3

Key Findings
During the appraisal workshop on the 16th June, participants were asked to discuss the potential impacts (positive and negative) for each of the key focus areas, and to identify the foundations that need to be in place to maximise positive outcomes. These were framed through six central questions for each focus area:

- What are your aspirations for Wiri?
- What are the potentially good impacts that could happen from the plans for Wiri?
- What are the potentially bad impacts?
- What are the particular issues for vulnerable population groups (e.g. Maori, Pacific, people with disabilities, children and youth, and older people)?
- To improve health and wellbeing, what needs to change in the plan/in Wiri?
- How can we make those changes happen?

These questions were discussed in two working groups covering all four areas to ensure everyone’s ideas and thoughts were heard. The strengths of this approach are that it allows many people to contribute across all focus areas; and secondly, that ideas developed by participants can be built upon by others as facilitators move between groups.

The purpose of this task was to explore the group’s aspirations for Wiri; the potential consequences of the current draft plan on the focus areas and on health, to explore potential mitigation or support strategies, and to suggest recommendations to implement changes over time.

11.1 Potential impacts and enablers – Access

11.1.1 Key Messages – Access

Participants:
- Welcomed the idea of developing the Puhinui Stream to give better access to green and open spaces, particularly to help address obesity, mental wellbeing and better linkages between Rata Vine and Wiri. Safety and surveillance needs to be a key design feature.
- Supported greater active transport through safer walkways (particularly for children), better lighting, pedestrian links over the new SH20 motorway and Great South Road and better connections to public transport.
- Were eager to develop a local recreation centre/space particularly for children to ‘hang out’ but also to help reduce recalcitrant activity, reduce obesity and increase cohesion across Wiri and Rata Vine.
- Identified the need to embrace the diversity of Wiri with the variety of cultures being able to express and display their identity as an integral part of Wiri’s vitality.
- Identified the general desire for pedestrian friendly design, particularly for children and those with disabilities.

11.1.2 Aspirations and health related impacts for accessibility

Access to green and open spaces

The need for integrated green spaces within Wiri was often mentioned by participants. The main focal point for this theme was the Puhinui Stream, which was suggested to be rediscovered, and re-pedestrianised as a green corridor.

The National Walkway is currently planned to go along the Puhinui stream and is partially completed and is shown on the ‘Healthy community urban plan’ map.

Additional ideas from the community in regards to the Puhinui walkway included:
- Accumulating the water into a lake area, wetland and ponds - this will help with flooding in low lying areas and also attract wildlife such as birds to populate the water’s edge.
- Providing a raised walkway along both sides of the stream through the CMDHB land, and utilising this natural flowing path from one side of Wiri to the other to join the community as one.
- Discussions are required to see if it is possible to put the planned National Walkway through CMDHB land as a cultural history piece for the area and include it in the National walkway route.
- Plan and develop a safe walkway from the Puhinui stream to Manurewa high school to provide better access-ways to school.
• Have a walkway that continues from Hayman park and the new rail way station to the Puhinui stream
• This large network of National walkways has the potential to be a world class walkway if parties work together
• To use the walkway as a place to play, sit, exercise, walk, learn, enjoy and navigate for all those who live and work or visit the area

A key current concern with the stream is that it currently has little visual surveillance and in some parts is not seen as a safe place to walk. Erosion and pollution are also areas of concern that will need to be investigated.

Please refer to the ‘healthy community urban map’ to see suggested specific sites for the reserve and/or parks/village greens, green spaces and walkways.

Integration of active and public transport
Participants commonly discussed the importance of integration between public and active transport solutions. Effective public transport can encourage people to be more active and experience their area/neighbourhood, and vice versa, more active people are more likely to utilise public transport. For this self-reinforcing cycle to occur the active transport system needs to be integrated within Wiri with connections (e.g., walking links, chairs/stop points, shelters) with reliable public transport options within the whole of Wiri, to neighbouring areas and to the Manukau City Centre.

Improving public transport provision may provide employment potential to work further afield, and better active transport options may support people to work in their own community. Making walking links via the National Walkway along the Puhinui stream to the industrial area may also entice people to walk to the Westfield Mall, or to and from work or walk during lunch. Improving public transport and active transport may also encourage others to work in Wiri via better connections to main centres and encourage local business to expand and grow.

Creating an effective active transport system will reduce the traffic load; increase the utilisation of public transport; and make more people physically active in their day-to-day lives. By making pedestrians the priority there will be a reduced desire to travel by car, and active transport can become the default choice.

Youth and students currently walk a lot within Wiri. However, safety is always an issue, with the busyness of the main roads and highways, unsafe walkways and shortcuts, poor lighting, secluded areas and badly kept pavements. A key aspiration of residents and youth/children/parents included accessibility and safety for tamariki on route to schooling/parks etc. This could include pedestrian bridges in Rata Vine to school and to the city centre over the motorway.

It was suggested that if Wiri was redesigned more efficiently around pedestrians and active transport, then more people would feel safe using active transport; and it would be a more realistic option for people with disabilities, older people, and mothers with prams and young children.

Service/amenity access
The long-term plan for Wiri should focus on increasing accessibility to key services and amenities within Wiri and further afield. Participants mentioned the need for:
• Better linkages between the current amenities within and around the Wiri area
• Improved access to education centres, schools, parks, and the Health Park
• More local dairies
• A local chemist
• Post shop as well as post boxes

Diverse cultural life/multiple languages and culture
Wiri is home to many different cultures, and is important that the long-term plan for Wiri recognises and embraces this diversity. Directions for this include:
• Extensive use of different languages on signage to ensure accessibility for people for whom English is a second language
• Access to marae; currently marae in the area are not easily accessible without a car
• Access to facilities that can support Pacific people to have fono functions
• Exposure to cultures through vibrant cultural art, including Maori, Pacific and youth art work/art areas

Allowing residents to express their culture and display this in a community can support the cultural vibrancy of an area, and can increase connectedness. This in turn increases community ownership of an area, making maintenance of the area easier. Some HIA participants suggested that embracing culture and diversity through art, activities, and bringing together past, present and future aspects of Wiri, including spiritual and physical dimensions, and connecting to the people of the area will help to improve health and wellbeing. This has already been illustrated in Rata Vine with their community entrance sign and art at the roundabout. This approach to building a sense of place and social capital provides opportunities to meet with others, allows one to appreciate the surroundings, and take pride in your community.

Functioning at a human scale
The need to move from a car-oriented plan to a pedestrian friendly community was commonly mentioned. Communities that are designed at the human scale improve pedestrian access, as well as a number of direct health benefits such as reduced pollution from fewer cars, and increased physical activity. Urban environments containing a mixture and variety of land use were suggested to encourage pedestrian accessibility to an area.

Access to food and markets
There was some concern over the lack of access to local markets and food stores. There currently is a community garden in Rata Vine and the development of another community garden in Wiri was suggested. It was thought it would be a good way to bring the community together as well as supply local produce to local people. A suggestion of planting fruit trees along roads and in communal areas/reserves was also discussed as a way to encourage healthy eating and communal access to fruit.

Access to affordable housing
This was mentioned on several occasions and is covered in detail in the housing section.

11.1.3 Issues for vulnerable populations
Isolated groups
A common discussion centred on universal design and making space open for everyone. Participants stressed the need for everyone to have access to, and feel a part of Wiri. The look and feel of Wiri as a whole needs to embrace the diversity of its people. Different groups need to have access to public spaces and facilities at different times and not be ‘captured by any one group and there needs to be spaces where everybody can be together which works for everyone.

Families, older people, and people with disabilities must be considered an integral part of the vitality of a community, and as such Wiri needs to be designed to be welcoming and accessible to all. For example, families need to have an environment where they can bring children and older people and have spaces available that are accessible, welcoming and safe.
Older people and people with disabilities
Participants identified the need to design public and active transport systems that are accessible to people with mobility limitations. The walkways and transport infrastructure need to be connected so that people can travel from destination to destination without encountering barriers (e.g. steps, bad uneven pavement etc). Participants expressed the view that all buses needed to be wheelchair accessible, and pathways built without excessive slopes and steps.

Children and youth
Children were asked what they see as main issues and aspirations for Wiri. They expressed the most concern about the lack of appropriate well-maintained green spaces and recreation facilities in the area. They highlighted the absence of play spaces for older children and swimming pools and fun places to ‘hang out’, with the exception of Rainbows End – which has a significant entry fee that most can not afford.

Children consulted were interested in the development of a leisure area or supervised activities to be set up so they can constructively and safely learn and play out of school. A leisure type facility was discussed in detail in the youth and child consultation. An all encompassing centre, perhaps as an area for hire which can provide revenue, or an area for mums, elderly and residents to congregate and socialise including a flying fox • Playground for both young and older children perhaps including a flying fox • Social services – a private non invasive area to ask questions and seek help and support without everyone knowing that that is what you are there for • Public toilets and a public phone

The upcoming $1.3 million upgrade on the Netball courts was considered and discussed however it was thought that the netball courts is purely for netball and wouldn’t be used for other activities and services and therefore would not be as useful for Wiri residents. There seems to be no suitable ‘One stop shop’, ‘all encompassing’ leisure facility to service the Manukau City Centre or neighbouring Hillsborough area. A leisure / social services facility would benefit Wiri and the surrounding neighbourhoods.

Several other green spaces, reserves and walkways are indicated in the ‘Healthy Community Urban Plan map’. Community members indicated it would be nice to have additional smaller green spaces throughout Wiri, for children and youth, that are visible from houses to help improve safety.

11.1.4 Implementation actions
Cultural and art experiences
This theme focused on the need to embrace cultural diversity with actions such as designing a cultural centre and a marae, creating a range of sensory experiences throughout Wiri. Some suggestions for introducing colour and art into Wiri included:

• Creating ‘beautiful areas’ where people visit for enjoyment
• Integrating art installations as functional components of Wiri, for example to help with ‘way finding’ (e.g. on signs), multiple language signage and art on power boxes and a ‘bombing wall’ to nurture youth’s artistic skills and encourage participation and sense of ownership in the area
• Stone gardens or art along the Puhinui Stream National Walkway

These can all be achieved through collaborative working and partnerships between the council, residents groups, urban planning and other community agencies.

Supporting access for everyone
Access to services including better food/markets, and general amenities, services and transport are required and can be achieved through inter-sectorial collaboration and community partnerships in future projects. For example, the council working with CMDHB, PHOs and Practices in the area to facilitate development of general practice services, and working with transport planning to get more transport routes through Wiri to the Super Clinic/Health Park.

Pedestrian friendly design principles
Proposals in this theme focused on the need to remove barriers for pedestrians. This included:

• Improving ease of access for elderly and people with disabilities by producing a ‘stepless’ community
• Rewarding pedestrians by giving them priority over cars
• Wider better maintained paths and short cuts
• Bridges / walkways over Great South Road, over the motorway to Westfield etc, to privilege walkers and bikers and support accessibility and safety for tamariki on route to schools and parks.

Designing for families and people with disabilities
A common theme of discussions was that by designing for people with disabilities and families first, it will have much broader impacts and benefits. This focus on vulnerable populations can remove common barriers affecting everyone and create a design approach that is appropriate to, and meets the needs of, all population groups, including people with disabilities, women and children, and people using walkers or pushing prams.

The focus was particularly on the flexible use of community space and the design of public transport systems to ensure accessibility for everyone. This can occur through developing relationships and networks with transport planning, urban planning and other sectors, and advocating for policies which favour people with disabilities or families, such as kneeling buses (buses that can lower to enter) and graded (rather than stepped) pathways.

Public green space
Participants raised the importance of creating established well-maintained green spaces within Wiri. Well designed public green spaces can improve mental wellbeing, and act as social meeting place (e.g. for BBQs), enhancing the sense of community and provide play and interaction areas for all.
These spaces also need to have ample seating to enable parents and caregivers to watch over the young, increasing the sense of safety and reducing crime, and also allowing elderly and people with disabilities to use and appreciate the space in comfort. These spaces need shade from the sun, public toilets, openness and view ability, as well as raised walkways to decrease the likelihood of flooding as many of the potential green spaces are in a flood plain (see the ‘Healthy Community Urban Plan Map’). Working with key land owners as a collaborative project will help to push this initiative forward.

Revitalisation of the Puhinui stream
The Puhinui Stream was commonly mentioned as an essential focal point for the redevelopment of Wiri. At present the land owner of the area around the stream is CMDHB and Manukau City Council.

There currently is a planned National Walkway being placed along the Puhinui Stream through Wiri connecting Wiri to the Botanical gardens. Discussions are required to see if it is possible to put the National Walkway through CMDHB land instead of its current planned route around the road in this particular area (see the ‘Healthy Community Urban Plan Map’).

Some of the actions for the revitalisation of the stream could also include:

- Cleaning the water and ensuring the sides of the stream are stable
- Identifying funding to creating a raised pathway with art installations, seating and signage along the stream instead of the planned concrete walkway, which would thread through Wiri, connecting the ‘two sides’ of Wiri and allow better flow within the community. This could be an extension of the planned National Walkway being developed
- Redesigning the buildings / houses bordering the stream so that they face the water

These actions would ensure the waterway is one of the key connectors through Wiri. Strong relationships and partnerships between CMDHB, MCC, HNZC, Te Ara O Puhinui, Te Araroa and the community are essential for this to be successful.

Ongoing change and development over time
The need for realistic plans was stressed by participants, who believed that the changes to Wiri need to be implemented over time in incremental steps. It is important that the overall actions are bold and decisive, but balanced by recognition that it is impossible to change everything at once. It was suggested that a plan with milestones needs to be completed to ensure reasonable actions and that projects start within the next five years and work toward the larger more ambitious 50 year urban plan.

Substantial concerns were voiced that if the plan upgrades the area to a level that makes it attractive to people to move to, then it may make it an unaffordable place for current residents to stay, resulting in the significant displacement of the current community. It will be critical for current levels of affordable housing in the area to be maintained and expanded (particularly through Housing New Zealand properties made available on income-related rents).

Information and promotion
One suggestion from the consultation was the provision of information packs about public and active transport to residents / businesses and schools; and working with youth to find out what motivates and excites them about urban form, so it can be designed to meet their needs.

Additionally, Wiri Central School has also indicated they want to continue to work with the council. Healthy Cities and Community departments at the council will work with Wiri Central School to teach students and teachers about the importance of community, healthy cities and urban form. This all works towards the bigger picture of increased knowledge and understanding and creates capacity and new leaders in the community to lead change into the future. These sorts of relationships are vital for future positive health change.

Land uses, urban design and built form
The design of the buildings and a mix of land uses within the Wiri area can affect the levels of accessibility.

Recommendations included:
- Making the street patterns narrower and straighter, with greater visibility and connection to destinations
- Having central car parking areas to decrease driveway accidents from long driveways
- Creating aesthetically pleasing building fronts and fences for housing
- Designing them to the human scale rather than the vehicle

Public transport development and integration
An effective transport system will reduce reliance on cars, while ensuring equitable access to essential amenities, green spaces and community centres.

The suggested actions included:
- Increasing frequency and numbers of bus stops
- Planning for and building infrastructure for future train stops in Wiri
- Increasing the flexibility in transport options – trains and buses on similar timetables, interchanges matching and integrating
- Education of public transport options at schools and community groups so that there is greater knowledge of available services
- Childcare facilities at transport hubs
- Wheelchair and pushchair access on all forms of public transport

This can be achieved by working closely with transportation planning and ARTA and associated agencies.

Community linkages
Participants stressed the need for partnerships with community groups, local iwi, hapu, whanau and Pacific groups when implementing the long term plan for Wiri. This plan needs to support greater community interaction by ensuring social use of public space, such as through community BBQs and events that can bring the two sides of the community, Rata Vine and Wiri, together as one community.

The community identified a need for:
- Additional localised health and social services, as well as another or larger community house
- Developing community based groups for the elderly that could be housed at the new community building / Leisure centre
- Access to grass root agency that works with families based on a bottom up approach
- A community garden was mentioned to grow and produce local produce, for locals by locals

All of these ideas help to encourage community connectedness, improve health and wellbeing and link the people to their community and the Wiri community to other communities.
11.1.5 Key Dynamics

The diagram below illustrates some of the key dynamics influencing access and associated health outcomes, drawing on the discussions from the HIA consultations. The diagram and similar ones in subsequent sections are known as ‘insight models’ and depict the causes and consequences of decisions and actions. In each diagram, one element has consequences for the next in a causal chain, and elements also feedback on each other to reinforce patterns. Key points to note are:

- The blue arrows indicate that more of one will lead to more of the next in the chain (e.g. more local access to services and amenities will support more physical activity).
- The red arrows indicate that more of one will lead to less of another (e.g. more active transport use will lead to less traffic load or car dominance).

The diagram highlights the importance of access to services and amenities, public and active transport infrastructure as key enablers of use of active transport (i.e. walking and cycling). This in turn leads to improved physical activity. The consultation also raised the importance of a sense of community and safety as important enablers of use of the local environment, such as green and open spaces.
11.2 Potential impacts and enablers – Housing

Key Messages – Housing

- There are significant opportunities for continued partnership with Housing NZ, who own approximately three-quarters the housing stock in Wiri (97% in Rata Vine and 67% in Wiri).
- Whilst the need for higher density housing is recognised, a wide range of housing stock is needed to:
  - Ensure a broad mix of residents (and not isolate vulnerable groups)
  - Not displace current residents; for example, having affordable housing stock that will accommodate large Pacific and Maori families and functional housing for those with disabilities
- Residents raised concerns regarding apartments; for example, that they don’t become like the housing estates in Britain
- Houses are built away from the flood plain
- Building of houses with appropriate and energy saving materials
- Design and locate houses that promote safety (e.g. through passive surveillance)

11.2.1 Aspirations and health related impacts for housing

Context

The homes of most residents in Wiri are managed by Housing New Zealand (97% in Rata Vine and 67% in Wiri). The redevelopment of the housing stock in Rata Vine was a key component of the area’s growth and renewal. Housing New Zealand has the ability to develop not only individual houses but also develop a substantial area of the land;

Housing New Zealand is therefore a critical partner in the area’s long-term development, and in the health impacts that flow from the development. Housing New Zealand has indicated that they remain committed to working in Wiri and support initiatives that contribute to building a stronger, safer and more vibrant community.

A large part of Wiri is situated in a low lying area and flood plain; consequently many of the houses are damp and cold, which is exacerbated by lack of or no insulation. Improvements to the housing stock in Rata Vine have been undertaken, and the consultation with residents and stakeholders revealed a range of concerns and areas for action to build on the gains made to date.

Housing mix

The HIA consultation indicated that housing for the area needs to include mixed tenure, covering both private and state housing for families, elderly, and young people. Some participants suggested that there should be a reduction in the concentration of state housing, and that the homes built through intensification need to be affordable for the current community and encourage ownership for people across many economic levels. Ownership of homes will increase the stake that people have in their community and the sense of pride.

Risk of displacement

Some of those consulted were weary of ‘text book’ regeneration due to the potential displacement of current community members. Avoiding displacement, by ensuring that as the houses are improved and the additional homes are brought in; they remain tailored to the large families and affordable for those who currently live in the area. Without it you may ‘regenerate’ the urban environment, but not the residents, who may be forced to move out.

Overcrowding

When students from Wiri Primary School were asked about the number of people living in their homes, the average was 8 people. The average house size in Wiri is 3 bedrooms and given that overcrowding is strongly associated with the spread of infectious diseases, this is a potentially serious health concern for the area.

Some houses within Wiri were thought to be unattractive. Future planning for the area needs to ensure well-designed attractive housing, with such features as tidy fencing, road frontage and green space.

The consultations bought up strong opposition for apartments of any sort. Semi-detached houses, town houses and separate homes with gardens were the preferred option. The key concerns regarding adverse impacts of apartment style housing included increased noise, fighting between neighbours, potential social tensions that can arise through a mix of students, elderly and families. Those consulted had expressed personal negative experiences of apartments where there were mixes of populations causing tension, fighting, problems with parties and excessive noise, as well as issues with safety in the case of a fire or emergency.

Housing placement and housing safety

The placement of houses is important for a range of considerations, such as driveway length and location, and proximity to main roads and highways. House placement away from main roads and highways, or at least providing pollution and noise barriers / buffers in the shape of moulded green space on either side before building homes is essential.

A further concern raised in the consultation was the location of many houses in swampy areas and flood plains, and the impact this can have on health, increasing respiratory and other diseases. Building homes away from the indicated swamp, low lying and flood areas is essential for good health and wellbeing. The areas discussed and the house placement has been amended on the ‘Healthy Community Urban Plan’ to reflect these concerns.

By ensuring that house orientation and placement has maximum street frontage and frontage onto parks or reserves, you get the additional benefit of increasing a sense of safety, through better informal surveillance – as one participant said, “many eyes make a safe place”.

There were requests for ways in which we can make houses accessible to open spaces, such as ‘village greens’, and the attractiveness of the neighbourhood is enhanced through placement of trees in neighbourhoods along the road and on properties.

The design of housing can also support or detract from people’s safety, such as the presence of steep stairs, or the accessibility of high windows, these can affect the likelihood of adults or children falling down stairs, children out of windows and fire-related injuries. Housing and safety was a issue bought up frequently during the children’s consultation, with such suggestions as fences around their homes to provide safe places to play, and to make them safe from the road.

Driveway injuries were also identified as an important issue in the area and placement and orientation of houses in grids where there is maximum frontage to the street will also help this issue.
Housing and the spatial structure plan

Participants in the HIA raised concerns regarding the clarity of Spatial Structure Plan for housing and what the area will become. They identified a clear need to be in constant contact with key stakeholders, businesses, groups and individuals within the communities to ensure their thoughts and aspirations were heard, and that they are kept updated on what was happening with regard to housing and planning for Wiri.

It is important for Manukau City Council, the unitary Auckland Council, Housing New Zealand and other agencies to continue to build strong and lasting relationships with these community stakeholders so that they inform future plans for the area.

11.2.2 Issues for vulnerable populations

The HIA consultation identified the following population groups as particularly vulnerable in the area:
- Older people and people with disabilities: A key need for this population group is accessible housing, including such features as ramped rather than stepped access; wider corridors; lighting dimmers in homes for those with light sensitivity / vision impairment; kitchen designs that remove the need to bend or climb onto chairs to access cupboards.
- Maori and Pacific populations: These groups often bear the brunt of substandard housing (owing to its affordability), and the damp and cold conditions associated with such housing. It will be important to ensure building occurs well away from the flood plain, and that they are sufficiently insulated and built with quality materials.
- Housing New Zealand homes should be made with accessibility for all in mind, to enable people to “age in place”; this means that if older people develop impairments, they are less likely to need to be moved out because of access issues. This maintains older people's independence and is also highly cost-effective.

The long-term plan for Wiri should also ensure that the vulnerable population groups are not set apart from other groups, as this will reinforce social isolation.

11.2.3 Implementation actions

The long term plan for Wiri needs to ensure comprehensive consultation with communities, so that decision-making can support the health and wellbeing of those who currently live in the community.

The consultation identified the need for the three key landowners to work together, set the bar high for the future urban form and ask themselves “Would you like to live here?” The HIA process has initiated discussions around what the community wants and continuing this process is important.

Key actions identified by participants included:
- Ensuring energy saving and health promoting materials used in construction (such as insulation and double glazing) for all new housing
- Providing a range of housing tenure for different incomes as advocated by the Spatial Structure Plan but to limit the number of apartments
- Providing a mixture of housing types to meet the needs of different populations, including large families (particularly Pacific and Maori families), older people and people with disabilities, particularly to avoid displacement of current residents
- Support the intent to build new housing away from the flood plain (and shift some existing houses subject to suitable alternatives near-by)
- Ensuring that housing is close to public amenities
- Ensuring there are sufficient houses to accommodate growth – natural growth and growth due to the university campus etc
- Support the intent of the Spatial Structure Plan for an urban form that promotes visual surveillance and safety

The landowners, working with the communities, need to supply and ensure safe, supportive and secure neighbourhoods for all, and that the needs of all population groups have been considered in the housing design and location / orientation. The lessons learned from previous private and Housing New Zealand developments should be employed in the Wiri area design, so that unhealthy design approaches are avoided and successful features incorporated. More research into housing development that doesn't displace communities is required.

11.2.4 Key Dynamics

The diagram below brings together some of the key dynamics with regard to healthy housing. Critical enablers of healthy housing include insulation, placement and layout, building with quality materials, building away from flood plains, and affordability. These in turn flow through to such areas as safety, sense of community and spread of disease.

As with earlier diagrams, the blue arrows indicate that more of one will lead to more of the next in the chain (e.g. more overcrowded houses will lead to more spread of disease). The red arrows indicate that more of one will lead to less of another (e.g. more affordable housing leads to less overcrowding).
11.3 Potential impacts and enablers – Safety

Key Messages – Safety

- Improved safe transport to reduce injuries (see access section above), and in particular better access over the new SH20 motorway and Great South Road, signage for pedestrians (rather than just for cars), better lighting, and managing speed
- Better surveillance and sight lines to see and be seen. Particularly walkways with multiple exits, well-lit paths and shortcuts (using the environment design guidelines)
- Preventing injury or falls, particularly around the Puhinui Stream and creating a ‘stepless’ urban form
- Promoting a greater sense of ownership showing the space is cared for by promoting Wiri’s diversity, maintaining streets and walkways and quickly removing graffiti

11.3.1 Key health related impacts for safety

Safety-promoting urban design

Participants stressed the importance of purpose built environments to help reduce injuries and improve safety (particularly by aligning with Crime Prevention through Environmental Design principles). Some of the factors mentioned included:

- Access: safe movement and connections
  - Narrowing roads and introducing speed controls (such as speed bumps)
  - Widening paths putting in crossings, overpass walkways over highway or main roads
  - Clear and logical street layout with good signage
- Surveillance and sight lines: see and be seen
  - Lowering ‘scrub lines’ to improve visibility along the stream
  - Improving walkways as many children consulted said walking home doesn’t seem safe
  - More than one entrance / exit to a pathway or shortcut – straight line of sight.
  - Well-lit paths and shortcuts
  - Activity mix and eyes on the street
- Reducing barriers which could cause injury and falls
  - Improving environmental factors such as erosion around the stream to prevent falls, drowning and injury
  - Stepless urban form (graded rather than stepped pathways)
  - Flat green spaces for all to use
  - Maintain green space, roads, paths, rubbish to prevent injury
- Sense of ownership
  - Showing space is cared for
  - Quality environments – well designed, managed and maintained

Making more space that is overlooked by houses and people increases the perceptions of safety. With a larger resident population over time would there be a much greater people presence at all times, providing there are sufficient and attractive facilities and amenities in place for residents. A greater sense of community among residents can also reduce the incidence of crime.

Improved service/amenity access

The interconnection between access and safety was highlighted by participants. Improving access for people with limited mobility will result in fewer pedestrian barriers, and consequently fewer opportunities for injuries.

Complications from increased population

A growth in the number of people residing in Wiri can have both positive and negative outcomes. More people living in the area can increase the vitality of the area, and potentially the number of “eyes on the street”. However, participants were concerned that graffiti and alcohol related disorder may increase as Wiri became more populated with students associated with the new campus in Manukau City. If the design of the environment failed to create a sense of safety or pedestrian movement this may well be the case.

Participants were also concerned that alcohol related harm may rise. Additionally, noise control may become an issue with the increase in high density housing / apartments. Children were concerned that with the increase in people in the area, the more potential for gangs and antisocial behaviour and that the people of the community will not connect.

11.3.2 Issues for vulnerable populations

Key issues for vulnerable populations included the following:

Design for families and children

As with other themes, participants stressed the need to design the urban environment for families and the most vulnerable. The following views were raised:

- Families need to be able to use the public transport system without difficulties
- It has to be safe for children to walk to school or ride bikes
- Children need to be able to play, whether that is in parks, or on the streets
- Multipurpose built facilities or halls for sports activities during winter, for safety and health reasons
- Playing fields for large group games and outdoor functions to reduce the likelihood of children playing on the street or in unsafe areas of the neighbourhood
- Open areas where there are many people able to watch, from houses or seating, increasing the perception of safety, while providing leisure activities

As noted earlier, there were concerns regarding the consistent lack of safe walkable routes to and from school for children and the general safety concerns in moving from one part of the area to another. This included use of the Puhinui stream and local parks, owing to fear of crime and personal safety. Although all the children indicated they walked everywhere, younger people have a lower awareness of road safety, which must be taken into account when designing active transport infrastructure, particularly around schools. If the pathways are considered too dangerous, parents will not allow children to travel via active methods.

There were concerns regarding the ability of students to walk safely to and from school, as well as some residents to walk safely around Wiri due to Traffic, unsafe walkways, underpasses, drunken / antisocial behaviour.

11.3.3 Implementation actions

To take the Spatial Structure Plan forward, the following actions were proposed for safety:

- Participants emphasised the need for a design approach that is oriented towards safety. This included designing for people first rather than cars, for example by creating wide footpaths and narrower streets to slow traffic; planning for a mixture of housing and business to ensure activity throughout the day and night; and designing buildings that improve safety
• The Crime Prevention through Environmental Design (CPTED) and Injury Prevention through Environmental Design (IPTED) guidelines are important and useful tools to ensure a safe urban environment.

• More safe open public space, the need for structured, well-designed, green spaces.

• The parks and open spaces in Wiri are not well maintained and don’t promote a safe environment. By opening up the green spaces in and around the stream and within Wiri they could come to be seen as safe, central places for people to congregate and utilise.

• Participants believed that improving the cultural relevance of Wiri would promote pride and ownership, and reduce crime. The proposed methods of achieving this included using cultural flavour within designs - generating creative, colourful, vibrant designs rather than purely technical solutions. Participants also suggested a greater acknowledgement of history, such as by having signs in many languages and history information signs where appropriate. All of these were thought to reduce graffiti and crime levels.

• Walking buses were mentioned to increase safety for children walking to school, and they can create a safer environment by finding a way to engage with children positively. Possible projects with transport agencies and public health workers will support further research into the viability of this option.

11.3.4 Key Dynamics

The diagram below brings together many of the issues affecting safety in Wiri, identified by HIA participants. Key factors include the quality of the urban infrastructure (such as pavements and lighting), design that is friendly to families and people with disabilities, the influence of alcohol and gambling as determinants of crime and risks in the urban environment, and safety issues that arise from the car-dominated environment.

As with earlier diagrams, the blue arrows indicate that more of one will lead to more of the next in the chain (e.g. more crime creates more risks in urban environment). The red arrows indicate that more of one will lead to less of another (e.g. greater quality of the urban infrastructure reduces risks in the urban environment).
11.4 Potential impacts and enablers - Economic potential

Key messages - Economic Potential

11.4.1 Key health related impacts

Participants felt that there was economic potential from growth and through the urban plan changes. Urban growth projects often present opportunities for training and employment, in particular with the new campus being built locals said they would utilise this opportunity to upskill and children indicated they would more likely attend university or further study if the campus was close by.

Growth may stimulate business in the area and encourage ‘outsiders’ to move to the area or open businesses in the area. It was stressed that Wiri as a community would want to be careful of the types of business that came into the area and would discourage the “wrong” type of business setting up as it would damage the community. Examples included pubs, bars, dairies that sold alcohol, and any gambling establishments or related business.

There was discussion around the links between safety and economic development. If Wiri was not seen as a safe community it would reduce the incentive for business to come to the area due to security and the associated cost. The perception, reputation and real safety of Wiri needed to be improved to increase the likelihood of new business coming to the area.

The type of favourable businesses suggested from those who were consulted in Wiri included:
- A post office.
- Local chemist.
- More local corner shops / dairies
- A takeaway food shop
- Leisure centre / social services
- Kindergarten / early childhood centre
- Cafe

Participants were keen for businesses to employ locals during construction and once opened, as this would directly benefit the income and prospects of the people of Wiri. Any increase in employment or job opportunities has the potential for major impacts on training, income, purpose, participation and social support in the community for individuals and their families.

Some participants thought that housing for students may bring more money to the area and that this may bring other small business opportunities to target that market. However, as noted earlier, participants were also concerned that too much economic growth may displace current residents or external business may not seek out locals to work in their stores.

There was also strong support for a leisure centre to be built in the area, which could provide jobs suitable for some locals including on-the-job training.

11.4.2 Issues for vulnerable populations

There is enormous reliance on owning a vehicle to access employment and training as well as the associated cost to families already under financial strain. Providing employment opportunities or increasing public transport to provide cheap, accessible transport would have significant benefits for the most disadvantaged.

11.4.3 Implementation actions

Wiri community members have high dependency on welfare sources as well as low educational levels when compared to other parts of the city. Therefore education, training and bringing business into the community may help to improve employment and income for people in the area (Freeman, G., 2008). Initiatives may include advocating for help and support for local people to self-start own business ventures.

Increasing and maintaining regular appropriate public transport will increase connectivity with the rest of Auckland and may lead to increased employment opportunities which in turn may also lead to the ability to increase the economy and growth within the area.

The Manukau City Centre is developing an education campus as well as a new train station. These represent potential economic opportunities for Wiri residents in terms of better connectedness (via the train), local education opportunities as well as employment to service those education facilities and hotels etc.

The Spatial Structure Plan can potentially have a large impact on how Wiri residents are better connected to these opportunities. It can ensure that there are a range of accessible local facilities and resources to service the growing population of Wiri, as well as provide safe walkable / cycle routes or access to public transport modes to get to other further afield services and resources (Barnes, G., 2007). This in turn will help to keep local businesses thriving, and encourage business from the wider region to relocate to Wiri.

11.4.4 Key Dynamics

The diagram below captures some of the dynamics highlighted by HIA participants with regard to economic potential. The diagram reflects some important dilemmas for the community - while on the one hand, the growth of businesses in the area is welcomed for the jobs and income they provide (and their flow-ons into physical and mental health), there was also a concern that it would lead to more people moving into the area and displacing current residents. A further concern was the presence of what were seen as undesirable businesses, particularly pubs and gambling venues.
As with earlier diagrams, the blue arrows indicate that more of one will lead to more of the next in the chain (e.g. more desirable businesses supports more employment and job opportunities). The red arrows indicate that more of one will lead to less of another (e.g. more undesirable businesses will reduce sense of community).