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My name is Otene Reweti and my role in tonight is to open our conversation up again, just with a short blessing. And to acknowledge our guests that has arrived here from the UK. I will welcome her in our Maori language, in the language of chiefs. So to acknowledge her, we'll, yeah, do a little welcome. We'll just start and we'll, I know there will be people moving around, but that's fine. So the Karakia here that I will do tonight is again the Karakia for the baskets of knowledge. And as you know there's a proverbial saying, Your basket of knowledge and my basket of knowledge, the people will thrive, the people will live. And so today as we fill our baskets with some more conversations that are happening tonight, those baskets will be used to make Tamaki Makaurau a better place. Your part again in this Karakia is when you hear the phrase your response is Tēnā. So, okay, here we go.

- [Audience] Tēnā. Okay, yes, Tēnā's quite dead. Tēnā sounds a bit tired after five, a bit rundown. But we need Tina to be on her game. So Tēnā needs to be here at six o'clock, so we're calling out to Tēnā. So we'll do that again.

- [Audience] Tēnā.

- That's a better Tēnā. I'll turn up to that Tēnā rather than the other one Tēnā And your response is Taiki. So normal response, so if you come, you'll know. Those are our responses for this. One, I know that you're awake, two that you have fallen asleep to my Karakia, and three all that means is let it happen, I agree with that. So here we go. Let us give thanks. Our Karakia begins.

- [Audience] Tēnā. Greetings this evening and welcome to this place that we call Tamaki, Tamaki Makaurau, the place where the Waka gathered. And we can see all the beautiful boats out here. Tamaki, the place where people gather and we're getting people together in here this evening to start another conversation. And so we welcome you here, we welcome you once, twice, three times. And especially from our traveler from afar, we welcome you to this land, to this place. My people use a saying What is this wind of change that is blowing from the northeast. And so today in my welcome, I say, what is this wind of change that is brought and it is you who come here to talk to us and bring the models of the United Kingdom amongst us today. The Healthy Streets, and to begin a conversation with us today. So welcome. Welcome once, welcome twice, welcome three times. I'll let Ludo sing a song for you later on, I'm sure. So, I'm going to hand over to you, Ludo, is that right?

- Thank you, Otene. Good evening everybody. My name is Ludo Campbell-Reid, and on behalf of the Auckland Conversations Team, a really warm welcome to tonight's Auckland Conversations. For those of you that don't know me, I am the general manager of the Auckland

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Design Office. I'm also Council's Design Champion. And Auckland Conversations, this is an exciting program and it provides the opportunity to inspire, to educate, to up skill, and I guess stimulate your thinking. So that's really the aim of tonight in terms of the future challenges that Auckland is facing. And tonight we're really, really privileged to welcome a public health specialist, Lucy Saunders, and some panelists as well to talk about healthy streets for Auckland. So that's obviously the theme to this evening. Thank you for all of you for turning up. It's a really great crowd. There's about 450 of you. Thank you to the Council as I see Councilor Chris Darby is here tonight. Pepper Coome is here from the Waitemata Local Board, and of course Richard Hills, Councilor Richard Hills is also here to be part of the panel discussions later on. But first a few housekeeping issues. In the unlikely event of an emergency, an alarm or sound, and we'll be directed by the team out of the building and by the ushers as well. Bathrooms are located just outside of the room, just through the doors, the left and to the right. And finally if you would be grateful, I mean, keep tweeting and so forth, but please turn off your phones and the notifications 'cause that can be bit disruptive, so I think I better off mine off here before I trap myself. So, look, on to tonight, let's talk. We'd like to firstly thank Auckland Transport in particular and also especially their walking and cycling team led by Katherine King and her fantastic group there who we've partnered with tonight to bring you tonight's conversation. I also want to thank Boffa Miskall as well who are our sponsors for tonight's Auckland Conversation. Also a grateful thanks to our Auckland partner, Southbase, Southbase Construction, our design partners Resene, and all our program supporters. The theme of tonight or the outline or the order of events this evening is what we'll do is we'll, we'll have a keynote speech from Lucy, our guest, followed by a 20-minute panelist conversation which was an idea we thought we'd bring to the conversation to get the juices flowing and to get the discussion going. So I'll be joined on stage by some panelists, and I'll introduce to you those people in a few minutes. And we'll also be coming up for questions to the floor a way to engage the team who've turned up tonight. We've got a range of ways to do that, there's the traditional put your hand up and we'll find you with a microphone. But what the team have come up with is a really cool new set of system called Slido. And Slido is an interactive Q&A tool for audience participation. If you've got a smartphone, we encourage you to visit [slido.com](https://www.slido.com). So that's [slido.com](https://www.slido.com). Enter the event code which is #healthy. So #healthy. And you can ask your question, and those questions all get put on to a slideshow which I can see on an iPad which I'll give as part of the panel discussion. Submit your questions and we'll do our best to get through as many of those questions to you and get the conversation going. So that's fantastic. That's really how we're going to run that. Also please keep tweeting and keep using the hashtag, the #AKLconversations. And lastly it's really important. We've got a universal design conference coming up in September but we always try to ensure that Auckland Conversations events are inclusive and accessible. So on-demand viewing of the event is happening now, live streaming around the world. I know a lot of people from all over the world, UK, Canada, US and France who phone me to say they are going to tune in with a glass of wine somewhere in the world listening in. So a shout out to everybody from around the world, but it's a really great way to keep that conversation going. And for those of you in Auckland who couldn't be here tonight, welcome too. But that full transcript of the presentation this evening will be, and the captioning of the event will be available on the Auckland Conversations' website in the next few days. So that's really how

we're going to run the program. So very quickly let's get to the main course for tonight, but just tonight's conversation about healthy streets. Like many global cities, Auckland is not dissimilar. We're facing significant health challenges. The rates of obesity are climbing, diabetes is growing, the number of children walking to school and cycling to school is declining dramatically. We're all suffering from poor mental health. And so there's a really bit implication, an impact and connection between all these things. It's a system, it's a system of things. Oddly enough I wanted to be a doctor when I was 18 and, I don't know, maybe I just wasn't intelligent enough or whatever it was. But I ended up becoming an urban planner. And you know what, oddly enough, 25 years later I think that the link between urban planning and being a doctor, I couldn't do that. But my team and I, we feel like we're sort of almost GPs of the city. And I think that link between public health and urban planning in cities could not be more relevant. So tonight's conversation is really apt and really important. So before we introduce our speaker tonight, I'd like to introduce Lisa Mein. Lisa is a principal planner, urban designer at Boffa Miskell, and Boffa is our official sponsors for this evening. And she's going to give us an official welcome for Lucy. Lisa's worked as an urban designer, an urban planner in New Zealand, the United Kingdom, and also the Republic of Ireland since 1994. Her experience spans a range of areas including a particular emphasis on designing and facilitating innovative consultation and community participation processes. She also has worked on large-scale master planning, town center regeneration strategies, urban design, design guidance, as well as conservation heritage planning. Lisa's a great friend of ours, our team, and it's a privilege to have her here tonight. So, Lisa, please come to the stage and please would give her a warm round of applause.

- I'm delighted to be here on behalf of Boffa Miskell as the major sponsor of tonight's Auckland Conversation, wow this really echoes, it's quite weird. Healthy streets for Auckland. As both an urban designer and a mother, the relationship between the public realm and urban form is of keen interest to me. When I returned to Auckland in 2004 after several years living and working as an urban designer and urban regeneration specialist in the northern hemisphere, urban design was becoming increasingly socialized within the built environment professions. The Auckland City Urban Design Panel had recently been established and the Ministry for the Environment published its first urban design protocols setting a national framework for quality urban design. Fast forward to 2018, Auckland is growing up. We're still learning from overseas but we are developing our own urban design vernacular, reflecting our place here in the South Pacific. There is a greater acceptance of the value of high-quality public realm design in urban areas as witnessed by the throngs of people enjoying the waterfront, beach park and the shared spaces and open places throughout Auckland city center. We have bought into the vision of Auckland becoming the world's most livable city. And as built environment professionals we want to make that happen and we apply that vision to the work that we do. As design practitioners, we know that good urban design can help to make places safer and more secure and can motivate people to undertake physical exercise in turn creating health benefits. This is common sense to most of us in this room. However, recent research investigating the economic value of walking in Auckland city center which included Boffa Miskell's case studies applying transport for London's valuing the urban realm toolkit demonstrated that transport projects that deliver public realm and walkability benefits have lost out to projects that don't do

so because of the way in which transport projects have traditionally been evaluated here in New Zealand. Given the historic emphasis on providing for motorized transport, that's not surprising, as Ludo was saying, that the rate of obesity is increasing and the number of children walking and cycling to school has been declining for several years, disproportionately so in lower socioeconomic areas. We're now at a critical tipping point, both local and central government have strong directives to increase active transport. Recent projects that Boffa Miskell has been unfortunate to be involved in for Auckland Council and Auckland Transport such as Te Ara Mua Future Streets in Māngere, the Waterview Shed Park, and Waitemata safe routes, are confirming what most designers already suspected, that making streets and neighborhoods safer and more appealing for people to walk and cycle leads to increased active transport, and consequently improvements in health. Te Ara Mua Future Streets in particular is a great example of collaborative working between public health and built environment professionals, and as well aligned with the work Lucy Saunders has been doing. Such projects showcase the benefits of improving the quality of the built environment, strengthening connections, and improving safety in areas where the greatest impact can be felt. We must design our cities and towns for all people, and when I say cities I don't just mean the popular and the city destinations, but our suburbs too, those places that tourists don't go, places for real people. We must design healthy streets that encourage people to walk and cycle. Collectively we have a responsibility to create places that are safe, attractive, vibrant and conducive to health and well-being for present and future generations. To this end, we're very privileged to host Lucy Saunders who developed the Healthy Streets Approach and the 10 healthy streets indicators and has valuable lessons to share that we can all adopt into our design practices. Thank you.

- That's perfect, Lisa. Thank you, thank you to you and your team again, to Boffas. Right, so look, I've now got the great pleasure of introducing you all to Lucy. She's been traveling in the country, I know, and is here now in Auckland this evening to give her keynote. I'd like to just do a few little bits about your background, Lucy, if that's all right before we we call you up here. But Lucy's a consultant in public health, specializing in transport, public realm and planning. She developed the Healthy Streets Approach which you've just heard from Lisa about and that's the 10 Healthy Streets Indicators in 2011. In 2015 she was awarded the Transport Planner of the Year by the Transport Planning Society, and her work won awards from the International UITP and UK Chartered Institute of Highways and Transportation. Lucy currently leads on the integration of transport and public health in London, supporting TFL, Transport for London, the boroughs, and various advocacy organizations. Lucy works across both the GLA, the Greater London Authority, and also Transport for London embedding the Healthy Streets Approach in policy and practice. In 2014, TFL became the first transport authority in the world to publish a Health Action Plan which Lucy wrote and led its three-year implementation. Lucy, I had a few phone calls from old friends at London Borough of Tower Hamlets who said they apply your Healthy Streets Indicator Program to every single transport project in London Borough of Tower Hamlets. So it's happening. Lucy's worked as a public health specialist across a wide range of organizations, from local to international level, including the NHS, government, academic, private, and voluntary sectors. She advises the World Health Organization, the WHO, and the UK government departments for transport and health, and the National Institute of Health and

Care Excellence called NICE. She gained fellowship of the UK Faculty of Public Health in 2012 on completion of the UK Specialist Medical training Program in Public Health. She has a master's degree in geography and public health. Lucy, we need you in Auckland, it would be great to have you here, but you're here tonight to address us all and I'm really privileged to meet you and hear about your work. So everybody give her, please, a rapturous Auckland welcome.

- Good evening. Right, healthy streets. It starts off gloomy but it picks up, so bear with me. We'll start off with the five big health impacts of transport in urban environments, and I need a little bit of participation from you for this bit in a very low-tech way. So I hope you'll take my word for it that these are the five big health impacts of our urban realm of transport, and they all relate to how we manage motorized road transport. So severance, that's the effect of people not being able to get from where they are to where they want to be. It can be caused by very busy roads with fast-moving traffic, or a lot of parked vehicles, can also be caused by rivers and railway lines, it impacts on our health by isolating people and causing them to not be able to access the services and the people they need to interact with. And there's noise, air quality, road traffic injuries, and physical activity. So I'd like you, through a show of hands, in a moment, to vote for the one that you think of these five is the biggest one in Auckland. So out of these five health impacts of the transport system in Auckland, which one do you think has the biggest impact on health in the round? So we'll start at the end and we'll work this way. So first of all, can I have a show of hands of those who think that severance is the biggest health impact in Auckland? Okay. Noise? Air-quality? Road traffic injuries? Physical activity? Ooh. Let's see if you were right. So this is probably the most miserable graph you'll get to see. It's all gray and it is, cheerfully, the top causes of illness and early death amongst New Zealanders. I told you it will pick up. At the top is overweight and obesity. And for those of you who voted physical activity, it's there at number 10. And out of the main health impacts of the transport system and urban realm, physical activity is the biggest one. So, you can give yourselves a pat on the back those of you who voted for low physical activity. So to be number 10 out of all the causes of illness and early death that we can do something about in Auckland, that's quite a significant influence of our transport system. But it's actually even bigger than this because all these bars that are highlighted in green, they all relate to physical activity. So if you are physically active, you reduce your risk of overweight and obesity, of high blood pressure, of type 2 diabetes, occupational risks, high cholesterol, and kidney disease. So it's much bigger than you might even have thought. Then air pollution for those of you who put your hands up for air quality. It is there number 13. There are obviously other causes of air pollution aside from Road Transport, but it has a big impact and it causes a 1,000 premature deaths a year in New Zealand. So, vehicles, even electric vehicles, contribute to air pollution through tire and brake wear causing particles to enter the atmosphere. And then road traffic injuries, they don't get their own special bar from the way that the data is sliced up, but they do feature in this top causes in number five, so these are the road traffic injuries that result from someone who's intoxicated, killing or injuring themselves or somebody else. And further down the graph there'll be other road traffic injuries that are not related to people being intoxicated. So when we look at these all together, I hope you can understand why I chose, as a public health professional, to go and work in the transport sector because if I can do anything that's going to improve people's health, probably the best

use of my efforts is to change the way that we use our public realm and our streets 'cause look, out of all these top causes of illness and early death, a lot of them relate to how we use our street environments. So, how popular do you think I was when I went up to my transport planning colleagues who already had a difficult job? It's not easy planning transport and managing complex environments like streets. So how popular do you think I was when I said in addition to your already difficult job, I've got five other things I'd like you to be worrying about together at the same time. I didn't ask them to worry about five other things, I asked them to think of 10 other things in every decision that they made, and these are the 10 Healthy Streets Indicators. So I'm going to just go through each of these now. The first one is easy to cross, and this refers back to that severance issue that I mentioned earlier on. And this is a little example from Valencia in Spain, but there's actually a much more local one, just on the street down here. It's a street that is designed so that it's very clear to the people passing through in a vehicle that the people who are prioritized in this location are those who are crossing the street on foot. The next indicator is shade and shelter. And I think you probably have a much better awareness of the importance of this for health than many other audiences around the world. But shade from sun to protect people from skin cancer and shelter from rain, and I understand it sometimes rains here, is that right? Means that not only that people are protected from the harms that pollution can cause them but also that streets are welcoming environments for people to be out spending time, walking, cycling, socializing, whatever the weather. And this is an example from Chicago, and it shows maybe one of the most important things about healthy streets which is it's not something that falls within the domain of one professional group. So this street here, the architects have put design features on buildings that provide shelter, and the businesses have put awnings out that provide further shelter, and then the local authorities probably been involved in planting those street trees, and businesses have put some other greening out as well. So it's definitely a collective effort to make that a street in which people feel they can go out whatever the weather and enjoy being there. The next one is places to stop and rest. And we all need these particularly at certain points in our lives when we're very young, when we're much older, when we're injured, when we're carrying heavy bags. We all need them but also in addition to that need they help to make streets social places and we need social interaction for our own mental health and well-being. So providing places for people to stop and rest, change the way the streets feel so that people stop and interact and take a break from the hustle and bustle of life. And this example here is from Montreal in Canada, and in this particular example, some on-street parking was removed to widen the foot way and provides them on-street parking, and it was really welcomed by the local businesses because it meant that people spent more time there and then spent more money in their shops. Not too noisy. So the health impacts of noise are really under recognized but incredibly important. We know that noise during childhood affects child development and children's ability to perform well at school. Throughout life it affects our ability to sleep well, and as adults it can affect blood pressure and our ability to do well at work. This is an example from New York where some of the carriageway space was taken away from the through flow of traffic to provide a space for people to walk and cycle and spend time. And just the removal of traffic from that part of the street mean it was much quieter and these people here in this picture can have a conversation without having to shout. The next indicator is people choose to walk and cycle. Now there's an obvious link here with physical

activity which we can see is really important for our health, but the key word is choose because in every community there are some people who are walking and cycling at the moment, not out of choice, and that's not an outcome that is desirable. What we want to provide is an environment in which everybody feels that it's an attractive choice for them for those short journeys. And this is an example from Vancouver where a lane of traffic was converted into a two way cycle track with a nice green buffer, so it feels like a really pleasant place to ride along the street. People feel safe. This refers not only to safety from road traffic injuries but also personal safety from street crime and antisocial behavior. And this is a street in Vienna in Austria, and I think this picture is quite interesting because the people who are walking around in this shopping street seem completely unfazed by the bus that's traveling down that street. There's a huge amount of trust going on in this picture which is a result of a really well-designed street, but also some probably really well-trained bus drivers as well. Things to see and do. These are so important. We know that if people have the things that they need to use regularly within a short distance of where they are, then they've got the option of being able to walk or cycle and therefore build some physical activity into their daily routine. But we also know that if streets are visually engaging at eye level people are much more willing to walk and cycle and spend time on those streets, so it's a real win-win. And this example is from Paris in France, and this is a pretty drab, an uninteresting street, but I spotted these slightly unusual collections of pot plants on the street, and it piqued my curiosity and we should never underestimate the power of curiosity to get people to do things they wouldn't normally do. So these little plants resulted in me walking down a street I had absolutely no reason to walk down 'cause I was curious to see what was going on. People feel relaxed. If we want people to walk and cycle, it needs to feel so pleasant and enjoyable to do that it's preferable for short journeys to driving a car, and that means making sure that our footways are wide and smooth so that people can walk and talk and that our cycle tracks feel safe and wide and smooth so people can cycle and talk, and we really need to think about our streets as social spaces when we're traveling. When we're in a car we can socialize with the other people who are in the car. And we should have that same privilege when we're walking and cycling as well. And this is a street from London which has been designed definitely with the view of making the people on it feel really relaxed and these two women are walking along having a conversation and not having to think about obstacles or hazards in their way. Clean air. The health impacts of this are quite well-known. They impact our pulmonary and our cardiovascular system. And this example here is from Seoul in South Korea, and this lush green riverside walkway was a multi-lane highway and the air quality in this area was very, very poor. They replaced the multi-lane highway with this extended route through the middle of the city, that means people can walk very, very long distances away from traffic with much better quality in their local area. And everyone feels welcome. This is maybe the ultimate goal of healthy streets that our streets are inclusive places for everyone in the community to feel like it's their street. The space between our buildings belongs to all of us, and we should feel that collective comfort and welcoming feeling when we're in the street. And this last example is from Freiburg in Germany. And in New Zealand teenagers are amongst the least active of our population, only about 10% of secondary school students are achieving the minimum level of physical activity they need for their health. So I picked this picture because it shows two young women who are cycling, one cycling one roller skating, back from school. And I think when we

see our streets filled with young people it's a sign that we're really heading in the right direction. So the 10 Healthy Streets Indicators, they're not 10 separate things. They're all connected to how we feel on the street, so they're all interconnected with each other. If we make our streets easier to cross, then people feel safer, and if people feel safer then they're more likely to choose to walk or cycle, and if they're choosing to do that rather than go in the car then the air quality is improved which makes the street a much more relaxing place, and a much more relaxing street is one that is easier to cross. So you can see it's all self-reinforcing. Another way of looking at it is to take a street, and here I've just got a local parade of shops that could be in any residential area. And the first thing that you might do would be to widen the footways 'cause this has two roles. First of all it makes it much more relaxing and sociable for people who are walking, but by narrowing down the carriageway it also means that the people who are driving through that street will go a little bit more slowly which will be appropriate in a place where there are shops and footways. And there's a crossing and the crossing is actually at the point where people want to cross the street. It's radical stuff this. So this is at the entrance of a public transport station and there's a lower speed limit so that people understand this is a people place so we go a bit more slowly. We can provide shade and shelter through planting and through colonnades and awnings, places to stop and rest in the form of maybe the traditional on street bench but it might be a parklet or it might be a pocket park. Making the street feel much safer by making sure the street lighting is designed to like the footway and the cycle track, not just the carriageway for the cars, and designing our buildings so that they look out over the street and provide some natural surveillance, and making a more attractive environment to walk and cycle by providing public transport services that people can walk to, and maybe this street might need a cycle track as well. Cycle parking, bike hire, there are other things that can help. Things to see and do, making sure that street is really visually engaging at eye level and it might be about some temporary changes to pique people's curiosity, and it might be about the design of the buildings and it might be about the things that people put in their shop windows. There's many different ways to deliver the things to see and do indicator. And then finally for those vehicles that do need to remain on a street that's got people on it, trying to make sure that they are electric wherever possible to minimize the harms of air pollution. So healthy streets is about giving streets back to people and a street that works with people is a street that's good for health. So these are my 10 Healthy Streets Indicators. How popular do you think I was when I said I think we should be doing this much more complicated way of doing what we've always been doing. I think we should start from scratch and focus everything we do around what it feels like for people on streets. Well, there's a lot of people who have an influence over our streets and public realm who don't really care a lot about health, and that is absolutely fine 'cause healthy streets isn't just about human health. It delivers on so many other fronts. But the reason why healthy streets is something that a lot of people can get on board with is because it tackles a whole range of other issues that many of us are dealing with. So some of the key ones that cities around the world are looking at at the moment is how do we improve quality of life of the people who live in this city? How do we tackle congestion? How do we deal with the rising cost of living and our failing high streets? And what about the rising public service costs? And the reason why the healthy streets approach is appealing to them is because it helps them to deal with the challenge that they're facing at the same time. So I thought I'd leave you just with one example.

This is an important example because this is a street that is in London, it's in East London. Most people who live in London have never heard of this street. Most people who live in London will never visit this street. In fact most of the people who live in that borough don't know about that street and have not visited that street. This is not about a big city center high cost project, high-profile project. This is just an ordinary local parade of shops in a residential area. And this is what it looked like until recently, and this is what it looks like now. Actually it looks a little bit greener than that because it's summer in London, but even in winter it still had children out playing on it. And this is what the street looks like before and after so you get a sense of what it's about. It's about taking some of those vehicles out of the street space and letting people go in and seeing what they do with it. Healthy streets is about giving streets back to people. Thank you very much.

- Thank you, Lucy, that was perfect. A great way to start the session. I particularly loved the photograph of that sort of bus plaza where there are two people walking sort of completing obliviously with this huge, and I think it's to do with culture as well, a deep-seated culture of understanding that the transits part of the city, and that there's part of everyday life. So, look that was that was perfect, sets the scene ideally. So what I'm going to do now is we're going to give Lucy a bit of a break, to have a glass of water or wine, or whatever you want, and I'm going to introduce the panelists. They're going to come up one at a time. As they come up I will introduce and talk a little bit about them. So first up is Shane, so Shane Ellison. Shane is our chief executive, the new chief executive at Auckland Transport. Shane has been the CEO, getting a clap. Shane's been the CEO since December and we're all working, a lot of us are working very closely with Shane and his team. He's arrived at a really important moment in our genesis as a city. So it's a really key player, and so it's great to have you here tonight, Shane. Thank you. He has over 20 years experience globally as a senior leadership roles in transport and infrastructure sectors. Most recently Shane was an international development officer and chief operating officer for the New South Wales and Queensland for Transdev. They're the world's largest private operator of public transport. Really importantly also, Shane's worked all around the world particularly in Europe and also in North America, so it's great to have him as our new CEO and and it's good to have him here tonight. Next up tonight is Michael Hale. Michael's a public health medicine specialist at the Auckland Regional Public Health Service. So, Michael, do you want to join us up on the stage? Dr. Hale is a public health medicine specialist at the Auckland Regional Public Health Service where he is the clinical lead for nutrition, physical activity promotion, healthy urban form, and a word I've never known before but is pertussis, is that right?

- Whooping cough.

- Which is whooping cough which I didn't know. So pertussis. He's part of the Healthy Auckland Together coalition which is changing our city, so it is easy for our people to eat well and to be active. So these themes are powerful and linked. Michael has over 14 years experience in the public health sector including roles in the Heart Foundation, the National Screening Unit, sorry. Public Health Service. Apologies for that. So, yeah, thank you, thank you, Michael. I don't know

where the rest of your introduction is. I apologize. That's good. Oh here we go, sorry. I think it's important that we get the full picture. So you've got 14 years experience in the public health sector including roles in the Heart Foundation, the National Screening Unit, and the Health Quality and Safety Commission. Michael is interested in how urban and transport planning can improve well-being in our neighborhoods and how we can reduce the promotion and availability of unhealthy food in favor of nutritious food. So thank you for coming tonight. And last but not least is a gentleman who many of you know, Councilor Richard Hills. Richard, come and join us on stage. My team say we're lucky to have him. He's a passionate promoter and champion for alternative modes of transport including sky path, rail to the North Shore. He's a very vocal and strong advocate of public and active transport, has a huge interest in mental health and well-being and our team have taught us to you a lot about that, Richard. He's also the deputy chair of the planning committee. Councilor Darby is the chair who's here tonight and which has responsibility for Auckland's transport infrastructure, spatial planning, water and regeneration. So you're a great ally to have for the city and we're proud to have you on board. So thank you for coming tonight. So, look there's your panelists tonight who are joining Lucy. So what we're going to do is we're going to start with a 20 minutes chat and we're going to see how that goes. So what I thought we do first is we've heard about them and their roles, but what I'd like to do now is just to be a bit pointed and ask about what you think and how you think and that'll give us a sense of who you are and how it's all working. So I'm going to direct the first question to Shane. And so that Shane, Lucy's shown us in our presentation about that link between streets, urban design, and favoring walking and cycling and public transport are absolutely critical fundamental to public health. What do you think of that firstly, and secondly what is Auckland Transport doing to ensure that our roads and streets are better designed for actual travel? Shane? Is that working? Can everyone hear him? Let's do a quick sound check. Do you want to say hello, hello.

- Hello.

- Okay, great. Perfect.

- Lucy can you wave your wand and just make it all happen now for us, please? You make my job a lot easier. Look, it's hard to argue with that. We have a very tragic situation in Auckland and at the moment in our region with the number of deaths and serious injuries on our roads having escalated by 70% between 2014 and 2017. Lucy touched on the number of teenagers that are not active sadly, and many of you in the room all have secondary school aged children or children approaching secondary school. That situation is far worse. The number of, and Katherine might correct me, but the number of secondary school aged children that were killed or seriously injured on our roads in 2014 was around 56. In 2017 that number had grown to over 100. So if they're not feeling safe on our streets, how are they going to be active? Yes, we've got a lot of work to do, but thankfully, thankfully, thankfully, thankfully we have a council and central government and a Board of Auckland Transport where they are 100% aligned. We have a once-in-a-generation opportunity to make transformational change in Auckland with the funding that's been achieved through ATAP and which is targeted at almost all parts of the

model that Lucy's presented. So we are committed to delivering on that. It won't be easy. Let's not kid ourselves. It won't be easy. I'd like to have the wand. But, yes, we're 100% committed to do that.

- And you've seen them in your hearing you, you're here for a good time because it's important that we hold this agenda for a period of time and not just in and out. And so what's your commitment to Auckland?

- I mean, I think it's important we recognize that I left here in 2004 and I've told this, many people who have heard me say this, I've been away for 14 years. I've come back and it's very easy when you live in the city day-to-day to not see the difference. And a number of people in the city need to take a lot of credit for what has been achieved in the last 14 years. And for those of you who don't know, 2017 we celebrated the first year where more people came into the city by public transport than by private vehicle. That is a huge achievement and it's been done on the back of a political commitment and it shows the way for the future. My commitment, I'd love to see the urban soccer way network completed, the continuation of the investment and the program business case for walking and cycling, all the investment in public transport, all the transformational change that that brings in terms of public realm. And, you know, the flow-on benefits that all that enables. We have the third biggest population, third most obese population in the OECD. I mean, we've got to do something about it.

- Okay, well, that's a great start. Thank you very much. That's a great way to introduce Shane to all of you and to get the conversation going. Next up we're going to just have a quick question to you, Michael. It's along similar lines a little bit but, you know, health starts with our streets. We've just heard that. It's absolutely fundamental. I guess the active travel program, the investment in walking and cycling, public transport, better planning, what is what is your District Health Board and what is your your team doing? How are you part of this conversation? How are you part of the solutions? Because obviously this is all intricately linked. So could you just give us a sense of what you thought about Lucy, what she was saying, not to sleep, the story that's been told here? And what are you guys doing to be part of that solution?

- Sure. Back in 2014 the Health Wards of Auckland came to our organization recognizing the big impact that the rising amount of childhood obesity was causing and asked us to take some leadership and coordinating a program. What we've got out of that is the Healthy Auckland Together group. We just got a little stand over there that you're welcome to check out some of the activities. Often these things have been the health sector getting to gear and it's been really important with our health partners to do that. But in this time as well we recognize that we're good at treating disease, but most of the causes and most of the levers for this issue lie well outside of the health system. And so if we want to make action on physical activity, action on nutrition, action on obesity, then we need to be talking to the people who are in charge of the built environment. So Auckland Council and Auckland Transport are key partners in Healthy Auckland Together. So there's an alliance, a coalition dedicated to addressing this issue at a citywide level. So that's been really key to have that platform. Through that platform we've been,

you know, these different sectors of health and local government have got together around the program business case for cycling currently around the strategy for safety as well. We've also recognized something else in the public realm. Water infrastructure is really lacking in Auckland. It touches on the design office but if we would compare Melbourne or Brisbane or other cities, we are at a third to a half of the level of water infrastructure. We don't even know where it all is. And that's an important part if we want people to be active, if you want people to have healthy choices, in those realms. And so we've to be there around the project. It's called Y Auckland to start improving both infrastructure and the public promotion of water as a healthy choice, deliberately aiming to displace sugary sweetened beverages as a choice there. So there's a number of tangible actions in reference to the Healthy Streets Approach, just a complete endorsement, that a healthy street is a livable street. I think this wins for health, wins for good design, wins for people, so yeah really excited about that.

- Thank you. I mean I guess, Lucy, it's interesting coming from the UK originally in the councils in New Zealand, in the UK we would control health education. There's police services. That's what the CEOs did within the local authorities even. Here, that is all, in central government, that is all funded through that. So I guess that coalition is trying to solve that issue but I think, do you think then it needs to be more done to drive that through because it's about the delivery on the ground and the two things often don't link. Where do we put schools? It's really interesting to see that has been quite separate conversation to planning and when it's actually intricate to that.

- Yeah, I agree. There's a lot of benefits to having them all housed, and one we can see an example of a successful city addressing some of these issues like New York where you've got a Transport Commissioner and you've got a Public Health Commissioner looking at things like size of soft drinks and that type of thing as well. And in New Zealand we are in our silos. And so that's particularly why we've taken this Healthy Auckland Together approach to bring everyone together to make sure that yeah, the built environment is really supporting the people making healthy choices.

- Okay, that's really interesting. We often compete with Australia a lot in what we talk about and I think we have more fast-food outlets, drive-ins but per capita than Australia which is a not a great achievement. I think if you design places to be easy to do certain activities, people will do that, and that human beings are, I say often lazy but maybe it's they're efficient. They look for the easiest way to do something. If you make it easy to behave in a certain way, they will. So those pieces need to link together.

- Yeah, I totally agree. It's a systems issue and if you're seeing every part of the population putting on weight or struggling to make physical activity guidelines or eat well, this is not an issue of individual behavioral choice, it's not a collective failure of goodwill, this is us responding to a system that is pushing us in this direction, and a system is really good at producing a very consistent outcome and we've got a very consistent outcome and so we need to address the system to change that.

- Fantastic, that's great. Well, that was a theme that Lucy talked about with the systems thinking which is critical. So, look, Richard. An interesting question, if you were mayor in 10 years time I'll say, what would you do and how would you ensure this is embedded into the thinking that we're applying for this thing?

- First of all, just want to thank everyone for all, we're just politicians, many of you are doing the mahi on the ground in this work or doing the campaigning and the activism and all the advocacy that gets us to make the decisions we made for the 10-year budget and will force us all to make better decisions and work even harder. So I just want to put that out there. And if the hypothetical situation came up that I was mayor in 10 years Lucy would be the CEO of Auckland Transport after Shane has left.

- [Ludo] That's great answer.

- I think, well, the obvious answer is that we would do things based on evidence with our roads and streets and now cities, town centers, but also my personal view would be to try and get, well, we would just use the evidence, but the other thing was to get local people involved but from children to older people on every street in the area. So when I was on the local board actually I set up some children's panels and everyone expected the young people would ask for outlandish things. All they wanted was safe walkways, safe streets, this particular foot path fixed up, this thing, this light fixed. It was all the things that are so obvious that we miss maybe because we're looking at the overall picture. And I don't think they're loud voices of anti-change can really, I mean they probably can, but they can tell kids that they're wrong. I think we'd fix a whole lot more if we just asked kids is your local streets safe, would you cross it, would you walk to school if you could, all those sorts of things that's bringing young people into the decision-making straight away. And there's also their ownership of every, so it might be possible to do it on every street, but I'm sure you could get your local schools to do a proper focus on healthy streets and if you fix it for young people and you fix it for our oldest people in the community, then you're probably going to fix it for everyone, I think.

- And you're a huge proponent of the impact of mental health issues as well. I mean is there any sort of, how's that going in terms of your position around that, looking at the city and how we're doing in that space? What are the things we could do better and maybe perhaps give us a sense of what you'd like to achieve from that point of view?

- Yes, I mean, when I first got into, so I used to work as a youth worker before I was--

- Right, okay.

- On the council. And I worked mostly with young people in high schools around Auckland and the biggest issue constantly was obviously people's mental health, youth suicide, some of the young people I worked with unfortunately took their lives during that time. There is a lot of negativity, sadness, and that has a million different factors. But I think the way our city is built

and the way we interface with nature and art and happiness and events in other people has a huge impact on our mental health. So if maybe we could meet more people, talk more, and not just drive home, go behind our gate and never talk to our neighbors, maybe if we had more spaces to bump into each other, young people could run around on their own without having to be, parents being afraid of their of their kids running out on the streets. If people were just able to spend more time in places that weren't just car parks or roads, that would be a really good outcome, I think. I mean I usually bus to work, the other day I had to, I didn't have to drive, I chose to drive, but I drove. I was back and forth all day, but honestly it was the most, I think I was more frustrated and more stressed out than any other day that week. It was triple the time to get here. It was the most negative experience. I'm a person who likes to let people in which is apparently a crime, so letting people, and people were beeping, waving their hands, pulling the fingers, because you're just trying to be friendly to other people on the road which is easy when you're walking or on the bus or whatever. But I think our city currently, we're getting there, we're moving forward. But it's currently designed for really negative interactions with fake people, like it that cyclists, those cyclists, those people where it's just, I kind of hate using the, oh what if it was your mother, it should be what if it was just another human, I guess, and we don't look at people like that when we're on our way to work if you're in a car.

- That's good and I think we talk a lot on Twitter as well and there was that recent tweet talking about Elon Musk's opinions about public transport and how sitting next to somebody who's sort of socially deprived, and there's that innate projection thing going on which is all around the world. And white little class men telling everybody else how to live and I suppose, it's interesting having that discussion, and when somebody on the tweets said, well, I don't drive. I feel more connected. When I drive I feel more lonely. And it's an interesting piece of the jigsaw puzzle, so that whole system thinking is key. So thank you very much. Lucy, just to bring you into the discussion for a second and then we'll try and have a debate, but how did it happen? How on earth did you end up at TFL? It weren't that many years ago and I couldn't imagine them having a public health specialist running a program at TFL. What is it that happened? Who did you speak to, who did you convince? Because it's easy to tell what theory but what happened, if you don't mind?

- Yeah, sure. So at this present moment in time I'm the only public health specialist working in a transport authority anywhere in the world, and this is because it's not structurally set up that that is a thing that happens. So I was recently described and I think it was meant as a compliment by a leading academic in the UK called Ben Goldacre. He described me as a hustler, but I took it as a positive statement, but I basically hustled my way in there. So I went to meet with Transport for London, and I said I knew a fair bit about the relationship between transport and health and I thought I had something to offer them. And they said we're on it, we've got it all sorted, we've even got a publication, and they showed me their publication and it is a picture on the front cover of a woman cycling past a hospital, and the document is mainly about how to get a bus to a hospital.

- Nice.

- And that was where we were at in 2013 in London in terms of understanding the complex relationship between transport and health. So I said I thought I might have something that I could add to this conversation, and I offered a try before you buy. It's available to others. Three months I worked for them. I was being paid by somebody else who was happy to let me go and work for them for three months and see if I could add anything to what they were doing already. And then I started working for them part-time and then I built it up. And now I'm actually hiring a team of people who work directly for the Transport Authority. And in my opinion to make the kind of change that we need you do have to take people with that public health expertise and employ them in the organizations that really have the power, partnership working is hard at the best of times, but you can be so much more effective if you actually work in and with the people who you want to help to do that job differently. So I'm a strong advocate for public health leaving the public health department and going into sitting with the people that they want to influence.

- Fantastic, so really interesting story and it's quite, I think Auckland tends to sort of think that it's, it's always looking elsewhere for answers, and I think Shane mentioned this earlier. We've achieved a lot and we need to make sure we congratulate ourselves 'cause success breeds success and breeds confidence, and with confident staff, confident councilors, you make better decisions at the end of the day. But it's interesting your program has been quite globally recognized. I mean I've got people literally emailing from all around the world saying we want to hear from Lucy as well. So how are TFL doing in terms of rolling this out within their program if Shane was to adopt this principle. What are they doing from a practical delivery point of view? How's that happening in reality?

- Healthy Streets is one of those things that looks deceptively simple until you scratch under the surface and realize that actually to deliver those 10 indicators you not only need to completely turn the way the Transport Authority works on its head, but you also need to get a whole load of other stakeholders working alongside. So in London the mayor has embedded the Healthy Streets Approach in all of his statutory strategies, so it's not just in the transport strategy, it's in the policing and crime plan, it's in the spatial plan which is called the London Plan, it's in the environment strategy, the health strategy, et cetera. And that means that all the different parts of the system have to work together delivering these 10 healthy streets indicators, but obviously Transport for London have got a very, very big role in this. And so what has happened is quite a fundamental change in the governance of the organization and the way that money is allocated and projects are prioritized based on how they're delivering the Healthy Streets Approach because Healthy Streets is about saying we don't just have a selection of different modes of transport and whichever mode of transport shouts the loudest gets the most money. It's about saying our streets are a finite space between the buildings and how can we get those environments to work best for people by balancing all those different modes at the same time which is a much, much more difficult job.

- Yeah, and linking that back to budgets as well and thinking about there'll be a natural view to add these things and to consider these things is going to be a cost, but perhaps you can't afford not to think about this stuff. So that's probably the best way to--

- What I always say is we're spending money every single day on our streets anyway and it's not about spending more money, it's about spending the money differently.

- Great, look, does anyone want to respond to any of that? I'd like to open up to some questions from the floor. Does anybody want to ask anything of each other or we can open it up for questions? Richard?

- On Lucy's point about the money. I thought one of the funniest, not funny, but this situation around sky path, many years ago, the discussion was the cost, the cost, the cost, and I could name three road widening projects that were three times the price of sky path and at that point, sky path wasn't going to be tax or rate payer funded at all. But yet there was still this terrible kind of discussion around something that was going to be for walking and cycling that might cost some money, but then you'd never ever have the same level of discussion over something like a road widening project which is kind of 40 million, 50 million, go ahead, do that. And I think like Lucy said we're spending the money anyway, how can we retrofit our streets on every single project even if maybe at this time we can't do the whole thing, but how about we at least start because sometimes there's massiveness opportunities when we do renewal projects or rehabilitations of roads but we're not putting back better infrastructure. We're kind of just replacing it and spending all that money anyway. So I think it there's a good place to start.

- Okay, thank you very much. So, look what I'm going to do is just break it into the discussion. I've got a whole lot of questions and there'll be some Shane, some for Richard and others. So I'll pick a few and we'll just get going and see what happens. So the first question or one of the things that's popped up, these are the ones that are most popular people vote and they put lots of likes. First one is what's the biggest challenge Auckland is facing in implementation of active, of a more active travel? Maybe that's to you, Shane. So what's the biggest challenge Auckland is facing in the implementation of more active travel?

- Very good question. My answer right now goes back to the safety, the road safety piece.

- Okay.

- Until we provide safe infrastructure, reduce speeds, we're going to have our vulnerable road users which are pedestrians and cyclists are going to be at risk. And we need to address that. I'm pleased to say that we've got a speed management plan that was approved by the Auckland Transport Board with 700 kilometers of Auckland roads are going to be subject to speed management plans over the next couple of years. And we need to crack on and implement that.

- That's good and I think that we've talked about this a lot, the idea of a sort of 30 kilometer an hour city. Get these speeds right down. It's the biggest killer, isn't it? The speed, and even outside of schools we still allow people to drive past. In the US they stop, people have to stop when they're driving their cars. We're working with NZTA on that and you gets you into Fergus and the theme, aren't you?

- Yeah, we are. We need to. It's a partnership approach. There's a number of players in the space and we're working with central government because the legislative framework makes it challenging at the moment but want to crack on, get it done.

- Great, thank you. Thank you, Shane. So, Lucy, from what you've seen of Auckland so far, it was a difficult one this one, but it's popped up as highly supportive. I mean what have you seen so far? Any ideas around sort of practical tips for getting on with this? What are some things that you've spotted in your travels in the last?

- So I haven't done a lot of traveling around Auckland and I think there's nothing worse than someone who spent about 20 minutes in your city coming in and telling you what they think of it.

- [Ludo] But you have this, but a lot of people come in quickly and we'll have a little quick view of our place and you'll take away a view of us very quickly and that view needs to be--

- I've had a very biased view. I've had a very nice bike ride around your cycle infrastructure on an electric bike. That was amazing. I also had quite an amusing experience coming from the airport very early on Sunday morning in a taxi and I very rarely go in taxis. And I'd forgotten that when you get in a taxi and they ask you what you do for a job you need to be a bit more cagey than say that you work on something to do with sustainable travel. I was fairly opaque but the taxi driver immediately pointed out as we drove along a very wide, for me coming from London, where streets are mostly two lanes in each direction maximum, we were driving on a very big busy road and he pointed out the empty cycle track and he said, look, there's a cycle track here and there's no one on this cycle track. And I was thinking but we're on a six or eight lane highway and there's no one on that either. It's more a fact of it being very early in the morning than anything else. But you do get a view of different people's perspectives if you go out and talk to different people and it is good to hear everyone's different perspectives.

- Okay, great. Alright, this is a really interesting one and I'm not, so young women Maori and Pacifica and our disabled people are not as active as the rest of us. So what's the best way to target activity intersectionality? Who wants to answer that one?

- I can start on that 'cause I think it's clear from the Active New Zealand studies that walking is for both women and men the number one source of our activity. And more so as we age, so the further we age, the greater percentage of our activity will be done by walking. We stopped doing other sports. And interestingly as you age at each end of the spectrum you become more of a vulnerable user. And they are the ones who really need looking after in terms of making sure

we've got a safe system. So I think if want to do a quick population wide approach where we're targeting as many people in the middle of the curve, then looking at ways of making people feel safe, making people think they're walking is convenient and accessible and attractive, I think those type of things which sit really well with things that we have to do every day like commuting, that would be a really smart way of addressing for all of those communities, increasing physical activity.

- Okay, great, thank you. Richard, do you want to comment?

- I think that probably the solution is to try and ensure a young Maori woman and woman and people with disabilities are in leadership roles making decisions around transport because there's probably too many people making things for people, seeing it through a different lens, than the people who need to use that infrastructure.

- [Ludo] That's so true.

- Something that I would see potentially as safe and easy and to walk on my own or to run up some stairs or get to somewhere would be completely different from one of those groups. So once again it goes back to how do we get people like children and things involved with the lens to look at the infrastructure we're building and doing. And there are streets, roads and streets framework, different things about making sure that those people are involved in the decision-making. Because if we don't involve them, then they're immediately not going to be involved with the infrastructure.

- Great point.

- Can I just as well, one thing the equity point is really, really important that if you map where pedestrian injuries occur they're at a higher level, and South Auckland particularly for children and the Safe Kids Team who've done a paper in the NZMJ recently show that as well as having a higher chance of being injured the number of speed calming devices is lower. So we've got a clear sort of link between cause and effect in terms of we're not slowing speeds around schools and where the children are. In South Auckland we're going to have more injuries here, that's what we've got. So if we want equity, we need to invest here.

- Okay, brilliant. So we were out yesterday in Glen Innes actually with my team walking around, and I don't if you've been to Glen Innes, but there's a really fantastic cycleway which ends in the town center, comes in through a subway. I mean it's frightening, absolutely frightening underneath the railway tracks. And there's a few lights and few buses. It's scary stuff, even scarier in the daytime and I just thought these are little simple things we need to be tackling quickly and getting these done. So those are some really great answers. You mentioned streets framework. We've got number one, 17 people have liked this one, I have hope for Auckland from what I'm hearing tonight, this is what the person has asked, with all these people here

talking about healthy streets, when will AT ratify the roads and streets framework and enable Healthy Streets and do more good work that they're doing. So that's a question.

- So the transport design menu which is comes with an umbrella, it's been on development for quite some time, but it's going through a final review. And we hope to have it ratified before the urban streets part of it ratified.

- Yeah, the street design wise part, yeah. Great, yeah, thank you. So will Auckland Council and Auckland Transport's criteria for community, it's just gone off. Will Auckland Council and Auckland transports criteria for community consultation include from 2018 onwards health impacts and benefits? Hard one to answer that one, that's pretty high up on the agenda. So will Auckland Council or Auckland Transport's criteria for community consultation include from 2018 onwards health impacts and benefits? I don't know, maybe that's something you could still try to.

- I can ask. I'm one vote. I'm pretty sure we look at some lens of it but not in their kind of holistic way that Lucy's talking about, but we could easily, I could easily, Shane could easily, we could all easily push for that. And I don't see why not. It's not a silly idea. And I don't see how it could cost much either if that was a limitation.

- Okay. Wonderful to see a ATC hosts sitting next to the public health professional. How does AT consult with the health community and how is that feedback incorporated? That's a hard one, you might be a bit new on the job, I don't know.

- Well--

- You might know it already.

- We have some kidges with the health community. Some of you may know we have, we've been fortunate to have three directors on AT who have also been previously or concurrently directors of district health boards. And their influence has obviously been there, been fortunate enough to have Healthy Auckland Together and Michael came along to one of our executive team meetings and talked about that, and that was quite insightful. And I still remember one of the facts that came out of that around the level of obesity, how much change there had been in terms of adult obesity in New Zealand between 1977 and today, and it's increased from about 10% to over 30%, I think. So those linkages of the year but we need to do more. It's something that we're starting to appreciate a lot more but we need to kind of have that spread through the organization.

- Thank you, that's great. Someone's pointing at the watch. Okay, there's just one more question on here. How about a question from the floor? There's a hand up. Where are the microphones guys? Or am I causing a problem now? Here's one, let's go for the middle there.

- [Man] Hi, I just wondered within Auckland Transport and Auckland Council, I hear about designing for the extremes, that is the old people like me and also the infants and children. And the city center has someplace well over 40,000 people living in it, but not a lot of children. And I wonder if the children being most vulnerable, that is they're shorter, do you have a way of measuring? Are you looking at air pollution from the large number of diesel buses? Is there a way, because those diesel buses often discharge at the lowest level where the little kids are walking on the footpaths.

- So there's a bunch of questions within that one.

- Is there a way to measure it and are you measuring it?

- Well we we have to start measuring and the mayor last year was in Paris as part of the C40 mayor's climate session with Michael Bloomberg that established that. And he signed an agreement around emissions free zone within the downtown city center of Auckland which a lot of us are very excited about because that sounds at one level quite a satiric but what that means is, I mean Shane's team are going to be buying only electric buses going forward, there's an opportunity.

- It might not just electric.

- Okay.

- It might be some other fossil fuel free.

- In fact that's the better word itself, called a fossil free emission zone. So it's complex words. So maybe a bit more on that, Shane?

- We have a roadmap which to move forward to meet that. We have two electric buses as most of you know operating at the moment on the city link. We're looking at more trials and engaging with other cities such as Christchurch, Wellington. We have quite a challenge in front of us to meet that but we are committed to doing it, and it's quite exciting in terms of noise, in terms of emissions, in terms of making the city a pleasant place to be.

- Yeah, that's great. I mean, Richard, you want to say anything about that?

- No, I mean, we should be doing more of it, but I also want to say we have lots of kids in the cities that's growing dramatically, the reason often why you don't see them is because it's not a safe place often to be for kids. But we need to act faster on that 'cause I see on the shore there's lots of kids that come with parents on their bus, on the bus from the shore every day and they obviously go to school or childcare center within the city while the parents are at work and things. Yeah, my little nephew was born three weeks ago and they live in an apartment on Ponsonby, so we got to make sure that's right for him as well, please.

- So, yeah, the issue of children is really important as well, and if you think about the success of the Wynyard Quarter and the the children's playground, I mean there's 52,000 people living in downtown Auckland now. In 1991 there was 1,800. It's a very different place. And there are lots of mums and dads and families and lots of younger children around and we're looking at ways we can build streets and make them into parks. There's a real journey around moving from tarmac into green space, so the Victorian Linear Park is a two kilometer long parkway which we're looking at building from Albert Street, Albert Park all the way through to Wynyard. So there's a lot of things that we're doing, maybe a new school in downtown for the children. So there's a whole range of things we have to start thinking about, so thank you for your questions, sir. I think we've been told that the time is up, but look I want to thank the panelists for their time tonight. Thank you for your questions on the app. What I'm going to do is I'm going to ask Richard to give the vote of thanks, to thank Lucy and the team for coming all the way. Lucy, thank you on behalf of my team. I know you've got a lot of time you'll be spending with my team over the next few days, and you have been. Thank you for showing your knowledge and expertise. Shane, thank you, and thank you to the team. Michael and Richard, thank you very much everyone. Richard.

- Thank you very much. First of all thank you all for coming. I think it's been good but it feels like rather quick night but I know conversations will be continuing on after this, and on Twitter and on Facebook. No one talks like this on Facebook, so just Twitter. Just want to thank Ludo for running this evening, and, Lucy, I think you gave us some real insight into what we need to be doing now really quickly and we thank you so much for coming here. And I hope you get more than two hours off in your time in New Zealand to do some fun things. Also Thank You, Shane and Michael, for being on the panel and thank you to the Auckland Conversations team and Auckland Transport and Boffa Miskall, and there's Southbase Construction, Resene. Am I supposed to be thanking, okay, good. Architectural Designers New Zealand, New Zealand Planning Institute, New Zealand Institute of Architects Incorporated, NZ Green Building Council, MRCagney, Brookfields Lawyers. I'd probably miss things. Thank you to Lisa for opening up for us. Yeah, I think it's a good conversation. That's pretty obvious to most of you in this room that we need to be doing this work. There is a lot of good work happening. Just finished, gone through the Auckland Plan Refresh which is a lot of good stuff in there. The roads and streets framework which we just need to be taking moving forward improving moving on. Obviously ATAP and the 10-year budget and working with our new not news, not so new anymore, but the government together on this issue. I know Julie Anne Genter announced a few weeks ago around looking at South Auckland and the issues there in how we can improve stuff really fast. And I think it is absolutely important for all of us to be working in this space, but all of you as an elected member, keep doing your work too because we often only hear from the please don't do and the please don't change and please save my car park. And so it would be really, really good, not that those voices are important but it's please can you all speak up too, speak up around these important things because it is hard to change things, and change is hard for everyone. But if we have a mix of voices from all backgrounds in all situations, then we actually start changing things and it's with the community and we can hand on heart say that, oh the

community does want this, so that is my wish to you and we will do better. So thank you very much and have an awesome night and travel safe home and we'll see you soon.