Ngā Hui a te Komiti Whanake Hapori me ōna Kaupapa Āhuru / Community Development and Safety Committee

OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
SHAPING CITIES FOR YOUTH

A study to understand young people’s experience of transport, place, and urban environments

Alex Macmillan, Rosee Hodgson, Christina McKerchar, Jennie Connor, Tony Moore (University of Otago); Greer Hawley (Mackie Research); Adrian Field (Dovetail Consulting); Karen Witten (Massey University); Robin Kearns (University of Auckland)
WHERE DID THIS STUDY COME FROM?

Governments starting to re-think transport & urban design for wellbeing and fairness

Young people are less likely to get a drivers licence than previous generations

Young people may be travelling less, but further for to access the things they need

Big issues that will affect our city – climate change, housing and energy costs

Auckland NEET rates not being improved by current approaches

We need to shape the city to make it fair for all young people
WHAT WE WANT TO ACHIEVE

1. Understand access and belonging in the city through the eyes of rangatahi who have had difficulty getting to education, employment or training, and the links to their wellbeing.

2. Understand how adults around these young people influence the way they do things and their ability to access the things they need.

3. Use these understandings to influence a range of policies and investments by organisations, local and central government for a healthy, equitable, sustainable future.
THE PROCESS...

1. Scoping & Engagement
   - Aranui Papakura
   - 2016

2. Local Engagement & Data Collection
   - Hornby, Ranui-Massey, Parents/whānau, stakeholders, employers
   - 2017

3. Local Engagement & Data Collection
   - 2018

4. Engagement & Knowledge sharing
   - Inform decision-making
   - 2019
Engaged with 52 youth who have experienced a time when it has been difficult to access education, employment or training.
Locational Justice

I think it’s a hurdle that they maybe don’t even realise is there. But it stops them from doing things...it’s like oh na I wouldn’t be able to do that coz I don’t know how I’d get there, yeah”

(Youth organisation, Auckland)

“We will generally eliminate any CV that we receive from West Auckland, too far south like Papakura, too far north, even the city is quite difficult”.

(Employer, Auckland)

“Well cuz you know there’s a small amount of opportunities to get jobs in Aranui, so um. You know if you do apply for jobs, usually they’re put you know, around the city or away from your areas so...”

“Most of the opportunities for us young youth is mostly in the city. Um, they should have like, the same options, loser, especially for young youth just coming out of school like, some youth don’t have jobs so, they can’t just quickly go straight into um, straight into [courses]. “
Expectation to drive & become licensed

- Practical necessity
- Implicit enforcement
- Social & Economic Benefits
- Explicit encouragement

"If I employ a salesman and don't give them a vehicle well I'm not giving them the tools to do the job" (Education stakeholder, Auckland)

"They're [employers] not interested, everyone's got NCEA Level 2, but have you got a drivers licence?" (Education Stakeholder, National)

- Employer → youth organisations → parents & youth
- Seen as the way to give young people a 'fair go'
CULTURAL IDENTITY, MOVEMENT, & PLACE

- Culturally relevant transport and urban planning for rangatahi Māori.
- Address racism in transport provision and operation
- Collaborative, neighbourhood-level projects

SOCIAL ENVIRONMENTS

- Organisational leadership to support PT, active transport
- Large employers can advocate for structural change

A SYSTEMIC & STRUCTURAL RESPONSE

FEASIBILITY & USEFULNESS OF PT, ACTIVE TRANSPORT

- Deep changes for safe, affordable, attractive and feasible public transport, with a focus on youth equity
- Re-examine the underpinning principles that guide urban and transport planning
- Extend our response from driver licensing (and individual responsibility) to avoid deepening inequities (e.g. transport courses rather than driver-licensing)
- Find ways to ensure the cycling renaissance and e-mobility contribute to wellbeing for Māori and Pacific youth

METHODS TO PRIVILEGE VOICES OF YOUNG PEOPLE WHO NEED BETTER ACCESS

IMMEDIATE, MEDIUM, & LONG-TERM SOLUTIONS

Attachment A Item 8
QUESTIONs
Ngā mihi nui

This project is funded by the Ministry of Business, Innovation & Employment

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People come first

- Not just about moving vehicles and goods
- Safety is a major focus
- Someone seriously injured or killed on our roads every day
- Auckland x 3 the rate of rest of country (75% increase in DSI in last three years – nationally 22% increase)
Road safety

Auckland road deaths and serious injuries, 2014-2018

- 649 people killed or seriously injured in 2018 is still substantially higher than our 2009-13 annual average baseline of 541.
- Hospitalisations of more than one day have also only decreased slightly by 5%.
- Pedestrians, Cyclists and Motorcyclists make up around 47% of DSI
- Social cost of road trauma in Auckland was $1.16 Billion in 2018
The good news from 2018

- Zero deaths of active school aged road users (5-18yrs) weekdays 7am-9am, 3pm-5pm for third year running
- Decrease in the number of young driver (16-24yrs) death and serious injuries. We continue to partner strongly with Police and other key agencies in the delivery of young driver education campaigns, driver licence education and targeted enforcement
- 57% reduction in the number of DSI crashes where alcohol/other drugs were reported as a factor. During this time, concentrated enforcement of impaired driving (alcohol, drug and fatigue related driving) was a focus for Police across Tamaki Makaurau
- A number of fixed safety cameras came into operation in 2018 and led to the detection of an additional 230,000 speed offences and 5,000 red light camera offences. This increased enforcement is linked in part to the reduction in Speed and Red-light running related DSI in 2018
- 85 safety engineering projects built across the network
- Speed management changes implemented
Opportunities - Speed Management

- Speed has a direct influence on the likelihood of a crash occurring and severity of the outcome (OECD/ITF Speed & Crash Risk)
- 71% of Auckland’s road network is currently not aligned with safe and appropriate speeds
- Only one piece of the puzzle
- Proposing to adjust 10% of network (700km) to survivable speeds
PT Growth

- PT patronage 30% growth over six years
- PT satisfaction 91%
- Current PT service contract costs $414 million
- Every $10 of extra services, requires $6 of funding ($3 from AC and $3 from the Transport Agency)
- 100m in June

- When patronage is going up so is cost
Current Fare Structure

- Bus and train fares fully integrated with ferry fares (not at fare parity) being developed.
- Transport disadvantaged offered discounts in the form of reduced fares at minimum discount levels. Children under 5 travel free.
- Disability fares offered at same level as Child/secondary student.
- A journey consists of up to 5 legs with a maximum of 4 hours and no more than 30 minutes between transfer.

*for travel after 8am on weekdays

Attachment A
Item 9
**Current Fare Structure**

Family travel which allows children < 16yrs to travel for 99c per journey on weekends

Daily passes are available only on HOP card at $18 per day all buses and trains and inner harbour ferries to last service of the day

Monthly pass on all zones Bus and Train $215 per month

- Inner Harbour Ferry $150
- Mid Harbour Ferry $255
- Outer Harbour Ferry $330
# Generation Zero suggestions

<table>
<thead>
<tr>
<th>Fare Option</th>
<th>Revenue Foregone net of revenue from pax increase</th>
<th>Capacity Cost</th>
<th>Total Net AT OPEX Impact</th>
<th>Pax Increase</th>
<th>Patronage/Customer Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free weekend and public holiday travel – Everyone</td>
<td>$19.3m</td>
<td>$500,000</td>
<td>$19.8m</td>
<td>3.5m</td>
<td>Patronage + 3.5M</td>
</tr>
<tr>
<td>Increasing free transfer time to 1 hour</td>
<td>$3.35m</td>
<td>$50,000</td>
<td>$3.4m</td>
<td>380,000</td>
<td>Patronage + 380,000</td>
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<tr>
<td>Unlimited pass add-ons for HOP Cards – Weekend and Six-Hour ($15 Capped)</td>
<td>$146,000</td>
<td>$40,000</td>
<td>$186,000</td>
<td>9,330</td>
<td>Patronage + 9,330</td>
</tr>
<tr>
<td>50% discount of HOP fare for Tertiary Students</td>
<td>$6.56m</td>
<td>$2.6m</td>
<td>$9.16m</td>
<td>602,000</td>
<td>Patronage + 602,000</td>
</tr>
<tr>
<td>Fare-free travel for children under 12yrs and everyday 99 cent child fares for those who are 12-15yrs</td>
<td>$3.28m</td>
<td>$9.66m</td>
<td>$12.9m</td>
<td>2.24m</td>
<td>Patronage + 2.24M</td>
</tr>
<tr>
<td>Disposable paper-based HOP Card for Tourists (Expires in 7 days)</td>
<td>+$4.01m</td>
<td>$8.2m</td>
<td>$4.19m</td>
<td>1.5m</td>
<td>Patronage + 1.5M</td>
</tr>
<tr>
<td>Daily Caps (Zone Based)</td>
<td>$6.43m</td>
<td>$150,000</td>
<td>$6.58m</td>
<td>1.69m</td>
<td>Patronage + 1.69M</td>
</tr>
<tr>
<td>$6 credit on all new HOP Cards</td>
<td>$2.28m</td>
<td>$776,000</td>
<td>$3.05m</td>
<td>180,000</td>
<td>Patronage + 180,000</td>
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Mode-shift initiatives

- The New Network (bus)
  - 527,600 people within 500 metres of a frequent or rapid stop (144% increase)
  - 60 million kilometres per year on frequent and rapid network (44.6 previously)... so more services closer to people
- “Give it a Go” – working with businesses etc on free PT trial
- No $5 minimum HOP top up
- 100 million free day – approximately four times more trips than an average Sunday
- Free 5-15 years (weekends) from September
Community Development & Safety Committee

Libraries Update
July 9 2019

Jerome Rivera, Richard Misilei
Rānui Library and Youth Engagement
Attachment A

Item 11
Attachment A

Item 11
“We love working with the library and the staff in particular who manage relationships so well. We are treated with respect and trust and are therefore we are empowered to run community events that look and feel like us.”

- Edith Amituanai, 2019 Member of the New Zealand Order of Merit and Rānui 135 Community Development officer
Context

<table>
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<tr>
<th>Working in Libraries/with Youth</th>
<th>Masters’ in Information Studies</th>
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<tr>
<td><strong>Libraries</strong></td>
<td><img src="image.png" alt="Image" /></td>
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<tr>
<td>- Work in amazing industry that makes a difference (BUT fell into it ‘accidentally’)</td>
<td>'The value Pacific Youth place on librarianship as a potential career’</td>
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<tr>
<td><strong>Youth</strong></td>
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<tr>
<td>- Have been working with youth for as long as I can remember</td>
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**Issue**

- Pacific Youth do not value libraries as a career or an educational facility or a place of literacy, etc.

**?? How can we place libraries’ on the radar of Pacific Youth??**
Solution (based on youth ideas)

- Provide a programme that:
  - Allows them to get valuable work experience
  - Allows them to get NCEA credits
  - Exposes the youth to libraries, and also council
  - ALSO allows them to get paid
Student Work-Experience (to-be named)

- Have partnered with Tangaroa College
- Established learning outcomes
  - Library outcomes
  - Council outcomes
- Plans to bring parent’s onto the journey
- Plan to surround the student as they grow
- The ‘HOPE’ is that the student/s will enjoy their experience at libraries and tell others about it
Community Development and Safety Committee

Attachment A

Item 12

Convention on the Elimination of Discrimination against Women

Progress update July 2019
Convention on the Elimination of Discrimination against Women

Three core elements -

1. Affirmation of women’s civil and political rights
2. Protecting women’s reproductive rights and ensuring they are not a basis for discrimination
3. Challenging discriminatory stereotypes, customs and norms for women

16 articles - Appendix A
Context

On 15 November 2018 this Committee:

• endorsed the CEDAW goals as providing a strong framework to advance political and economic equality for women in NZ

• endorsed a number of Auckland Council work programmes as aligning with, and helping to deliver on, CEDAW goals
CEDAW update July 2019

Updates on council work programmes that align to these CEDAW articles:

- Guarantee of Basic Human Rights and Fundamental Freedoms (Article 3)
- Political and Public Life (Article 7)
- Employment (Article 11)
- Health (Article 12)
- Economic and Social Benefit (Article 13)
CEDAW update July 2019

Highlights

• Senior leadership targets
• He Ata – Women’s Leadership programme
• Gender tick and Rainbow Tick
• Housing first – women are 50% of people housed
• Engagement – majority of submissions are from women
• Jobs and skills – TSI, ATEED
International Caucus meeting 13 August

• The Māori Women’s Welfare League, Pacific Women’s Watch, Ministry for Women - International Caucus

• Agenda:
  • Government’s response to the UN CEDAW committee recommendations
  • increase awareness of CEDAW goals
  • encourage other Councils to commit to these goals.

• Auckland Council’s commitment to CEDAW will be highlighted at this meeting