allows all people, regardless of age or ability, to have the freedom to move around the neighbourhood to access local facilities and amenities.</p> <p><b>Consequences:</b> Residents with limited mobility or with other impairments will find it harder to move around the neighbourhood and access local amenities and public transport.</p>	<p>Target 1: <b>A minimum of 80% of residents over the age of 65</b> and/or with disabilities in our neighbourhoods feel they can easily and safely move around the neighbourhood by active modes, and to access public transport.</p> <p>Target 2: Visitor mobility car parking is evenly distributed throughout the development with users having to travel <b>no more than 400m from the parking space</b> to their destination with suitable rest points in between.</p> <p>Target 3: <b>Fewer than 5% of residents report a ‘trip not made’</b> in the previous week due to transport barriers. This will inform partnership with relevant authorities to increase access to transport.</p>



# 1. Inclusive and accessible communities

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>3: Relative directness</b></p> <p>Provide convenient access to local amenities for people walking, cycling, and using other active modes, through permeable and connected routes.</p>	<p><b>Benefits:</b> Improving direct access to local amenities for active modes and public transport will make these modes faster and easier, reducing vehicle movements, emissions, and congestion within the neighbourhood and immediate surrounds.</p> <p><b>Consequences:</b> If walking and cycling routes are not direct and convenient, residents are more likely to drive or not make trips to local amenities.</p>	<p>Target 1: <b>90% of residents</b> think that walking, cycling and other active modes are the easiest options for non-work related journeys to local shops, parks, and schools.</p> <p>Target 2: <b>80% of residents</b> walk to the local shops at least once a week.</p> <p>Target 3: <b>More than 80% of primary and intermediate-aged children</b> living in the neighbourhood usually travel to school by active modes.</p>



# 1. Inclusive and accessible communities

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>4: Public transport access</b></p> <p>Connect communities to public transport to ensure that people can access these services easily, safely and quickly.</p> <p><b>See also:</b> <i>NZTA Public Transport Guidelines</i></p>	<p><b>Benefits:</b> Improving access to bus stops, railway stations and interchanges will enable residents to use public transport and reduce car dependence.</p> <p><b>Consequences:</b> If it is difficult to find and access public transport residents will remain car dependent.</p>	<p>Target 1: <b>80% of residents live within 500m walk</b> (about 6–8 minutes) of a public transport stop with daily frequent services.</p> <p>Target 2: <b>80% of residents feel</b> that their route to the public transport stop is direct and convenient.</p> <p>Target 3: <b>90% of residents believe</b> the wayfinding signage to and from the public transport stops or station is obvious, clear, and well maintained.</p>



# 1. Inclusive and accessible communities

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments - please use as appropriate)
<p><b>5: Wider connections</b></p> <p>Provide access to opportunities outside the neighbourhood by connecting to effective public transport and wider walking and cycling networks.</p>	<p><b>Benefits:</b> If public transport, cycling and walking improvements in a site are well-connected to these modes' wider network, they become viable for more and longer journeys.</p> <p><b>Consequences:</b> Poor or non-existent connections to the wider public transport and walking and cycling networks will mean those modes are unlikely to be chosen for longer journeys. This will maintain reliance on private vehicles, increasing traffic movements and making the neighbourhood less inclusive and accessible.</p>	<p>Target 1: <b>Over 80% of residents are aware</b> of the public transport, walking and cycling options they could use to connect to the wider transport network.</p> <p>Target 2: <b>Over 50% of residents choose to use</b> these wider public transport connections when travelling outside the neighbourhood on a regular basis (at least weekly).</p> <p>Target 3: <b>Over 20% of residents</b> use the wider walking and cycling network when travelling outside the neighbourhood on a regular (three or more times per week).</p>



# 2. Safe and healthy communities

The design of public realm ensures the safety and health of all residents and visitors through universally-designed walking routes, cycling facilities and public transport infrastructure and services.

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments - please use as appropriate)
<p><b>1: Recreational open space</b></p> <p>Create healthy, active communities by enabling safe and convenient access to recreational open space.</p>	<p><b>Benefits:</b> Ensuring recreational open space is easily accessible will increase the number of people regularly using it, whose physical and mental health will benefit from physical activity and time spent in the outdoors.</p> <p><b>Consequences:</b> If recreational open space is difficult to access, then fewer people will make regular use of it. This limits residents' opportunities to improve physical and mental health.</p>	<p>Target 1: <b>Over 80% of residents access</b> the recreational open spaces.</p> <p>Target 2: <b>Over 80% of people that access</b> the recreational open spaces do so by active modes.</p> <p>Target 3: <b>Over 80% of people feel</b> that the bicycle/micro-mobility parking provided within the recreational open space is secure.</p>





## 2. Safe and healthy communities

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>2: Health focus</b></p> <p>Build streets where the health of people is at the core of the design.</p> <p><b>See also:</b> <i>Aotearoa Urban Street Guide</i> – sections 3 and 4</p>	<p><b>Benefits:</b> Healthy streets are pleasant places; they invite people to walk, cycle and spend time in public open space. Streets with good air quality, limited noise pollution and sufficient shelter prioritise people.</p> <p><b>Consequences:</b> Air and noise pollution are associated with negative health outcomes including cardiovascular and respiratory illnesses.</p>	<p>Target 1: <b>Over 90% of people feel</b> they have sufficient shade, shelter and resting points to enable them to walk to their destinations.</p> <p>Target 2: <b>The average ambient air pollution</b> on streets, measured annually, meets World Health Organization (WHO) standards.</p> <p>Target 3: <b>The average noise exposure</b> produced by road traffic within the development meets World Health Organization (WHO) standards.</p>
<p><b>3: Vision Zero</b></p> <p>Adopt the design principles of Vision Zero to prevent serious injury and death.</p>	<p><b>Benefits:</b> A Vision Zero approach means streets and intersections are designed for slow speeds with reduced conflicts between modes. This greatly reduces the risk of crashes, deaths and serious injuries.</p> <p><b>Consequences:</b> Not taking a Vision Zero approach will mean higher speeds and more conflicts between modes, which could lead to serious injuries and deaths</p>	<p>Target 1: <b>No serious transport related injuries and deaths</b> occur within the site.</p> <p>Target 2: <b>95% of local streets</b> in the neighbourhood have observed speeds below 30km/h.</p> <p>Target 3: <b>Per household private vehicle trips</b> are lower than the city’s average household, and reduce and stabilise over time.</p>

## 2. Safe and healthy communities

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>4: Social safety</b></p> <p>People feel comfortable and confident while moving around the neighbourhood</p>	<p><b>Benefits:</b> Designing for social safety through the CPTED design principles will create safe streets and public spaces which allow residents to walk, cycle and socialise.</p> <p><b>Consequences:</b> If a neighbourhood feels unsafe, people will be less willing to use it.</p>	<p>Target 1: <b>Over 85% of residents feel safe</b> to move around the neighbourhood at night using active modes.</p> <p>Target 2: <b>Over 85% of residents feel safe</b> accessing, waiting for, and using public transport within the neighbourhood.</p> <p>Target 3: <b>Over 75% of residents feel safe</b> accessing and exercising in the neighbourhood’s recreational open spaces.</p>



# 3. Sustainable and resilient communities and neighbourhoods

Successful design and management of our streets reduces harm to the environment, strengthens neighbourhoods and creates resilient local communities and economies.

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>1: Travel demand management (TDM)</b></p> <p>Growth in demand for travel is met by active and low carbon modes, facilitated through appropriate demand management interventions supported by low carbon infrastructure and service investments.</p>	<p><b>Benefits:</b> Travel demand management ensures that transport investments and mode shift initiatives are well-used and effective.</p> <p><b>Consequences:</b> Without travel demand management the rate of change is lower and new public transport assets are used less efficiently.</p>	<p>Target 1: <b>Active and sustainable mode share increases annually</b>, while single occupancy vehicle mode share does not increase.</p> <p>Target 2: The <b>ratio of private vehicle mode share to population decreases</b>, despite the increase in population.</p> <p>Target 3: <b>Household vehicle ownership is 25% lower</b> than for comparable areas in the city.</p>
<p><b>2: Parking management</b></p> <p>Introduce a parking management approach that supports lower rates of car ownership, thus increasing housing density, opportunities for green/ play spaces and efficient use of land.</p> <p><b>See also:</b> <i>Waka Kotahi NZTA Parking Management Guide</i></p>	<p><b>Benefits:</b> Parking management will ensure space within the neighbourhood can be dedicated to people, walking and cycling infrastructure, and more trees and planting, improving the environment and creating more inviting places to spend time.</p> <p><b>Consequences:</b> Kāinga Ora is approximately tripling the density in most neighbourhoods. Without parking management, these will be overrun with parked cars, causing danger, obstruction and inconvenience.</p>	<p>Target 1: Every neighbourhood has a car share system in place that is being actively used by residents. <b>The use of car sharing increases by 5% each year.</b></p> <p>Target 2: <b>At least 50% of the street frontages</b> have no on-street parking.</p> <p>Target 3: <b>50% of dwellings have no on-site parking</b> noting this will vary based on the availability of transport options.</p>

# 3. Sustainable and resilient communities and neighbourhoods

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>3: Density and transport</b></p> <p>Build transit-oriented communities, with the densest mixed-use development close to local centres and public transport stops.</p> <p><b>See also:</b> <i>National Policy Statement on Urban Development</i></p> <p><i>Government Policy Statement on Housing and Urban Development</i></p>	<p><b>Benefits:</b> Transit-oriented developments prioritise access to homes, workplaces and amenities. This supports economic activity and higher levels of public transport patronage, reducing residents' dependence on driving.</p> <p><b>Consequences:</b> Locating highest densities further from local centres and public transport will require more parking, increase development costs, and generate more emissions.</p>	<p>Target 1: <b>100% of highest density housing</b> is located within 400m of the nearest centres and public transport stops.</p> <p>Target 2: <b>Over 40% of residents</b> living in the highest density housing use public transport for their daily commute.</p> <p>Target 3: <b>Over 60% of households</b> living in the highest density housing do not own a car.</p>





### 3. Sustainable and resilient communities and neighbourhoods

Goal	Benefits of achieving or consequences of not achieving this outcome	Targets (Not all targets will be applicable to all developments – please use as appropriate)
<p><b>4: Natural environment</b></p> <p>The natural environment is incorporated into the design of streets and public spaces through considerate design, sustainable materials, and appropriate strategic partnerships.</p> <p><b>See also:</b> <i>Aotearoa Urban Street Guide</i> – Goal 4: Natural Environment</p>	<p><b>Benefits:</b> By incorporating natural environment elements, neighbourhoods become more resilient to extreme weather events. This creates more pleasant streets.</p> <p><b>Consequences:</b> If this outcome is not realised, our communities will be increasingly vulnerable to the effects of extreme weather events such as storm water overflow, flooding, and heat island effects due to climate change.</p>	<p>Target 1: <b>Minimum 30%</b> tree cover for streets and open spaces.</p> <p>Target 2: <b>At least 50%</b> of surfacing is permeable.</p> <p>Target 3: A <b>minimum of 50%</b> stormwater is captured onsite using sustainable methods such as rain gardens, swales etc.</p>



## Appendix

Sustainable transport benefits	20
Strategic relationships	22
Key concepts	24



## Sustainable transport benefits

These reflect the four sustainability spheres of the Kāinga Ora Environment Strategy.

Social	Environmental	Economic	Cultural
<p><b>Improved physical health and mental wellbeing</b></p> <p>30 minutes' exercise per day is fundamental to physical and mental health. Accessible street networks, supported by public transport, enable active travel for everyday trips.</p>	<p><b>Reduced harmful pollutants</b></p> <p>Fewer private vehicle trips means less air pollution. A reduction in vehicle trips also reduces contaminated water runoff, which pollutes waterways.</p>	<p><b>Reduced household travel costs</b></p> <p>Transport constitutes around 15% of household costs on average; often more for people on low incomes. Transport options that connect people and opportunities while allowing them to live comfortably without owning a car can reduce this financial burden.</p>	<p><b>Inclusion of Māori values</b></p> <p>Mana whenua and kaitiaki have a strong presence, have reignited ahi kā relationships with reconnected cultural landscapes and are able to shape new kāinga in ways which are meaningful in terms of ancestral connections and modern lived realities.</p>
<p><b>Social interaction</b></p> <p>Creating a street environment where people feel comfortable and confident spending time will increase levels of social interaction and connection. This supports mental health and makes for an inclusive neighbourhood.</p>	<p><b>Emission reductions</b></p> <p>Road transport accounts for about 47% of New Zealand's overall CO<sub>2</sub> emissions. Reducing the need for people to travel by private vehicle will help to reduce transport emissions.</p>	<p><b>Reduced development costs</b></p> <p>Lower levels of car use and ownership mean that less space is needed for storing and moving private vehicles. This reduces development costs and space requirements per home.</p>	<p><b>A place for all cultures</b></p> <p>The street network must be an inclusive and welcoming environment that reflects and celebrates the diverse range of cultures in the area. Inclusive streets reflect the unique composition and aspirations of each community.</p>

## Sustainable transport benefits (cont'd)

Social	Environmental	Economic	Cultural
<p><b>Children's development</b></p> <p>Safe streets and spaces enable increased physical activity for children and young people. This freedom improves concentration and cognitive function.</p>	<p><b>Enhancing/regenerating the natural environment</b></p> <p>With less space required for driving and parking, more space is available for gardens, planting, stormwater treatment and sustainable drainage.</p>	<p><b>Resilient local economies</b></p> <p>Higher housing densities plus walkable streets and frequent public transport support local existing businesses and create new opportunities.</p>	<p><b>Culture of sustainable transport use</b></p> <p>Kāinga Ora developments are an opportunity to make sustainable transport modes the preferred choice for residents. Improving infrastructure and service levels for public transport, walking and cycling will help create a culture of sustainable transport.</p>



## Strategic relationships

Successful and collaborative strategic relationships are essential to deliver the Sustainable Transport Outcomes. This entails connections, co-operation and collective agreement with relevant partners and stakeholders. These are summarised below:

Stakeholder/Partner	Strategic connection	Relevant documents and legislation
<b>Kāinga Ora</b>	<ul style="list-style-type: none"> <li>• Collaboration across the entire organisation, shaping the place-production process from concept to delivery.</li> </ul>	<ul style="list-style-type: none"> <li>• Kāinga Ora Environment Strategy</li> <li>• Kāinga Ora Urban Development Strategy</li> <li>• Kāinga Ora Māori Strategy</li> <li>• Kāinga Ora Affordable Housing Strategy</li> <li>• Regional Plans</li> <li>• Area Development Strategies</li> <li>• Kāinga Ora Community Strategy</li> </ul>
<b>Central government policy and legislation</b>	<ul style="list-style-type: none"> <li>• Alignment with long-term outcomes and short-term priorities</li> </ul>	<ul style="list-style-type: none"> <li>• Kāinga Ora–Homes and Communities Act 2019</li> <li>• Urban Development Act 2020</li> <li>• Climate Change Response (Zero Carbon) Amendment Act 2019</li> <li>• Land Transport Management Act 2003</li> <li>• Government Policy Statement on Land Transport 2021</li> <li>• National Policy Statement on Urban Development 2020</li> <li>• Government Policy Statement on Housing and Urban Development   Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban Development (2021)</li> </ul> <p><b>Ministry of Transport</b></p> <ul style="list-style-type: none"> <li>• Te Anga Whakatakoto Hua mō ngā Waka - Transport Outcomes Framework</li> <li>• Te Ara ki te Ora - Road to Zero</li> <li>• Hikina te Kohupara: Kia mauri ora ai te iwi / Transport Emissions: Pathways to Net Zero by 2050</li> </ul> <p><b>Ministry of Housing and Urban Development</b></p> <ul style="list-style-type: none"> <li>• Urban Growth Agenda (UGA)</li> </ul>
<b>Central government plans, guidance and standards</b>	<ul style="list-style-type: none"> <li>• Interagency collaboration</li> <li>• Funding partnerships</li> <li>• Pilots and trials</li> </ul>	<ul style="list-style-type: none"> <li>• Transport Emissions Action Plan (TEAP)</li> <li>• Keeping Cities Moving - national mode shift plan</li> <li>• Innovating Streets for People</li> <li>• Aotearoa Urban Street Planning and Design Guide</li> <li>• One Network Framework</li> <li>• Arataki - Our 10-year view of what is needed to deliver on the government’s current priorities and long-term objectives for the land transport system</li> <li>• Waka Kotahi’s multi modal guidance</li> </ul>

## Strategic relationships (cont’d)

Stakeholder/Partner	Strategic connection	Relevant documents and legislation
<b>Local government</b>	<ul style="list-style-type: none"> <li>• Local actions plans</li> <li>• Consenting and approvals</li> <li>• Street design</li> <li>• Parking management</li> <li>• Integrated public transport network planning</li> <li>• Active mode networks</li> <li>• School travel programmes</li> <li>• Funding including maintenance of road assets</li> </ul>	<ul style="list-style-type: none"> <li>• Transport guidelines and strategies</li> <li>• Long-term investment plans</li> <li>• Vision Zero strategies</li> <li>• Emissions-reduction plans (e.g. Auckland TERP)</li> <li>• Keeping Cities Moving: Place-based mode-shift plans</li> <li>• Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan</li> </ul>
<b>Mana whenua</b>	<ul style="list-style-type: none"> <li>• Identification and protection of Māori interests</li> <li>• Develop and deliver aspirational opportunities for the community to sustain future generations empowered</li> <li>• Māori are recognised as kaitiaki of Kāinga Ora developments and responsibilities in sustaining and protecting the environment</li> <li>• Help to ensure we are fulfilling our obligations in respect to Te Tiriti o Waitangi</li> </ul>	<ul style="list-style-type: none"> <li>• Te Tiriti o Waitangi</li> <li>• Te Rautaki Māori o Kāinga Ora – Kāinga Ora Māori Strategy</li> <li>• MAIHI Ka Ora – National Māori Housing Strategy</li> <li>• Te Tiriti o Waitangi</li> </ul>
<b>Community groups</b>	<ul style="list-style-type: none"> <li>• Understanding the existing diverse transport needs, opportunities and challenges</li> <li>• Help with distribution of information on transport options</li> <li>• Collaborate in design of sustainable transport solutions which recognise the diversity of cultures and communities</li> <li>• Involved in, and take ownership of, community sustainable transport initiatives</li> </ul>	<ul style="list-style-type: none"> <li>• Kāinga Ora Community Strategy</li> <li>• Kāinga Ora Partnership and Engagement Framework</li> </ul>

## Key concepts

Concept	Description and source
<b>All ages and abilities</b>	<p>Streets that are designed to cater for all users by being safe, comfortable, and equitable, designed around the most vulnerable user. Particularly useful when designing for cycling. Anyone, regardless of age, gender, disability, or bike riding experience, should feel confident enough to use an All Ages and Abilities cycle facility. This enables greater uptake of cycling by those that cite safety as a barrier to cycling, as well as those who are interested in cycling, but are uncomfortable cycling on busy streets shared with motor traffic.</p> <p><b>Source:</b> <i>Designing for All Ages and Abilities</i>, NACTO, 2017</p>
<b>Crime Prevention Through Environmental Design (CPTED)</b>	<p>CPTED is a philosophy based on good design and effective use of the built environment to reduce both the incidence and fear of crime, as well as improving quality of life. The use of CPTED is intended to reduce crime and fear by reducing criminal opportunity and fostering positive social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment. Entertainment and retail areas that are perceived as being safe are more likely to be vibrant, well-utilised community spaces.</p> <p><b>Source:</b> <i>National Guidelines on CPTED NZ</i>, Ministry of Justice, 2005</p>
<b>Global Street Design Guide principles</b>	<p>The NACTO Global Street Design Guide supports practitioners to redefine the role of city streets. The principles have been created with the input of experts from 72 cities in 42 countries.</p> <p>The Global Street Design Principles have been adapted to the Aotearoa context to touch on our social, health and environment context, including local government and ministry groups. They are at the core of the Aotearoa Urban Street Planning and Design Guide.</p> <p><b>Source:</b> NACTO, 2016</p>
<b>Healthy Streets</b>	<p>There are ten Healthy Streets indicators which are used to evaluate the health of a street. The goal is to improve the quality of the street experience to invite people to take more healthy modes (walking cycling and public transport). By increasing footfall and delivering a more inviting environment, healthy streets are socially and economically vibrant and environmentally sustainable.</p> <p><b>Source:</b> <i>Healthy Streets</i>, Healthy Streets Ltd, 2020</p> <p><i>Healthy Streets for London, Transport for London, 2017</i></p>

## Key concepts (cont'd)

Concept	Description and source
<b>Transport Management Association (TMA)</b>	<p>Transport Management Associations are non-profit, member-controlled organisations that provide transportation services, information and coordination in a particular area. They are generally public-private partnerships, consisting primarily of area businesses, or large institutions, with local government support.</p> <p>Transport Management Associations provide an institutional framework to implement coordinated initiatives to manage travel demand and prioritise more efficient use of transportation and parking resources.</p> <p><b>Source:</b> <i>Traffic Demand Management Encyclopaedia</i>, Victoria Transport Policy Institute, 2019</p>
<b>Travel Demand Management (TDM)</b>	<p>Travel Demand Management is a general term for strategies that result in more efficient use of transport resources and typically refers to policies and programmes that change people's travel behaviour and deliver multiple benefits. This includes improvements to infrastructure, transport services, and land-use planning, as well as behaviour change programmes.</p> <p><b>Source:</b> <i>Travel Demand Management: Strategies and Outcomes</i>, Waka Kotahi NZTA, 2020</p>
<b>20-Minute Cities</b>	<p>Urban planning for convenience; ensures most of what you need on a day-to-day basis is provided within a 20-minute walk, cycle, or public transport trip from home. Originated in Portland, Oregon and is now being adopted by cities around the world (including Hamilton, New Zealand)</p> <p><b>Source:</b> <i>"The 20-minute city" – The city of the future?</i>, Better Futures Forum, 2020</p>
<b>Universal Design</b>	<p>Universal Design is the design of buildings, products, or environments to make them accessible to as many people as possible, regardless of age, disability, or other factors.</p> <p><b>Source:</b> <i>Universal Design He Tauira ā-Whānui</i>, Auckland Design Manual</p>
<b>Vision Zero</b>	<p>A safe systems approach where no loss of life is acceptable. Considers safe mobility as a civil right, regardless of mode. Safety programmes should be proactive and systematically eliminate the chance of an injury or death occurring. Te Manatū Waka Ministry of Transport's <i>Road to Zero</i> strategy adopts Vision Zero thinking for all of New Zealand.</p> <p>The seven guiding principles for the Road to Zero strategy are:</p> <ol style="list-style-type: none"> <li>1. We promote good choices but plan for mistakes</li> <li>2. We design for human vulnerability</li> <li>3. We strengthen all parts of the road transport system</li> <li>4. We have a shared responsibility for improving road safety</li> <li>5. Our actions are grounded in evidence and evaluated</li> <li>6. Our road safety actions support health, wellbeing, and liveable places</li> <li>7. We make safety a critical decision-making priority.</li> </ol> <p><b>Sources:</b> <i>Te Ara ki te Ora Road to Zero</i>, Te Manatū Waka Ministry of Transport, 2019</p>

