



SYNERGIA

WRLTS Health
Impact Assessment
Evaluation Report
2010

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1. EXECUTIVE SUMMARY

1.1 OVERVIEW OF FINDINGS

Over 2009/10, a health impact assessment (HIA) was undertaken as part of a review of the Waikato Regional Land Transport Strategy (WRLTS) 2006-2016. The HIA was undertaken to identify and assess the potential health impacts of the WRLTS on the Waikato population. The HIA was led by Environment Waikato with substantial support and involvement from Waikato DHB Population Health. Government agencies, technical experts and community agencies from the Waikato region were involved in the HIA process.

Synergia Ltd was commissioned by Environment Waikato and Population Health to evaluate the Health Impact Assessment.

Evaluation of the HIA is the fifth and final phase of the HIA process, to assess the effectiveness of the HIA process and emerging outcomes. Findings from the evaluation are also intended to inform the development of future HIAs.

Data for this evaluation report were gathered using three evaluation methods:

- Analysis and reporting of evaluation feedback from HIA workshops
- Key informant interviews with key stakeholders and representatives from government and community agencies
- Document analysis of the WRLTS and the HIA report

Findings from this evaluation present a range of strengths identified by participants of the HIA process including:

- Raising awareness and understanding of health impacts of transport
- Range of communities consulted
- The level of organisation across the HIA
- Facilitation of stakeholder workshops
- Consultation with specific groups to explore equity issues
- Connecting people from diverse organisations and interests
- Enhancing relationships and partnerships
- Providing a health focus to the WRLTS

Some of the limitations identified by stakeholders include:

- Scope of community and sector consultation (recognising however the resource constraints that these activities often demand)
- Briefing materials available to participants in consultation processes
- Extent of engagement with the regional transport committee
- Link between solutions proposed and evidence base for them

An important component of the success of the HIA was the role played by the HIA project manager, who acted as a 'HIA champion' within Waikato DHB Population Health, and was a key driver of the project in building relationships between agencies and communities.

Overall, the HIA can be seen to have comprehensively assessed the potential health impacts of the WRLTS. Furthermore, the HIA constructively engaged stakeholders in developing potential forward directions across multiple settings and population groups. Participants in the HIA were able to contribute their views about health and transport. The process also enabled participants to build links and foster relationships.

The recommendations generated from the HIA flowed through to the Draft WRLTS and were adopted and or partially adopted in the policy and strategy actions of the Draft WRLTS. It will be important for Population Health staff to monitor the development of the strategy and ensure that the gains achieved in the Draft WRLTS continue into its final form.

The HIA forged strong links between Population Health and Environment Waikato, which have enhanced capacity in planning and strategy development between the two organisations. The challenge will be sustaining and expanding those relationships over the long term. The involvement of Population Health staff in passenger transport planning, as part of the implementation of the WRLTS, is an important step in this regard.

1.2 RECOMMENDATIONS

Overall, this was a comprehensive HIA that reached out proactively to involve a wide range of community and sectoral interests. The recommendations that follow therefore are offered to improve HIA processes in the future. It is recommended that future HIAs:

- Explore with key decision-makers how governance groups (such as the Regional Transport Committee) can be more comprehensively engaged in the process, such as through establishing sub-groups for more regular feedback.
- Ensure that there is clarity among stakeholders of the full scope of the HIA and its stages, including being explicit about how the impacts identified and solutions proposed will be validated against the evidence base.
- Maintain the strength of connections developed between Population Health and Environment Waikato, so that future ongoing collaboration in transport planning is fostered.
- Where feasible, prepare briefing documents for appraisal stage participants to support contributions to the process.

2. INTRODUCTION

A health impact assessment (HIA) was carried out as part of the Waikato Regional Land Transport Strategy (WRLTS) 2006-2016 review between September 2009 and March 2010, to identify potential impacts of the WRLTS. The HIA was led by Environment Waikato in partnership with Waikato DHB Population Health, alongside the support of community and organisation representatives from across the Waikato region.

The HIA was a significant partnership between Population Health and Environment Waikato, where both contributed a range of resources including time resource from staff; funding; access to networks and contacts; accommodation for a secondment at Environment Waikato; GIS mapping and communications.

The evaluation of the Health Impact Assessment (HIA) process is the final stage of the HIA. Evaluating the HIA process from the perspective of the stakeholders and participants who were involved enables lessons learned to be captured and shared to the benefit of future HIA processes.

Population Health and Environment Waikato commissioned Synergia Ltd to conduct an evaluation of the HIA carried out on the Waikato Regional Land Transport Strategy (WRLTS), with the support of DHB staff. Outcomes from this evaluation are intended to inform the design and implementation of future HIAs while also informing perspectives of the value of HIA to transport planning.

This report is structured into four sections:

- Section one is an overview of the methods used to analyse and report feedback from workshop evaluation forms and findings from key informant interviews.
- Section two details the analysis of HIA workshop evaluation forms. This section discusses participant's views on the usefulness of the HIA process, understanding of the impacts of transport, development and maintenance of links in the community, and contributions to the process and future use of HIAs.
- Section three outlines views expressed by direct HIA participants (from Population Health and Environment Waikato) and community and agency stakeholders. This section provides feedback on a range of aspects including participant and stakeholder views on the HIA's strengths; weaknesses; gaps; improvements; partnerships; capacity building; community consultation processes; exploration of equity issues; organisational input opportunities and 'buy-in' to the WRLTS; and value of resources provided by the HIA process.
- Section four provides a comparative document analysis between the Draft WRLTS and HIA recommendations.

3. METHOD

3.1 OVERVIEW

Three strands of activity informed this evaluation report¹:

- Analysis and reporting of HIA workshop evaluation forms from 58 participants
- Key informant interviews with 17 stakeholders from participating organisations and community groups
- Document analysis comparing the Draft WRLTS with HIA recommendations

3.2 WORKSHOP FEEDBACK ANALYSIS

The HIA workshop evaluation forms from central/local government and non-government, Māori kaumātua, and ethnic minorities' workshops were analysed to gain participant feedback on the engagement process.

3.3 KEY INFORMANT INTERVIEWS

Interviews were held with stakeholders representing: Environment Waikato, Population Health, Waikato District Health Board, Regional Transport Committee, Latitude Planning, Hamilton City Council, CCS Disability Action, Māori health providers, Community Waikato, Living Streets, Rauawaawa Trust, Ministry of Social Development (MSD), New Zealand Transport Authority (NZTA), and the Office of Ethnic Affairs.

Two separate questionnaires were developed, one for direct participants of the HIA from the two lead agencies and the other for community and agency stakeholders. All stakeholders were asked questions about the HIA in regards to:

- Key strengths
- Constraints/gaps/weaknesses
- Potential process improvements
- Exploration of equity issues
- Organisational input opportunities
- Stakeholder buy-in to the WRLTS
- Draft HIA report
- HIA findings in the wider policy arena

Agency stakeholders were also asked questions about the HIA with regard to:

- Their overall contribution to the WRLTS review
- Partnership building

¹ See Appendix 8 for copies of interview schedules and workshop evaluation forms

- Capacity building
- Community consultation processes (Population Health and Environment Waikato)
- Value of resources

Population Health conducted six of the key informant interviews and Synergia conducted the remaining 11.

In the analysis of the interviews, responses were grouped thematically and common or distinctive themes were identified and reported.

3.4 DOCUMENT ANALYSIS

The third component of the evaluation compared the directions of the WRLTS with the recommendations of the HIA. The text of the Draft WRLTS was reviewed to determine whether recommendations of the HIA were either adopted, partially adopted (where some, but not all, elements of the recommendations were reflected in the WRLTS text), or not adopted at all.

4. WRLTS HIA WORKSHOP EVALUATION FINDINGS

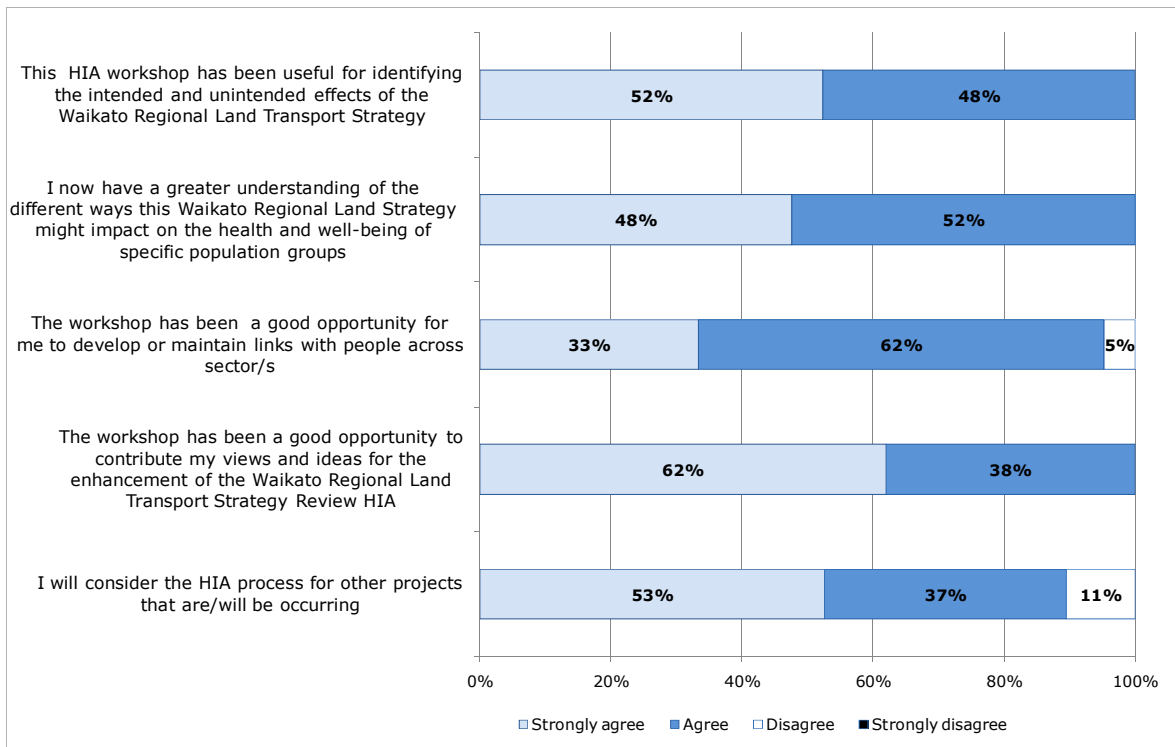
At each appraisal workshop participants were asked to complete an evaluation form. This section summarises responses from each of the three HIA workshops that engaged with:

- Central/local government and non-government agencies
- Māori kaumātua
- Ethnic minorities

4.1 HIA WORKSHOP EVALUATION FEEDBACK

Figure 1 below summarises the feedback from 21 central/local government and non-government agency HIA workshop participants. Overall, the workshop was received very positively by participants. Participants gave a strong indication that the HIA provided them with an opportunity to share their views on the WRLTS. Almost all participants found they obtained a better understanding about the potential impacts of the WRLTS and the workshop was useful to identifying potential impacts of the WRLTS. Only 10% of the participants did not think they would use the HIA process on current or future projects. A small percentage (5%) of participants did not think the workshop was a useful networking opportunity.

**Figure 1: WRLTS HIA Central/local government and non-government agencies
Workshop Evaluation**



Note: Responses from 21 participants

Strengths

A key strength of the workshop was consultation with a wide range of groups and the opportunity for collaboration and sharing ideas. Participants felt the diversity of those involved in the workshop, enabled insight into different perspectives.

The combined effort by all to make suggestions... reflected different aspects of our community.

The HIA brought ideas from a wide range of people.

Different people able to express their views openly.

One of the participants highlighted the importance of involving a cross-section of people from the greater Waikato area.

A good cross-section of people from outside the immediate Hamilton area discussing the good/bad impacts... the strategy would have on current and future needs.

The general organisation of the workshop in terms of structure and process was viewed positively by many of the participants. Some of the participants highlighted that the structure of the workshop was a key strength.

Some comments centred on the quality of the presentations and how the presentations provided a platform for discussions in the break out groups.

...presentations by the speakers gave background and information, ...and opportunity for greater focus on the issues facing the region's land transport strategy.

The presentation at the start gave the day focus.

Some of the participants found the small breakout sessions effective for engaging with others and sharing ideas.

I appreciated the process for the small group discussions - excellent facilitators and all were well prepared.

The break out groups were very interesting and I enjoyed the discussion between the participants.

Improvements

Participants of the workshop suggested a range of improvements. Some of the comments related to logistical issues with the venue, such as parking and difficulty hearing speakers.

Venue at times noisy. The option of a sound system may have helped for people with hearing impairments.

Some of the comments highlighted issues with the process of the workshop. A couple of the participants suggested the need for more time to discuss specific issues for the HIA.

We needed a bit more time in each discussion session. Generally there were so many ideas we were scrambling to get them out and recorded in the time available.

Three participants raised issues with the breakout sessions; however this was in comparison to five participants who favoured the format of group discussions. Participants found the break out session difficult to follow.

I found the small groups questions very woolly and hard to get my head around and really not a lot of use. Māori and Pacific were not mentioned in the groups I was in.

Two of the participants thought the breakout groups could have been reorganised through the course of the workshop.

Split up the afternoon group somehow. Sitting in the same group in three different tables becomes repetitive, especially when one person documented.

One participant suggested that having access to the WRLTS document before the workshop could have helped her prepare for the session.

A comment was made that there were not enough participants present at the workshop representative of the community (it should be noted that through other forums, effort was made to gain diverse community perspectives).

The group present today reflected only a section of the community which these issues affect.

More representation from groups e.g. elderly, rural, Māori and people with varying disabilities.

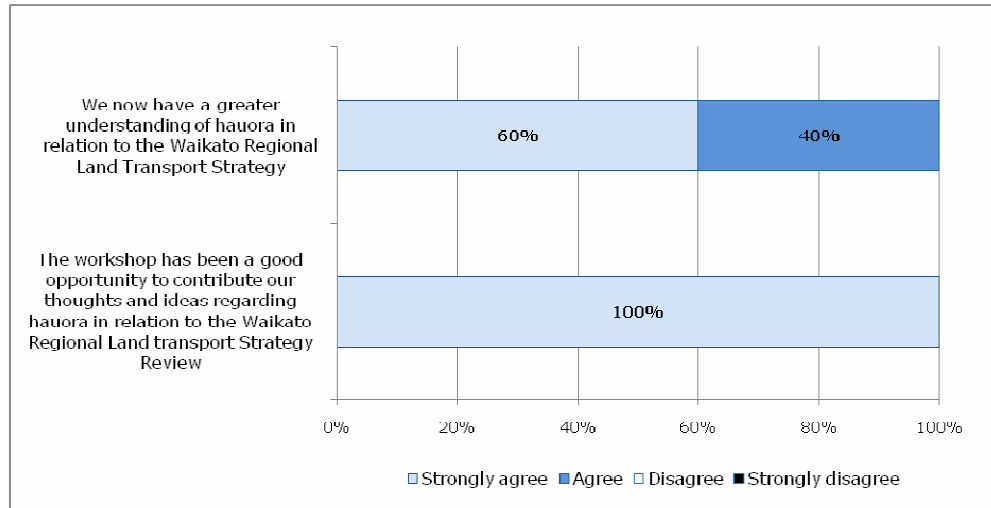
One participant suggested circulation of printed handouts of the power point presentations.

In general the participants were pleased to have been given the opportunity to participate in the HIA workshop. Some of the participants expressed a hope that the Regional Transport Committee/New Zealand Transport Authority would take recommendations and outcomes of the workshop and HIA seriously.

4.2 MĀORI KAUMĀTUA HIA WORKSHOP EVALUATION

Figure 2 summarises feedback from Māori kaumātua HIA workshop participants. The responses are a culmination of collective feedback from five groups comprising of six participants per group (i.e. 30 participants). All of the participants of this workshop strongly agreed that the workshop was a good opportunity to share their thoughts and ideas on hauora (health) in relation to the WRLTS review. The participants all strongly agreed or agreed that they had a greater understanding of hauora in relation to the WRLTS after the HIA workshop.

Figure 2: WRLTS HIA Māori Kaumātua Workshop Evaluation



Note: Responses from five groups representative of 30 participants

Strengths

Many of the participants identified sharing and collaboration during the workshop as one of the most useful features.

Great to get together and pool ideas.

Some of participants valued the information they received at the workshop and how the information was presented.

The information we got, helped to put things together in a way that we could be heard.

Better knowledge, good overview, good messages, good use of time, presentations good and good time slots.

Another strength mentioned was being able to talk to people face to face.

It was great that we were given the opportunity to have input.

Improvements

Some of the participants noted the noise during the workshop which inhibited discussions.

Too noisy - has limited korero.

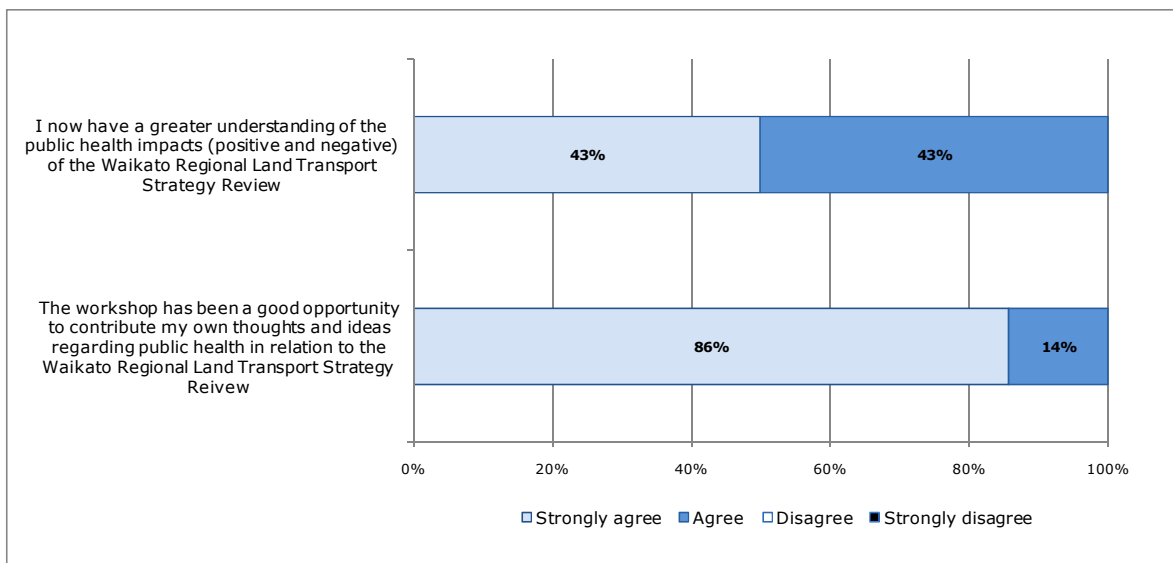
Some comments were centred on the organisation of the workshop. One participant did not like the seating arrangements and also would have preferred for the workshop to be in the morning. Another comment suggested more in depth information be presented at

the workshop and that feedback on the outcomes of the workshop be relayed to participants.

4.3 ETHNIC MINORITIES HIA WORKSHOP EVALUATION

Figure 3 summarises the feedback across questions that were asked of ethnic minorities HIA workshop participants (7 responses). All respondents agreed, with the majority (86%) strongly agreeing that the HIA workshop was a good opportunity to contribute their views and ideas regarding public health issues in the WRLTS review. The participants also strongly agreed or agreed that they had a greater understanding of the public health impacts of the WRLTS after attending the HIA workshop.

Figure 3: WRLTS HIA Ethnic Minorities Workshop Evaluation



Note: Responses from 7 participants

Strengths

Many of the participants identified sharing ideas in an interactive and collaborative way as the most useful aspect of the workshop.

Learning and sharing new information from each other.

Enabling gathering of ideas.

Some of the participants found the information that was presented useful.

Know much more about transport issues in Hamilton and some effective suggestions/improvements.

Improvements

Some of the participants identified some organisational issues with the workshop, including timing and number of focus groups. Mention was also made of the need to involve a wider range of people in the workshop.

In taking the HIA forward participants wanted to be involved in future workshops and informed of the outcomes. Some of the participants noted that they would like to see improvements made to the WRLTS based on the recommendations made at the workshop.

5. INTERVIEW FINDINGS

This section details findings from interviews carried out with HIA leadership, organisation governance and management, and community stakeholders. The topics covered in the interview included; the contribution the HIA made to the WRLTS review; most valuable aspects of the HIA; strengths of the HIA; constraints and challenges; improvement that could be made and how well equity issues were explored.

5.1 CONTRIBUTION TO WRLTS REVIEW

In general stakeholders were positive about the contribution the HIA made to the WRLTS. Most stakeholders believed that public health issues and outcomes were to some degree incorporated into the WRLTS. One Environment Waikato stakeholder said that:

At the highest level of the draft strategy, public health outcomes were amended to reflect the HIA.

The HIA was seen to reinforce elements of the WRLTS already included and to provide direction. The HIA was also able to provide the transport sector with public health data and evidence of the importance of including public health outcomes in the WRLTS.

It gave a whole lot of credibility and provided more evidence to the review that showed why working in this sector is important. Going through this process opened up a whole range of new data that we wouldn't normally have, like population health data.

Process drew out hidden impacts of transport, that we possibly might have been aware of but this process made it obvious.

HIA reinforced Environment Waikato's work; didn't find huge holes in the WRLTS, but highlighted some areas where extra effort may be needed. It provided reaffirmation and reinforcement of our approach.

One stakeholder felt the biggest contribution the HIA made was integrating content into the WRLTS that reflected the views and issues identified by the community and stakeholders from the HIA process.

The HIA has also contributed to the standards of practice for the WRLTS and it has influenced some work outside of the WRLTS.

Since HIA, consultation is now going out to territorial authorities.

Some of the HIA work will flow into specific plans, such as public transport.

Some stakeholders felt that although the HIA made a positive contribution to the WRLTS review, they were unsure of the implementation of the HIA recommendations. Stakeholders felt that the contribution of the HIA would be evident over time. As one stakeholder said:

The big test will be its impacts. Will be good in five years to see what comes of it.

One stakeholder highlighted that if RTC sub groups had greater involvement in the HIA process they could have contributed more. The stakeholder believed this would have enabled the HIA to have had a greater impact on the WRLTS.

If [as part of the HIA process]... some work [had been done] with RTC sub groups and had gone into the nitty gritty with them it may have [had] more impact.

5.2 MOST VALUABLE ASPECT OF HIA

Many identified the level of community and agency consultation as the most valuable aspect of the HIA. Stakeholders valued the method of consultation as well as the relationship resulting from being involved in the HIA process.

Interacting with community members in different ways.

The most valuable aspect was working alongside the health team and in particular Greg Morton. The documents and outcomes were good but developing relationships were really important.

Relationship with public health for me because I work in safety. I have access to new data sources and new people.

Recognition that we live in a diverse community and that decision makers are recognising the need to gather the perspectives from those that are often marginalised from decision making.

Some of the other comments centred on the value of the HIA enabling the voices of communities to be heard by decision makers to influence planning and strategies for the region.

Putting our views in front of high profiles, than it would otherwise be.

The ability to have a voice on... issues that impact on Māori in the Raukawa area.

Stakeholders identified the value of the health focus on transport, which enabled them to understand what transport related health impacts were and overlaps between different sectors.

Passenger transport focus was really valuable. It is a useful counterpoint to the building roads perspective.

Highlighted degree of overlap in outcome areas in WRLTS, like safety, access and public health.

Broadened peoples understanding and provided a practical understanding of how transport impacts health.

Some stakeholders simply valued the fact that an HIA was conducted on the WRLTS and the contribution of recommendations to the WRLTS.

Seeing a completed one (HIA). It was the right decision to do one on the regional, better than just focusing on the city because then it would just have an urban focus.

Recommendations that go on the page in the regional transport plan and getting this information into those documents.

Other valued aspects included identifying the need for national standards for pedestrian infrastructure and rural transport and follow-on community network meetings.

5.3 STRENGTHS OF THE HIA

5.3.1 Broad scope

A common theme among stakeholders was that the HIA enabled a broad range of populations and agencies to be involved in the process. Some of the comments centred on the importance of consulting with community groups who were not typically able to contribute to region wide transport strategies.

They looked for groups that don't normally get voices heard. New settlers, elderly Māori, disability groups, transport poverty in rural communities and each group came up with different perspectives.

The thought to engage the perspective of (the) ethnic migrant community in Hamilton. We have a population with a lot of diverse views and to try and incorporate them was a really good move.

Stakeholders were positive about the consultation process and the opportunity to contribute to the HIA.

Huge participation and I could participate freely and honestly.

Involvement and... opportunity for...kaumātua to be heard.

Other comments related to the cross-section of agency representatives involved in the process. Stakeholders appreciated being able to share their perspectives.

The rural voice came out... much stronger in this HIA process and it also allowed the disability sector in rural areas to be included, which hadn't been so strong before.

Having people like the Local Medical Health Officer, Dell Hood made an impact. Having her there to represent our views.

5.3.2 Health impacts and knowledge

It was clear from comments made by some stakeholders that the HIA process enabled agencies and the community to understand potential health impacts of transport and how different strategies and policies could impact on health. The HIA was seen to raise the profile of health within the transport sector.

Before the WRLTS we had a narrow view of health e.g. noise, and air pollution. But now we have picked up wider determinants like social isolation, socio-economic factors and cultural aspects.

Broadened view of public health sector, not just about vehicle emissions but about socio-economic factors and health.

The HIA also enabled government organisations to gain a better understanding of the views and perspectives of the community.

Understanding the needs of communities. Drilling down into those communities for example in Tokoroa, a big issue for kaumātua is moving across to the Marae.

Community organisations also identified sharing information and knowledge as a strength of the HIA. The HIA gave useful information that was provided to the community. Knowledge about HIA processes was also increased.

There has been an increase in really relevant and useful information being made available to communities and this has been quite timely because at present many communities are acting on transport related issues, so now they know there is a mechanism available to help them with their research, which is great.

It has been great for increasing ours and others level of knowledge around the steps they need to go through for their projects, it's not just a matter of buying a van and getting it on the road, the HIA process has shown it is more than this.

The HIA process was seen to have a holistic approach to identifying the health impacts of transport which some stakeholders thought was an important strength of the HIA.

WRLTS HIA process has been quite holistic, it is quite a refreshing approach.

Holistic approach, where transport is narrow.

One stakeholder highlighted how some of the information from the HIA directly impacted on work that was taking place in Environment Waikato. This was in relation to passenger transport planning.

It was more useful on the passenger transport dimension. It is now flowing into current work on passenger transport planning.

5.3.3 Collaboration and Consultation

Collaboration was identified as a key strength of the HIA, both from the perspective of the agencies and the community organisations. The agencies that were involved valued the ability to collaborate and the links they formed with other agencies and organisations. Some stakeholders mentioned how they were able to share perspectives with other agencies.

Exposed us to some people we don't usually interact with.

Greg brought many different members of team into the process; very committed and positive people.

It was a new thing for us; making the commitment was great and we were lucky to get Ministry of Health funding.

Stakeholders from Environment Waikato and Population Health who led the HIA found strengths in the partnership they formed with one another. They were able to work well together, share resources and increase understanding of HIA processes and context.

A partner that is willing to engage, provide resources and heed advice.

Working relationship between WRLTS and the HIA team was very good.

Goodwill of EW secondment, could keep checking, ensuring HIA issues were going into the WRLTS. We had ongoing conversations.

Stakeholders felt that the HIA process built capacity amongst Environment Waikato and Population Health staff in terms of understanding the process and concepts that linked transport to health impacts. One stakeholder commented that although they had an understanding of the HIA process, they were unsure if they would be able to implement another HIA.

Many stakeholders felt the HIA enabled them to collaborate and interact with different government and community agencies. Stakeholders found significant benefits in introducing people from roles in different sectors to each other.

People in the room were from a wide range of areas. It was good to build relationships with community groups.

Huge gains in introducing people to each other as well as for government departments.

Stakeholders supported the way the HIA process discussed gaps in integration between the sectors when dealing with transport related health issues. Stakeholders were supportive of collaborating to assess these issues and fostering new found relationships.

Everyone can more clearly see lack of integration across transport, health and transport services and are keen to nurture progress.

Huge benefits in Environment Waikato and DHB relationships and also with Community Waikato and the links into their networks. Appreciating their input and feedback.

Participants from the community valued the opportunity for their views to be heard in front of decision makers in the region.

Interesting that more officials turned up than migrants. Told me that key people were interested in migrant views over and above the report.

Created that opportunity and the perspective that we need to have more involvement from... ethnic communities in... decision making.

Several stakeholders felt they were able to strengthen relationships with stakeholders who were involved in the HIA process.

Already had positive links with EW in place; would have strengthened existing links.

Some stakeholders found the relationships and links they formed with different people and agencies a benefit to their work in other areas. The partnerships formed during the HIA process would be utilised for ongoing work.

Very positive in terms of the working relationship with the DHB; we will continue to engage.

We would expect DHB input into a number of plans now.

We also started to consult with [Greg from Population Health] for other things and he helped to influence other strategies. Good to see his views and implications from his sector.

5.3.4 Process

The process and general organisation of the HIA was acknowledged by stakeholders. They generally felt HIA processes ran smoothly and workshops were facilitated well.

Excellent facilitation at the generic workshop, I found the HIA process overall very seamless, very professional and very well organised, especially at the workshops everyone knew their role and what they were doing.

One of the stakeholders highlighted the importance of carrying out the HIA prior to the draft of the WRLTS being published. This enabled the health impacts and recommendations raised in the HIA process to be considered for the WRLTS.

Very thorough in the approach it took to understand issues before the report. Way the guys worked on building up picture before the draft. Understanding loads of different needs before writing. The findings can fit in with the WRLTS as it was finished early.

5.3.5 Buy-in

Most stakeholders thought the HIA achieved buy-in from community and agency stakeholders, with some suggestions for improvement. Stakeholders felt the HIA was able to bring people from different levels within organisations and from different sectors together and therefore enabled dissemination of findings into the wider policy arena.

Yes the HIA process was a good way; it was a step by step process that considered all aspects for a policy to be implemented.

Brought in agencies with a health focus... and... injury prevention. Brought buy-in from the community.

There were probably high flyers at the meeting. The fact that the concept was being discussed put stuff on people's agendas at any organisation at any level.

One of the stakeholders highlighted that the wider public may not be aware of the WRLTS HIA if not promoted.

Council involved will be aware. But not sure about the wider public, it may just sit on shelves.

Community stakeholders were able to support the HIA process as a result of being involved and gaining a better understanding of transport related health impacts.

Sharing knowledge within communities and, making those connections has been a huge buy-in with community agencies/stakeholders.

Stakeholders felt that the Regional Council were positive about implementing an HIA, although there was some negotiation required to manage workloads. The HIA report was received well by the RTC.

Deputy CEO of EW signed off on the terms of reference; this flowed through to the group manager. It took a bit of persuasion, such as managing workload issues, but there was good buy-in and confidence.

There was a high level of buy-in from the RTC; the chair of the committee congratulated the team on a high quality contribution and it was endorsed by the whole committee.

5.3.6 Draft HIA report

In general most stakeholders thought the draft HIA report comprehensively represented the process, findings and recommendations of the HIA. The contribution of Greg Morton (project manager of the HIA from Population Health) was particularly commended by stakeholders.

Accurately represented what the process was and the findings.

Greg from Population Health made a comprehensive document.

User friendly. Greg exposed it to groups that might not have known about it before.

Two stakeholders suggested some areas for improvement in the report including communicating findings at a more strategic level to better target a particular audience and for the consultation process to be made clearer in the document.

Need strategic policy level communication to take it to a higher level. It's about knowing where to target the reader and where it fits.

Consultation could have been made clearer; by the time the document was synthesised and sanitised it looked like a desktop exercise.

5.4 CONSTRAINTS AND CHALLENGES

5.4.1 Pre-planning and information

Some stakeholders felt participants needed to be more informed about HIA prior to workshops. Many participants were not aware of what an HIA was. Stakeholders believed that providing preliminary consultation, information about the HIA process and how it linked to the WRLTS could have enabled participants to provide more useful feedback.

Restrains were that we didn't know about the process and it wasn't high on our priority list.

I need a lot more lead in time to attend workshops. If the HIA process is to be continued in the future, notification of that earlier would be good.

Providing information about the context of migrant populations was seen as a gap in the HIA process. For migrants where English is their second language, understanding the link between transport and health was difficult. The information provided at the ethnic minorities' workshop was not clear and simple enough for participants to understand.

Bring really complex information down to a tangible form that people could engage with. Grappled with how we could get useful feedback from the ethnic community where English may not have been their first language.

Explaining how transport and health related was long, convoluted and complex. So it took a lot of explanation and it didn't come in bit sized pieces.

5.4.2 Evidence based practice

A few stakeholders had concerns about the rigour behind the method of data gathering and reporting. The main concern was that the data gathered from the community was not evidence based and as a result the recommendations made would not be well linked between the issues identified and recommended solutions.

Not terribly evidence based. The workshop I was at people tended to go straight to the solutions rather than going through the issues. There was a long list of suggestions which were not well linked between solutions and evidence based issues.

The data that was gathered from the community were their perceptions. Important to filter these range of ideas for delivery in the report.

5.4.3 Scope of communities consulted

Some stakeholders suggested there were gaps in the scope of community consultation that was conducted. They felt the HIA could have included more community groups to provide them with an opportunity to contribute to the HIA.

There has been a gap previously in considering community organisations alongside the consultation round. We have over 500 community organisations within the Waikato region, that's just the social services. So these networks are significant, particularly in consultation processes for the HIA and it is important that more of these groups are notified soon about workshops etc.

It was a shame about the Pacific Providers not being consulted.

Low turnout from migrant groups

Some stakeholders highlighted greater integration of the needs of rural communities within the Waikato. This was identified as an issue due to the large rural population in the Waikato region and the perception of rural isolation.

Transport is more than a city issue.

An important issue is access to services within towns; getting more people moving into rural towns.

A related issue is getting from one town to another, a recent suicide in Putaruru uncovered issues of young people 'trapped' in the town and unable to travel to nearby towns such as Tokoroa.

5.4.4 Implementation

Some of the stakeholders had concerns about whether the recommendations generated from the HIA process would be integrated into the WRLTS.

Did not see that there was a mandate to make sure... recommendations [would] be made.

I'm concerned that... access, mobility and land use issues will not get any traction from here.

A huge amount of money and time is put into these strategies and in the end there is not enough money to implement them.

One stakeholder also noted that it would be good to have the HIA as a consistent process for the WRLTS. This would ensure that HIA content be fed into the WRLTS on a more regular basis.

Would be looking for more constant and regular involvement on issues, rather than one-off reports every three years.

5.5 IMPROVEMENTS

5.5.1 Preparing participants

An important theme coming through was the need to provide HIA participants with more information about HIA. Many stakeholders felt this was important for participation and engagement in the process, particularly for community groups.

Possibly for participants to know what an HIA is. This was done better for some than others but that is not a major. Making it clear at the start.

Had I known a bit more beforehand about what an HIA was and how it fitted into transport and health, this would have been good and I potentially could have contributed even more.

If they had come in with foreknowledge you may have got a better input, and a broader spectrum of people who would have liked to participate.

Some stakeholders suggested communication of the timeframes earlier so that potential participants could plan and fit workshops into their schedules. One stakeholder

suggested the need to inform politicians at the beginning in order to recommend others to become involved in the process.

5.5.2 Streamlining

Some stakeholders raised the need to streamline the HIA process to make it more efficient and to reduce the length of the process. One stakeholder suggested the need to narrow the focus of the HIA to better manage the workload of the HIA.

The scope of the focus areas was a bit large, demanded a lot of work.

It was conducted over a long period of time, can it be condensed?

Not criticising but it could have been more of a streamlined process. Make it clear where involvement is required to make it more efficient.

One DHB interviewee noted the substantial commitment of staff to the HIA; although this was seen to be beneficial in many respects, it was thought unlikely that this scale of commitment could be repeated.

5.5.3 Improving community buy-in

Some stakeholders identified the need to reach out to the wider community to allow them to contribute to the HIA. Stakeholders suggested different methods of consultation to better engage with the wider community.

Learnings from how to do focus groups. Useful to go out to them and get a broader perspective from particular groups. When people aren't confident in English focus groups are hard to organise. It's hard to get them to engage because they weren't quite sure what it was about and whether they could contribute.

Trying to develop awareness, that while consultation is really valuable for community organisations it isn't always affordable to take part.

One community stakeholder felt there could have been a greater level of buy-in if there had been wider community consultation.

I'm sure if the number of invited participants in the workshops was broadened, but focused so that you had the towns/communities around the region represented, it would be increased even more.

Another stakeholder recommended that some of the specialist community groups should be involved earlier in the HIA process. These groups felt they would be able to provide information around the context of transport for pedestrians and local knowledge of the area.

Involve groups like Living Streets Aotearoa, Cycle Action and CCS Disability in the planning process, that way we could add bits that we thought were important. We have the local knowledge.

Another stakeholder suggested the HIA report could more fully reflect the issues raised by the community groups.

Having their contribution validated in the report. Some of it was but not all of it.

Recognising that processes such as these have multiple constraints, such as staff, funding and time, one stakeholder raised the need to prioritise different groups for consultation as the scope was very broad.

There's no end to groups you could consult with, you need to make judgements.

5.5.4 Improving political buy-in

Political buy-in was identified by two stakeholders as a challenge for the HIA. They had concerns for the level of buy-in there was to the HIA process from politicians in the area. They noted that some of the rural councillors and mayors may not have been interested in the content of the HIA.

Not sure how well engaged other politicians were. Regional mayors would have struggled with the HIA.

Didn't really affect the thinking in terms of RTC members, they are mostly rural councillors and mayors and this was not in their ball park.

One suggestion focused on improving engagement with decision makers in the area, particularly RTC members, to generate better understanding of the context of HIA recommendations. It was suggested that the HIA should have been given more time and more prominence on the RTC meeting agenda to ensure engagement of the RTC.

It was presented at the RTC meeting alongside lots of other issues and it didn't receive in-depth discussion. It would have been better to expose it at a work shop session to a subgroup of RTA members to get into the nitty gritty.

5.5.5 Evidence based practice

One of the stakeholders suggested the need to build a foundation of evidence behind the HIA approach; particularly the link of evidence between the issues people identified in the community and recommendations suggested as solutions to the problems. It should be noted however that part of the HIA process was a comprehensive review of the literature alongside the community input; what this response highlights however is the need to ensure community input is validated by research evidence:

Need for evidence base between ideas and data. It wasn't that sound. Want numbers, not just the qualitative side. Got to be able to look back at the evidence for investment.

5.6 EQUITY ISSUES

Overall most of the stakeholders agreed that the HIA effectively explored equity issues for the WRLTS particularly with the broad scope of the HIA and different groups involved in the consultation process. Most stakeholders found the HIA enabled equity issues to be explored effectively using a public health lens.

Helped us view communities in a different way for transport planning. A way of focusing by using social deprivation mapping which helped view things differently.

Equity was a biggie for me; the HIA uncovered that it is driving a lot of health issues. It becomes a socio-economic argument, such as lack of transport to our centres.

The HIA opened up eyes more on equity and access; we were aware of it before but the HIA really strengthened that, we see the impact much more.

Stakeholders were pleased to see the HIA assess the needs of specific populations within the community.

One issue that it did pick up well was equity issues in accessing services by rural people.

This process considered equity issues well; it gave... kaumātua a voice... and... opportunity to contribute towards this strategy.

Some stakeholders felt there were some gaps in the process of exploring equity issues for the WRLTS. The main gap that was identified was the need for more groups to have a deeper level of consultation to explore equity issues.

I suggested that they go and talk to our Pacific Island providers but I understand this did not happen, which was disappointing as the same inequalities exist for them as they do for us as Māori.

One of the stakeholders mentioned the lack of evidence between exploring equity issues and relevant solutions.

Still a gap with linking issues to possible solutions. Evidence behind the issue to relate to the solution.

Another stakeholder commented on the importance of recognising the difference between consulting with kaumātua and iwi when exploring equity issues.

6. DOCUMENT ANALYSIS

The table below details the 'Strategic Foundation' Recommendations (strategic foundations) from the HIA and analyses the extent to which they were adopted in the Draft WRLTS. Of the seven strategic foundation recommendations four were adopted and three were partially adopted (i.e. where some, but not all, elements of the recommendations were reflected in the Draft WRLTS text). Overall, this indicates that the HIA was able to inform the strategic aims of the WRLTS and that population health outcomes have been incorporated in its overarching directions.

Table 1: Comparative document analysis – HIA recommendations (strategic foundations) with Draft WRLTS

HIA Recommendations (strategic foundations)	Adoption	Reference Draft WRLTS page
<p>Increase the proportion of transport funding invested in public and active transport particularly for urban and peri-urban centres across the Waikato region</p>	<p>Partially adopted (broad endorsement of the recommendation implied without reference to increasing the proportion of transport funding invested in public and active transport)</p> <p>The WRLTS has partially adopted this recommendation by including the promotion of walking and cycling in an outcome statement;</p> <p><i>'An integrated transport system that connects communities promotes active modes and enables positive public health outcomes.'</i></p> <p>including in its preferred strategic approach to encourage walking and cycling;</p> <p><i>'The strategic approach of the RLTS is... manage demand and encourage alternative modes of transport'</i></p> <p>and policy advocacy for more funding for modes of active transport (alternative transport methods).</p> <p><i>'The Regional Transport Committee to advocate to the NZ Transport Agency for more financial assistance for the provision of alternative transport modes including public transport services and walking and cycling.'</i></p>	<p>22, 23, 26, 63</p>
<p>Improve access and mobility for key population groups who are more vulnerable due to age, physical ability, ethnicity or income.</p>	<p>Adopted (broad endorsement of the recommendation)</p> <p>This is an outcome under access and mobility;</p> <p><i>'A people focused transport system that provides inclusive, accessible and affordable multi-modal journeys to enable people to live, work and play.'</i></p> <p>and demographic changes and improving access for rural communities are identified as regional challenges.</p> <p><i>'Future population growth and demographic</i></p>	<p>21, 53, 62</p>

	<i>changes.... Addressing the need for better access to services for rural communities'</i>	
Encourage a 'live, work, play' approach across the Waikato region through integrated planning.	Adopted (Encouraging people to live, work and play is an outcome under access and mobility. The policy framework of the WRLTS uses integrated planning) <i>'A people focused transport system that provides inclusive, accessible and affordable multi-modal journeys to enable people to live, work and play.'</i>	21, 49, 64
Increase investment in travel demand management for peri-urban and urban centres across the Waikato region	Partially adopted (travel demand management initiatives will be applied on a needs basis) <i>'The scope and range of travel demand management initiatives will be applied in accordance with different community needs within each sub-region.'</i>	98
Increase community and Māori participation and Māori representation and partnership in transport planning and decision-making across the Waikato region	Partially adopted Broad endorsement of the recommendation through vision and outcome statements without direct reference to Māori participation and representation <i>'An affordable, integrated, safe, responsive and sustainable land transport system that enhances the environmental, economic, social and cultural wellbeing of the population.'</i> <i>'A people focused transport system that provides inclusive, accessible and affordable multi-modal journeys to enable people to live work an play'</i> <i>'A transport system that connects communities, protects active modes, and enables positive public health outcomes.'</i> <i>'Ensure broad community participation and representation from all transport users in land transport planning and decision making.'</i>	19, 21, 62, 63
Advocate for national regulatory change that supports improved accessibility and mobility for all people living within the Waikato region	Adopted Access and mobility in terms of national standards/guidelines; <i>'Regional Transport committee to advocate for national regulatory change that supports vulnerable transport users, including the development of national standards/guidelines to improve access and mobility for the transport disadvantaged'</i> and access in terms of health services. <i>'Regional Transport Committee to advocate for a review of the National Transport Assistance Policy (Ministry of Health) that supports improved community access to specialist health services.'</i>	62
Support future transport planning through the provision of local, national and international evidence regarding the impacts of transport on health and wellbeing.	Adopted Broad endorsement of the recommendation through integration outcome statement; <i>'An integrated multi-modal transport system supported by land use planning and enabled by</i>	19, 62, 65

	<p><i>collaborative planning and partnerships.'</i></p> <p>policy collaboration;</p> <p><i>'Environment Waikato to encourage territorial authorities to undertake Health Impact Assessments, where appropriate, as a tool in integrated transport planning.'</i></p> <p>and policy advocacy</p> <p><i>'Regional Transport Committee to advocate for national transport regulation and legislation to reflect international road safety best practice as identified in the Waikato Regional Road Safety Strategy.'</i></p>	
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The table below details the 'Strategy-led Actions' recommendations from the HIA and an analysis of the extent to which they were adopted in the Draft WRLTS.

Of the five action-focused recommendations, four were adopted and one was partially adopted. The broad acceptance of the HIA recommendations in this area gives further indication of alignment between public health and integrated transport perspectives across the two lead organisations (Population Health and Environment Waikato), and builds on the recommendations adopted in the Draft WRLTS.

Table 2: Comparative document analysis – HIA recommendations (strategic led actions) with Draft WRLTS

HIA Recommendations (Strategy led actions)	Adopted	Reference Draft WRLTS page
Active transport infrastructure: It is recommended that the implementation of the WRLTS maintains existing active transport infrastructure across the region and develops further active transport infrastructure, particularly in peri-urban or urban areas likely to be intensified.	Adopted The WRLTS specifies how promoting walking, cycling will help achieve this recommendation. <i>'The main mechanisms for achieving this [to increase the proportion of travel by walking and cycling] will be through improved walking facilities, encouraging land use that minimises dependence on private vehicles, encouraging urban design that provides personal security, and travel behaviour change programme such as workplace and school travel plans'</i>	25
Expand public and community transport: It is recommended that the WRLTS is the catalyst for a comprehensive review and expansion of public and community transport,	Adopted Policies and related actions include: <i>'Ensure improvements to public and community transport networks and services and in particular for rural areas with high concentrations of transport disadvantaged.'</i> <i>'Environment Waikato will review and maintain the Regional Public Transport Plan to give effect to the public transport components of the RLTS. In undertaking this review Environment Waikato will ensure that the Plan responds to the high priority accessibility needs of the region as identified in the RLTS.'</i>	61

	<i>'Environment Waikato will ensure, through the Regional Transport Plan, areas of greatest need, especially the needs of the transport disadvantaged, are investigated to ensure public transport services are fairly distributed and appropriate infrastructure is provided.'</i>	
Demand management initiatives	<p>Adopted (broad endorsement of the recommendation)</p> <p><i>'Demand management initiatives will be applied in accordance with different community needs within each sub-region.'</i></p> <p><i>'Provide a range of demand management initiatives and transport options to reduce moderate and severe congestion within Hamilton.'</i></p>	98, 111
Urban form that supports the most vulnerable population groups: It is recommended that territorial authorities focus their urban form development efforts with the needs of people with a disability(s) and families/whanau in mind to enable safe, accessible travel for all.	<p>Partially adopted</p> <p>An action that relates to this includes:</p> <p><i>'Environment Waikato to encourage and support territorial authorities to undertake local accessibility mapping and where appropriate, develop Accessibility Strategies, to encourage land use decisions that support improved accessibility and mobility for the transport disadvantaged.'</i></p>	61
Information and communications: It is recommended that the WRLTS supports a range of ways for information and communication to support positive health and wellbeing outcomes.	<p>Adopted</p> <p>The role of education and enforcement is explained;</p> <p><i>'The RLTS includes an assessment of the role of education and enforcement in contributing to the land transport outcomes... Education plays a major role in achieving the RLTS key outcomes. Improved community awareness and education on the effects of climate change, peak oil and other environmental effects (such as stock truck effluent spillage on roads) and health issues relating to dependence on private vehicle travel, helps to promote behaviour change that reduces congestion and greenhouse gas emissions, as well as improves health outcomes.'</i></p> <p>and a related safety and personal security action is included.</p> <p><i>'Environment Waikato to lead education-wide education campaigns for road users, in particular for those vulnerable members of the community such as the very young and those at higher statistical risk of injury.'</i></p>	29, 65

7. CONCLUSIONS

The evaluation has clearly shown that the HIA was a valuable process to implement in parallel to the review of the WRLTS. Through community and agency consultation the HIA process comprehensively assessed the potential health impacts of the WRLTS, and most of the recommendations that were generated from the HIA flowed through into the revised Draft WRLTS.

By initiating the HIA at an early stage of the WRLTS review, combined with the time and commitment invested by lead agencies, the HIA was able to proactively inform key directions of the revised Draft WRLTS.

The HIA process enabled comprehensive engagement with the community and different agencies, including a broad range of stakeholders. The HIA process in itself was also valuable to stakeholders for building relationships and inter-sector capacity for future planning and strategy development.

Overall the stakeholders and workshop participants involved in the WRLTS HIA were positive about the HIA and process. The concept of an HIA was new to many of the HIA participants. They found the HIA process enabled them to learn and gain a better understanding of how transport can impact on people's health, and provided a platform for dialogue on people's views in this area. Participants valued being involved and appreciated the broad scope of community and agency groups who engaged in the HIA. The HIA process gained widespread stakeholder participation and endorsement from strategic decision makers to community level input.

The HIA was seen to positively contribute to the WRLTS review process, specifically in amplifying and providing clarity around public health data and outcomes for the WRLTS. In this regard, the HIA was an important platform for alliance building between Waikato DHB Population Health and Environment Waikato, where strong links were built between key personnel. Agency stakeholders, in particular, found significant value in building partnerships and synergies between sectors. There has already been some collaborative work that has flowed out of the relationships formed where Population Health has become involved in passenger transport planning.

The challenge for the sectors and individuals is to sustain this working relationship beyond the timeframes of the HIA. If the relationship between the two organisations is maintained and expanded, they are likely to support constructive co-development in strategies and planning in the future.

An important component of the success of the HIA was the role played by the HIA project manager, who acted as a 'HIA champion' within Waikato DHB Population Health,

and was a key driver of the project in building relationships between agencies and communities.

The value of the HIA was reinforced by analysis of the HIA and revised Draft WRLTS documentation, which indicated the HIA, was able to successfully inform Draft WRLTS development. Many of the recommendations made in the HIA were either adopted or partially adopted in the Draft WRLTS.

A key process learning of the HIA was the potential to make greater use of Regional Transport Committee (RTC) systems. Agency stakeholders highlighted the need to involve decision makers at a deeper level to better engage them in the process and enhance their buy in. Potential future actions in this area are to establish a sub-group of RTC members who can be more regularly briefed on the HIA in more detail; and seeking early input from RTC members on potential participants in the HIA.

A concern raised by a small number of stakeholders was a disconnect between the solutions offered and the evidence for them; in fact a thorough review of the literature was undertaken, and these comments highlight the importance of making the entire HIA process explicit, so that stakeholders know the evidence base is being consulted to validate the recommendations of the HIA.

Some other issues raised by participants offer potential process improvements for future HIAs, including provision of background information to inform discussions ahead of appraisal workshops; and briefing participants on the purpose, function and context of the HIA, to support their contribution to the HIA.

A further criticism of some stakeholders was the need for wider community consultation. However, with limited resources, there are always tradeoffs to be made in the scale of engagement and the groups involved. This was generally seen to be a HIA which had consulted widely, and some noted that the scale of resources made available by Population Health for the HIA were unlikely to be available again.

The process and level of organisation of this HIA was very comprehensive. The fundamental HIA processes were all well executed. The stakeholder and community engagement and the appraisal process were particularly robust. The level of community engagement for this HIA provided positive feedback and allowed for equity issues to be meaningfully explored. The strengths of these fundamental aspects serve as a strong foundation for future HIAs in the region.

8. APPENDIX

8.1 EVALUATION INTERVIEW SCHEDULE FOR DIRECT PARTICIPANTS IN THE HIA

Name	
Organisation	
Position	

Thank you for agreeing to my interviewing you today. Did you have time to read the information sheet that I emailed you earlier which explained:

- the evaluation objectives of the health impact assessment (HIA) process evaluation, and
- how we plan to protect your anonymity.

If the response is yes ask – would you like me to go through these again, or, do you have any questions about the evaluation before we start?

The first evaluation questions focus on the actual HIA process

1. Based on your experience, what do you think were the main strengths of the HIA process?

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2. What factors if any do you think may have constrained the HIA process? Were there any gaps in the process or content of the HIA?

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3. If we were to conduct another HIA, what would you recommend we do to improve the process?

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4. What resources were used in the HIA process by your organisation? (*Prompts - staff, financial, other*)

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5. Do you think the HIA made a meaningful contribution to the WRLTS review?

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.....

The following questions focus on the impact of the HIA on the development of the Waikato Regional Land Transport Strategy/Review

6. Based on your experience, do you think the Waikato RLTS achieved its objectives? For instance did it ...

(6a) Assist to enhance a working partnership in terms of shared planning and resourcing? Yes *If yes, ask in what way?* No *If no, ask why not?*

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.....

(6b) Assist the organisation to build on positive aspects of the Waikato Regional Land Transport Strategy and reduce any unintended negative aspects. Yes *If yes, ask in what way?* No *If no, ask why not?*

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(6c) Assist to build capacity for the organisation to use HIA. Yes *If yes, ask in what way?* No *If no, ask why not?*

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(6d) Assist to get consideration of equity issues for population groups affected in the Waikato Land Transport Strategy Review ? Yes *If yes, ask in what way?* No *If no, ask why not?*

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.....

(6e) Help to support the organisation's community consultation process? Yes *If yes, ask in what way?* No *If no, ask why not?*

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.....

(6f) Help to deliver the HIA findings to the key agencies involved in a user-friendly way? Yes *If yes, ask in what way?* No *If no, ask why not?*

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.....

(6g) Help to disseminate the HIA findings into the wider policy arena? Yes *If yes, ask in what way?* No *If no, ask why not?*

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.....

Other general issues

7. Do you think the HIA process helped in any particular way to get buy-in into the HIA process and outcomes, particularly at the ...

(7a) senior management level *If yes, ask in what way?* No *If no, ask why not?*

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(7b) political level *If yes, ask in what way?* No *If no, ask why not?*

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8. Are there any of the current HIA resources that you think could be used or modified for future use by either the WDHB or EW? Yes *If yes, ask what are these?* No

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9. What do you think are the key lessons learned from this HIA for the WDHB, EW and other potential HIA partners?

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10. What was the single most valuable aspect of the HIA for you?

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11. That's the end of the set evaluation questions, is there anything that we didn't cover earlier that you would like to raise before we finish the interview?

.....
.....
.....

Thank you for your input today

8.2 EVALUATION INTERVIEW SCHEDULE FOR DIRECT PARTICIPANTS IN THE HIA

Name	
Organisation	
Position	

Thank you for agreeing to my interviewing you today. Did you have time to read the information sheet that I emailed you earlier which explained:

- the evaluation objectives of the health impact assessment (HIA) process evaluation, and
- how we plan to protect your anonymity.

If the response is yes ask – would you like me to go through these again, or, do you have any questions about the evaluation before we start?

The first evaluation questions focus on the actual HIA process

1. Based on your experience, what do you think were the main strengths of the health impact assessment process?

.....

2. What factors if any do you think may have constrained the HIA process? Were there any gaps in the process or content of the HIA? Yes *If yes, ask in what way* No

.....

3. If we were to conduct another HIA, what would you recommend we do to improve the process?

.....

The following questions focus on the impact of the HIA on the development of the Waikato Land Transport Strategy/Review

- (4a) In your opinion, did the health impact assessment process appropriately explore equity issues (e.g. population groups who are geographically isolated, Maori and Pacific population or older persons with access issues) for the Waikato RLTS? Yes *If yes, ask in what way?* No *If no, ask why not?* Not sure

.....

- (4b) Do you think that your organisation was given sufficient opportunity for input into the HIA? Yes *If yes, ask in what way?* No *If no, ask why not?* Not sure

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(4c) Do you think the Waikato RLTS health impact assessment process helped in any particular way to get buy-in into the strategy by community/agency stakeholders? *If yes, ask in what way?* No *If no, ask why not?*

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(4d) Have you seen either the draft or the final health impact assessment reports with regards to the Waikato RLTS? Yes *If yes, what did you think of it?* No

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.....

(4e) Do you think the health impact assessment process was a useful way of getting the HIA findings out into the wider policy arena? Yes *If yes, ask in what way?* No *If no, ask why not?* *Not sure*

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.....

5. What was the single most valuable aspect of the HIA for you?

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6. That's the end of the set evaluation questions, is there anything that we didn't cover earlier that you would like to raise before we finish the interview?

.....
.....
.....

Thank you for your input today

8.3 WRLTS HIA CENTRAL/LOCAL GOVERNMENT AND NON-GOVERNMENT AGENCIES WORKSHOP EVALUATION FORM

	Statement	Strongly agree	Agree	Disagree	Strongly disagree
1.	This HIA workshop has been useful for identifying the intended and unintended effects of the Waikato Regional Land Transport Strategy				
2.	I now have a greater understanding of the different ways this Waikato Regional Land Strategy might impact on the health and well-being of specific population groups				
3.	The workshop has been a good opportunity for me to develop or maintain links with people across sector/s				
4.	The workshop has been a good opportunity to contribute my views and ideas for the enhancement of the Waikato Regional Land Transport Strategy Review HIA				
5.	I will consider the HIA process for other projects that are/will be occurring				

6. The main strengths if this appraisal workshop were?

7. What could have been done to improve the appraisal workshop?

8. Any other comments?

Thank you for providing this feedback

8.4 MĀORI KAUMĀTUA HIA WORKSHOP EVALUATION FORM

	Statement	Strongly agree	Agree	Disagree	Strongly disagree
1.	We now have a greater understanding of hauora in relation to the Waikato Regional Land Transport Strategy				
2.	The workshop has been a good opportunity to contribute our thoughts and ideas regarding hauora in relation to the Waikato Regional Land transport Strategy Review				

3. What did you find useful about the workshop session?

Thank you for your participation

8.5 ETHNIC MINORITIES HIA WORKSHOP EVALUATION FORM

	Statement	Strongly agree	Agree	Disagree	Strongly disagree
1.	I now have a greater understanding of the public health impacts (positive and negative) of the Waikato Regional Land Transport Strategy Review				
2.	The workshop has been a good opportunity to contribute my own thoughts and ideas regarding public health in relation to the Waikato Regional Land Transport Strategy Review				

3. What did you find useful about the workshop session?

4. What do you think we could do better?

5. Any other comments?

Thank you for your participation