



MARAE

Waka Kotahi research summary

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Understanding Māori desires for land transport

How has Aotearoa New Zealand's transport system affected Māori traditions and wellbeing? What are Māori desires for its future?

One of the Ministry of Transport's goals is a system that improves people's wellbeing and lifestyles, and this research describes providing access for all to the transport sector. The research discusses Te Tiriti o Waitangi partnerships between Māori, Waka Kotahi and the transport sector in general. The government also plans to replace the Resource Management Act 1991 with three new pieces of legislation that better align resource management with the principles of Te Tiriti, which will affect the transport sector.

There are two phases to the research:

- Phase 1 is the research report summarised here, which includes the literature review (and addresses the information gaps), and the interviews with Waka Kotahi staff about Māori desires for the sector.
- Phase 2 will be in-depth research and engagement with iwi Māori to explore and describe their experiences and desires for the transport sector.

The researchers aimed to:

1. describe impacts that transport has had on Māori:
 - traditions
 - desires
 - wellbeingand to see how these are changing over time.
2. understand Māori views of and desires for the transport sector.



Phase 1, part 1: Literature review

The researchers asked seven research questions to explore written iwi Māori understandings of the transport sector, especially the roading network:

1. What past interactions between Māori and the sector are important?
2. How has its development affected Māori?
3. What unfairness and trade-offs do Māori face in the sector?
4. How important is access to transport for all Māori?
5. What are historic and current Māori expectations of the Crown Māori partnership in the sector?
6. What desires do Māori have for the system's development?
7. How do Māori expect these desires will be achieved?

The researchers note that the transport sector has historically been forced upon Māori. Ongoing infrastructure changes affect Māori physical, cultural, and emotional wellbeing.

- Māori transport-related histories are often oral and are not well captured in academic writing.
- In a te ao Māori worldview, the past, present and future are inseparable, and understanding past interactions between Māori and the transport sector gives context for the present.
- Traditions that still influence us today include waka travel, trading, and exploration.

Te Tiriti

Following the signing of Te Tiriti, the government seized most Māori land and saw infrastructure as more important than Māori ties to the land. They did not even need to consult with Māori on roads or routes through their land. Some roads were constructed for military purposes during the New Zealand Wars by imprisoned Māori.

Urbanisation of Māori

Māori were encouraged into cities to supply labour in a booming economy, but forced to settle in industrial and low-income areas. This 'urbanisation' has increased transport disadvantages for Māori.

Due to historical transport and urban policy, loss of land, urbanisation and gentrification:

- Māori do not currently have equal access to transport
- their homes are further from whānau, cultural sites and other social requirements
- they're more likely to miss out on opportunities or be excluded from social activities due to lack of access to transport
- they're significantly more likely than non-Māori to be injured or killed in transport-related accidents.

Inclusive access to transport

Unequal access for Māori to the transport sector is due to existing unfairness and it increases social exclusion and lack of opportunities. Providing access for all Māori to the transport sector is important to a wider strategy addressing economic, social and health inequalities experienced by Māori.

The limited literature shows that Māori would like to have a transport system that reflects wider implications. Transport planning should:

- have a historical context
- connect whānau and their communities
- promote wellbeing
- provide social and economic success for whānau.

These desires align with the Ministry of Transport's intention to develop a transport system that improves wellbeing and liveability.

Giving power to communities

To achieve this vision, policymakers need to give communities the abilities to develop their own transport solutions. The 2019 Hauora Report model could be used to achieve this. The principles of this framework are:

- tino rangatiratanga: giving power to Māori to develop their own solutions
- equity: committing to access to services for all Māori
- active protection: caring for communities, the people, and the environment
- partnership: enabling co-design of the system
- options: allowing Māori to make informed decisions that work best for their whānau.

Phase 1, part 2: Targeted interviews

The second phase of research involved interviews with Waka Kotahi representatives to understand what they had learned from previous partnerships with Māori. The key themes were:

- access and connection
- creating methods to give opportunities
- focused education on the wider transport system
- increasing the economic interest of Māori
- increasing cultural competency
- increasing capacity and capability
- the evolving nature of partnership.

The interviews highlighted how the transport sector can magnify negative impacts on the health and wellbeing of Māori, and that urban and rural communities have separate and independent challenges. Interviewees also mentioned the importance of safe, physical access to marae, which has changed over time.

They identified many opportunities for the industry to achieve better outcomes for Māori, such as:

- projects based on whānau, funding iwi and hapū groups
- considering Māori outcomes when contracting for services
- Crown agencies forming strong Māori Crown relationships within the sector.

Their other observations included:

- a need for focused education to improve outcomes for Māori in the transport sector – for example in safety ratings of vehicles, electric vehicle options, licensing requirements and driving under the influence
- the trend in Māori expectations from formerly being mainly environment focused, to now promoting increasing Māori economic interests
- a longer-term view of the transport sector such as training iwi, hapū and whānau to fill project roles, bringing economic prosperity back to their iwi
- a need for more cultural competency of those working within the industry – although much work has been done on this already, more education is needed
- a lack of internal resourcing and funding for Māori to engage with the transport sector

- a wide range in the organisational maturity of different iwi across the region, causing challenges
- challenges in regions where the number of projects needing iwi engagement far outweigh the capacity of that iwi
- the practical issues of knowing who to engage with on transport matters being off-putting and daunting
- Māori engagement being constantly underpinned by the grievance and ingrained mistrust that Māori have towards Crown agencies, and the way that transport initiatives have affected their iwi, hapū, whānau and communities
- transitioning from thinking of Māori as kaitiaki (guardian) stakeholders to equal partners in decision-making.

Pathway for Phase 2 and next steps

Phase 2 of this project will engage with iwi Māori to provide more information and understanding of this research. The researchers will explore two main themes:

1. equity and partnership
2. capacity and capability.

The researchers suggest discussions at the national and regional levels with both transport affiliated groups and iwi Māori more broadly, as this kaupapa is significant to Māori wellbeing.



RR 688 - A pathway towards understanding Māori aspirations for land transport in Aotearoa New Zealand, Waka Kotahi NZ Transport Agency research report. Available at www.nzta.govt.nz/resources/research/reports/688