



A Bibliography of Recent Social Science Research about Auckland

July 2013

Working Report 2013/005

Auckland Council
Working Report 2013/005

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Introduction

This is a select bibliography of recent (published after 2005) social science research about Auckland. The purpose of this document is to provide a conveniently accessible resource for social science researchers, including postgraduate students. The publication of this bibliography as an Auckland Council Research, Investigations and Monitoring Unit (RIMU) working report, is in accord with RIMU's aim to promote evidence based policymaking and planning for Auckland as a sustainable global city.

The scope of this bibliography includes masters theses, PhD theses, and refereed journal articles about Auckland, published in a range of social science disciplines. The citations were retrieved from several databases including:

- Index New Zealand
- The National Library of New Zealand catalogue
- New Zealand university and public library catalogues
- ProQuest databases
- Research NZ
- Web of Knowledge

The bibliography excludes theses and articles in applied mathematical economics and grey literature such as consultant reports.

The list of citations includes articles from a wide range of international and New Zealand social science journals including titles listed in this table:

Social science journals	
<i>American Ethnologist</i>	<i>Journal of Real Estate Finance and Economics</i>
<i>Area</i>	<i>Journal of Transport Economics and Policy</i>
<i>Asia Pacific Viewpoint</i>	<i>Journal of Transport Geography</i>
<i>Cosmopolitan Civil Societies Journal</i>	<i>Journal of Urban Health</i>
<i>EcoHealth</i>	<i>Journal of Urbanism</i>
<i>Environment and Planning A</i>	<i>New Zealand Economic Papers</i>
<i>Environment and Planning C</i>	<i>New Zealand Geographer</i>
<i>Geoforum</i>	<i>New Zealand Sociology</i>
<i>Geographical Review</i>	<i>Population Space and Place</i>
<i>GeoJournal</i>	<i>Progress in Planning</i>
<i>Housing Studies</i>	<i>Regional Studies</i>
<i>Institute of Transportation Engineers ITE Journal</i>	<i>Road and Transport Research</i>
<i>Interdisciplinary Journal of Contemporary Research</i>	<i>Small Enterprise Research</i>
<i>International Journal of Geographical Information Science</i>	<i>Social and Cultural Geography</i>
<i>International Journal of Housing Markets and Analysis</i>	<i>Social and Cultural Studies</i>
<i>International Journal of Tourism Research</i>	<i>Social Indicators Research</i>
<i>International Planning Studies</i>	<i>Social Science and Medicine</i>
<i>Journal of Chinese Overseas</i>	<i>The Town Planning Review</i>
<i>Journal of Asia Business Studies</i>	<i>Tijdschrift Voor Economische En Sociale Geografie</i>
<i>Journal of Ethnic and Migration Studies</i>	<i>Transportation</i>
<i>Journal of Housing and the Built Environment</i>	<i>Urban Design International</i>
<i>Journal of Place Management and Development</i>	<i>Urban Geography</i>
<i>Journal of Property Investment and Finance</i>	<i>Urban Policy and Research</i>
<i>Journal of Public Transportation</i>	<i>Urban Studies</i>

Sue Barnaby, Corporate Librarian and Tony Edhouse, RIMU researcher, compiled the bibliography. The Auckland Council Research, Investigations and Monitoring Unit plans to update the bibliography from time to time and we welcome suggestions for inclusion, comment on any omissions and advice on improvements.

Please send your comments to RIMU@aucklandcouncil.govt.nz

A pdf version of the bibliography is available on the Knowledge Auckland website at: www.knowledgeauckland.org.nz/home/publications/publications_home.cfm

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## Theses

### Masters

Thesis title followed by author, subject, university and year.

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Accessibility of waterfront redevelopment: Auckland and Wellington

Sandra Taylor. Planning, University of Otago 2009

Auckland and sustainable neighbourhoods

Marilyn Ford. Planning, Massey University 2011

Auckland roading and the infrastructure fix: the tale of a political project that won't get Auckland moving

Donna Wynd. Geography, Geology and Environmental Science, University of Auckland 2010

Auckland's role in the Australasian economy: implications for the Auckland regional economic development strategy

Susan Michelle Fairgray. Geography, Geology and Environmental Science, University of Auckland 2006

Barriers to sustainable renovations and the incentives local government can provide to encourage sustainable renovations

Alison Kathleen Hall. Planning, University of Auckland 2007

Buying a first home: generation X in the Auckland housing market

Amanda Teresa Findsen. Geography, Geology and Environmental Science, University of Auckland 2005

Chinese ethnoburbs in Auckland, New Zealand: a spatial approach

Jingjing Xue. Geography, Geology and Environmental Science, University of Auckland 2007

Collaborative planning in practice

Anna Scott. Geography, Geology and Environmental Science, University of Auckland 2005

Consuming community: land development projects and the rhetoric of building community in Hobsonville, Auckland

Simon Louis Opit. Geography, Geology and Environmental Science, University of Auckland 2012

Convex city: landform>people>place

Ellen Ashenden. Architecture, University of Auckland 2010

A critical evaluation of local government influence on waterfront development: a case study of Auckland and Melbourne

Karen G. Eisenhut. Architecture, University of Auckland 2008

Cyclist exposure to traffic pollution: microscale variance, the impact of route choice and comparisons to other modal choices in two New Zealand cities

Woodrow Jules Pattinson. Geography, Geology and Environmental Science, University of Auckland 2009

Dismantling barriers and opportunities analysis of socio-technical systems: the case of more sustainable residential housing

Christoph Brodnik. Geography, Geology and Environmental Science, University of Auckland 2012

Ethnic segregation: an analysis of weekend clustering decisions

Matthew Brookes. Planning, University of Otago 2009

From urban sprawl to compact city: an analysis of urban growth management in Auckland

Joshua Arbury. Planning, University of Otago 2005

Front yard design for medium density housing: an inquiry about resident outdoor activities in front yard and street spaces

Jono Ryan. Planning, University of Otago 2011

Gated communities and governance: case studies from the Auckland region

Amber Jane Carter. Environmental Management, University of Auckland 2009

Globalisation, devolution, and local economic development: a case study of the Auckland region

Luke Emmett Williams. Political Studies, University of Auckland 2006

Greenroofs for a sustainable Auckland region: using greenroofs to reduce the adverse effects of increasing urban densities within the Auckland region

Logan Whitelaw. Planning, University of Auckland 2006

Heaven, earth + humans: concept and processes of urban vertical regeneration

Tze Wei Loh. Architecture, Victoria University 2012

The housing experiences of Korean households in Auckland

Il Je (Alex) Cho. Property, University of Auckland 2012

The impact of Auckland's new governance arrangements on community engagement

Denise O'Shaughnessy. Public Policy, University of Auckland 2011

Is Auckland ready for Chinese travellers?

Feng Sabrina Tian. Business, AUT 2008

Is visioning an empty vision? vision generation and application in an urban river management project

Claire Elizabeth Gregory. Geography, Geology and Environmental Science, University of Auckland 2007

Joining forces: amalgamation as an urban governance strategy in a globalised world: a comparative analysis of Auckland and Toronto

Richard Edward Edmunds. Political Studies, University of Auckland 2011

**Land use in a peri-urban environment: does intensity matter?
Investigating land cover and land use intensity in the Twin Streams catchment, Auckland**

James Robert Waugh. Geography, Geology and Environmental Science, University of Auckland 2008

Landscape identification: where and what?

Vincent Chih-Ping Teng. Geography, Geology and Environmental Science, University of Auckland 2006

Liveability: residents and the built environment in Auckland's intensified CBD

Megan Howard. Planning, University of Otago 2008

Local economic development in practice [electronic resource]: a comparative study between Montreal and Auckland

Marie-Renée Lambert. Philosophy, AUT 2010

Managing coastal community vulnerability: an assessment of the temporal dynamics of community vulnerability as a consequence of coastal management decision making

Hannah Barrowman. Geography, Geology and Environmental Science, University of Auckland 2011

Modelling accessibility: a case study of accessibility and minimum parking requirements in Auckland, New Zealand

Philip Donovan. Geography, Geology and Environmental Science, University of Auckland 2012

Outdoor advertising as a form of urban expression

Namita R Kambli. Architecture, University of Auckland, 2006

Planning for urban green space: developments of the Waitakere City green network, New Zealand

Timothy Michael Blackman. Planning, University of Otago 2006

Porosity and play: sustaining public life in New Zealand's suburban shopping centres

Michael Moreno. Architecture, Victoria University 2010

The prospects for improving public transport in Auckland

Lee Margaret Matthews. Planning, Massey University 2011

Public space and anti-homeless regulations: local government responses to homelessness in three New Zealand cities
Penelope Jane Marjorie Laurenson. Marketing, University of Auckland 2005

Questioning the “publicness” of the spaces of Auckland’s lower Queen Street
Bonnie-May Shantz. Geography, Geology and Environmental Science, University of Auckland 2006

The rationality of sustainable travel behaviour: cycle-commuting and sustainable transport planning in Auckland
Lorraine Stone. Environmental Management, University of Auckland 2008

Reinstated public: urban interventions in Newmarket
Brian Kwang-Yu Cheng. Architecture, University of Auckland 2010

Responsibilising the community: a neoliberal governance approach to urban environmental degradation
Travis Hunter Stull. Environmental Management, University of Auckland 2009

A sense of belonging in migrants: an examination of sense of belonging in migrants in Auckland across four different communities
Sonja Tepavac. Psychology, University of Auckland 2006

Social influences (facilitated through networks) in encouraging commitment to sustainable communities
Michiko Myint. Geography, Geology and Environmental Science, University of Auckland 2005

The street, buildings and people
Carolina Poninghaus. Architecture, University of Auckland 2010

Sustainable transportation management: integrated modelling and support
Brenda L L Yang. Commerce, University of Auckland 2009

The Tank Farm project: planning and designing for a sustainable solar future
Cuan Forsyth-King. Architecture, University of Auckland 2007

Thick: contextual urbanism
Aishwarya Dananjay Bauru. Architecture, University of Auckland 2010

Through the children’s eyes: (re)interpreting the freedom and use of public space from children’s perspectives
Hannah Mitchell. Geography, Geology and Environmental Science, University of Auckland 2005

To drive or to walk? An examination of school travel behaviour at a North Shore primary school

Debbie Lang. Environmental Management, University of Auckland 2007

Transportation flows at a metropolitan seaport: simulation and evaluation of modal choices

Hendrik Reefke. Commerce, University of Auckland 2008

Urban intensification and affordable housing in Auckland

Alice Jane Cullen. Planning, University of Otago 2005

What are the economic and travel implications of pedestrianising a roadway in Takapuna's shopping precinct

Leslie Ann Wooller. Health and Environmental Science, AUT 2010

PhD

Thesis title followed by author, subject, university and year.

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### **The application of time-geographic concepts to urban micro-process**

Otto Huisman. Geography, Geology and Environmental Science, University of Auckland 2006

### **The contribution of first world city-regions to global sustainability: the case of transboundary externalities and planning in Auckland, New Zealand**

Nathaniel Caramat Landingin. Planning, University of Auckland 2012

### **Economic governance for a globalising Auckland? Political projects, institutions and policy**

Steffen Wetzstein. Geography, Geology and Environmental Science, University of Auckland 2007

### **Enabling sustainable river futures: exploring institutional interventions**

Claire E Gregory. Geography, University of Auckland 2012

### **From the rainbow nation to the land of the long white cloud: migration, gender and biography**

Carina Meares. Sociology, Massey University Albany 2007

### **Intervening in the trip to work: a system dynamics approach to commuting and public health**

Alexandra K Macmillan. Community Health, University of Auckland 2012

### **Learning to cross borders: everyday urban encounters between South Korea and Auckland**

Francis Leo Collins. Geography, Geology and Environmental Science, University of Auckland 2006

### **Low impact urban design and development: ecological efficacy as a basis for strategic planning and its implementation**

Marjorie van Roon-Bacon. Planning, University of Auckland 2010

### **Mediating imagination; planning the culture(s) of New Zealand cities**

Elizabeth Aitken-Rose. Planning, University of Auckland 2012

### **A modified ecological footprint method for assessing sustainable transport in the Auckland Region**

Ning Huang. Architecture and Planning, University of Auckland 2011

### **Planning for higher density: concepts of privacy in Auckland's culture of housing**

David Turner. Planning, University of Auckland 2010

**The power of place in play: a Bourdieusian analysis of seasonal outdoor play practices in Auckland children's geographies**

Christina R Ergler. Geography, University of Auckland 2012

**A quantitative analysis of Korean residential clusters in Auckland: a methodological investigation**

Seong-Yun Hong. Geography, Geology and Environmental Science, University of Auckland 2011

**Rethinking community in planning: a review of the role of planners and citizens in building strong communities**

Clare Mouat. Planning, University of Auckland 2009

**(Sub)urban directions**

Frederick Bryan Pooley. Architecture, University of Auckland 2010

**Sustainability assessment: towards a new generation of policy assessment, principles and process**

Tom Graham Davies. Planning, University of Auckland 2010

**Sustainable capacity: building institutional capacity for sustainable development**

Viv Heslop. Planning, University of Auckland 2010

**Understanding the practice of local economic development: an alternative theoretical framework**

James Edward Rowe. Planning, University of Auckland 2009

**Value and price: a transdisciplinary approach to ecologically sustainable urban water management**

Karen Kviberg Creagh. Geography, Geology and Environmental Science, University of Auckland 2010

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## Journal articles

The list of citations includes articles from a wide range of international and New Zealand social science journals including titles listed in this table:

| Social science journals                                          |                                                          |
|------------------------------------------------------------------|----------------------------------------------------------|
| <i>American Ethnologist</i>                                      | <i>Journal of Real Estate Finance and Economics</i>      |
| <i>Area</i>                                                      | <i>Journal of Transport Economics and Policy</i>         |
| <i>Asia Pacific Viewpoint</i>                                    | <i>Journal of Transport Geography</i>                    |
| <i>Cosmopolitan Civil Societies Journal</i>                      | <i>Journal of Urban Health</i>                           |
| <i>EcoHealth</i>                                                 | <i>Journal of Urbanism</i>                               |
| <i>Environment and Planning A</i>                                | <i>New Zealand Economic Papers</i>                       |
| <i>Environment and Planning C</i>                                | <i>New Zealand Geographer</i>                            |
| <i>Geoforum</i>                                                  | <i>New Zealand Sociology</i>                             |
| <i>Geographical Review</i>                                       | <i>Population Space and Place</i>                        |
| <i>GeoJournal</i>                                                | <i>Progress in Planning</i>                              |
| <i>Housing Studies</i>                                           | <i>Regional Studies</i>                                  |
| <i>Institute of Transportation Engineers ITE Journal</i>         | <i>Road and Transport Research</i>                       |
| <i>Interdisciplinary Journal of Contemporary Research</i>        | <i>Small Enterprise Research</i>                         |
| <i>International Journal of Geographical Information Science</i> | <i>Social and Cultural Geography</i>                     |
| <i>International Journal of Housing Markets and Analysis</i>     | <i>Social and Cultural Studies</i>                       |
| <i>International Journal of Tourism Research</i>                 | <i>Social Indicators Research</i>                        |
| <i>International Planning Studies</i>                            | <i>Social Science and Medicine</i>                       |
| <i>Journal of Asia Business Studies</i>                          | <i>Tijdschrift Voor Economische En Sociale Geografie</i> |
| <i>Journal of Chinese Overseas</i>                               | <i>The Town Planning Review</i>                          |
| <i>Journal of Ethnic and Migration Studies</i>                   | <i>Transportation</i>                                    |
| <i>Journal of Housing and the Built Environment</i>              | <i>Urban Design International</i>                        |
| <i>Journal of Place Management and Development</i>               | <i>Urban Geography</i>                                   |
| <i>Journal of Property Investment and Finance</i>                | <i>Urban Policy and Research</i>                         |
| <i>Journal of Public Transportation</i>                          | <i>Urban Studies</i>                                     |

### Almost invisible: glimpsing the city and its residents in the urban sustainability discourse

**Authors:** Vallance, S; Perkins, H C; Bowring, J; Dixon, J E

**Journal:** *Urban Studies*, 49, 8 (June 2012): 1695-1710

**Abstract:** 'Urban sustainability' currently receives widespread and generally enthusiastic endorsement, yet concerns are emerging that recent expressions of the concept may actually be working against the city and its residents. Based on research in Christchurch, New Zealand (one of the most urbanised countries in the world), it is argued that the assimilation of social, economic and bio-physical environmental elements that gave the idea much of its original legitimacy has been reduced to a minimalist set of material and discursive 'eco-friendly' denominators. As a result, only occasional glimpses of the city and its human inhabitants are caught in attempts to operationalise sustainability in urban areas. The effect is that cities, in New Zealand at least, are less liveable and less likeable than they should be. It is suggested that there is a real need to re-urbanise and rehumanise the urban sustainability agenda as a means of realising its integrative and transformative potential.

### **Asians, Pacific Islanders, and ethnoburbs in Auckland, New Zealand**

**Authors:** Johnston, R; Poulsen, M; Forrest, J

**Journal:** *Geographical Review*, 98, 2 (April 2008): 214-241

**Abstract:** Recent work on Asian ethnic minority immigrants to cities in the Anglophone Pacific Rim argues that their settlement patterns do not conform to those of earlier migrant streams. Instead of concentrating in high-density, low quality, inner city housing, these new residents are moving directly to suburban areas where they form much less intensive concentrations-ethnoburbs-than has been typical of other culturally distinct migrant groups. We evaluate this thesis for Asian migrants in the Auckland metropolitan area, whose numbers more than quadrupled between 1991 and 2006. Their residential pattern is compared with that of Pacific Islanders also resident there, providing supporting evidence for the ethnoburb hypothesis.

### **Attitudes towards public transport in New Zealand**

**Authors:** Murray, S J; Walton, D; Thomas, J A

**Journal:** *Transportation*, 37, 6 (Nov 2010): 915-929

**Abstract:** Attitudes towards public transport (PT) in New Zealand's three largest cities (Auckland, Wellington, and Christchurch) were examined in a cross-sectional survey of drivers. A measure of prejudice to PT was developed to assess the strength and nature of attitudinal differences. Auckland residents had the highest levels of PT prejudice while Wellington residents had the lowest, and these differences were not related to demographic differences between the samples. Direct contact with PT was associated with reduced levels of PT prejudice, but measures of indirect contact, beliefs about using PT, and environmental attitudes were stronger predictors of PT prejudice scores. Controlling for these variables resulted in the difference in PT prejudice levels between Wellington and Christchurch becoming non-significant, while the differences between Auckland and the other two cities remained. This suggests that the difference between Wellington and Christchurch was primarily based on social norms regarding PT prejudice, while quality of service was a factor in the difference between Auckland and the other two cities. It is suggested that campaigns promoting PT ridership should focus both on the quality of service and on presenting PT usage as socially normal.

### **Auckland's urban containment dilemma: the case for green belts**

**Author:** Rowe, J E

**Journal:** *Urban Policy and Research*, 30, 1 (2012): 77-91

**Abstract:** The article examines the tensions created by growth pressures on the urban fringe of the Auckland Council established in November 2010 and investigates various planning tools that may strengthen Council's ability to control urban growth. It argues that a green belt policy should be adopted by the Council to augment the available tools used for containing urban growth in the Auckland region of New Zealand. It also offers a short background on the diminishing rural pastoral economy in the region.

### **Backtracking Auckland? Technical and communicative reason in metropolitan transport planning**

**Authors:** Mees, Paul; Dodson, Jago

**Journal:** *International Planning Studies*, 12 (1) (Feb 2007): 35-53

**Abstract:** Communicative planning has helped to illuminate the role of technical reason in planning processes. Transport planning has had little exposure to the communicative perspective. This paper examines transport planning in Auckland, New Zealand, from a communicative planning perspective. The paper argues that the historical dominance of technical reason has biased strategic transport policy towards supporting automobiles over more sustainable modes. The paper demonstrates the dominance of technical rationality in transport strategy-making processes and institutions in contrast to expressed public preferences. The paper concludes by arguing that the achievement of greater sustainability in Auckland's transport, and elsewhere, depends on a greater communicative emphasis in regional planning and transport strategy making.

**Bamboo networks: Chinese business owners and co-ethnic networks in Auckland, New Zealand**

**Authors:** Meares, Carina; Cain, Trudie; Spoonley, Paul

**Journal:** *Journal of Chinese Overseas*, 7 (2011): 258-269

**Abstract:** As part of a larger research project examining the settlement of immigrant business owners in Auckland, New Zealand, this research examines the nature of the connections that these Chinese business owners have with their employees, suppliers and customers. The results suggest a significant reliance on networks that involve co-ethnics, especially for the China-born but even for those Chinese business owners who were New Zealand-born. Overall, the research indicates the key role that relational embeddedness plays in the establishment and development of migrant businesses.

**Benchmarking the efficiency and effectiveness of public transport in New Zealand cities**

**Authors:** Stone, J; Mees, P; Imran, M

**Journal:** *Urban Policy and Research*, 30, 2 (2012): 207-224

**Abstract:** This article describes a benchmarking exercise designed to identify directions for improvements in the efficiency and effectiveness of public transport in Auckland, Wellington and Christchurch. International comparators were chosen for their similarities in urban form and demographics, and their differences in public transport performance. The aim was to focus attention on the impact of different practices in planning and delivering public transport services. The research shows that public transport in the comparator cities achieve higher trip-making rates than the New Zealand cities, but without making a proportionately large investment in the overall supply of public transport services. The difference appears to lie in the degree to which this supply of public transport services is organised and presented to users as a unified network. The benchmarking exercise has been successfully used to inform public transport planning processes in the New Zealand cities.

**Bridge to somewhere: valuing Auckland's Northern Motorway extensions**

**Authors:** Grimes, A; Liang, Y

**Journal:** *Journal of Transport Economics and Policy*, 44 (Sept 2010): 287-315

**Abstract:** We estimate net benefits arising from extensions to Auckland's Northern Motorway since 1991. Population, employment and land values rose substantially near the new exits and to the north of the motorway extension, relative to developments elsewhere. We use changes in land values (controlling for other factors) to measure gross benefits of the extensions, which we compare with project costs to determine the project's benefit: cost ratio (B: C). The B: C is at least 6.3. We discuss the types of net benefit and cost that are included and excluded from these estimates, and contrast our methodology with traditional ex-ante B: C approaches.

### **Building a sustainable urban future: an Auckland experience**

**Author:** Pappill, J

**Journal:** *New Zealand Geographer*, 62, 2 ((Aug 2006): 152-154

**Abstract:** The Untouched World Sustainable Cities Youth pilot project was held in Auckland in July 2005. This article outlines the activities that school students were involved in during the week and reflects on the nature of the learning experience. Whilst not specifically targeted at geography students or teachers, the project does support the outcomes of senior high school geography programmes.

### **Can virtual streetscape audits reliably replace physical streetscape audits?**

**Authors:** Badland, Hannah M; Opit, Simon; Witten, Karen; Kearns, Robin A; Mavoia, Suzanne

**Journal:** *Journal of Urban Health*, 87, 6 (Dec 2010): 1007-16

**Abstract:** There is increasing recognition that the neighbourhood-built environment influences health outcomes, such as physical activity behaviours, and technological advancements now provide opportunities to examine the neighbourhood streetscape remotely. Accordingly, the aims of this methodological study are to: (1) compare the efficiencies of physically and virtually conducting a streetscape audit within the neighbourhood context, and (2) assess the level of agreement between the physical (criterion) and virtual (test) audits. Built environment attributes associated with walking and cycling were audited using the New Zealand Systematic Pedestrian and Cycling Environment Scan (NZ-SPACES) in 48 street segments drawn from four neighbourhoods in Auckland, New Zealand. Audits were conducted physically (on-site) and remotely (using Google Street View) in January and February 2010. Time taken to complete the audits, travel mileage, and Internet bandwidth used were also measured. It was quicker to conduct the virtual audits when compared with the physical audits (andchi;=115.3 min (virtual), andchi;=148.5 min (physical)). In the majority of cases, the physical and virtual audits were within the acceptable levels of agreement (ICCandge;0.70) for the variables being assessed. The methodological implication of this study is that Google Street View is a potentially valuable data source for measuring the contextual features of neighbourhood streets that likely impact on health outcomes. Overall, Google Street View provided a resource-efficient and reliable alternative to physically auditing the attributes of neighbourhood streetscapes associated with walking and cycling. Supplementary data derived from other sources (e.g., Geographical Information Systems) could be used to assess the less reliable streetscape variables.

### **Connecting place and the everyday practices of parenting: insights from Auckland, New Zealand**

**Authors:** Witten, K; Kearns, R; McCreanor, T; Penney, L; Faalau, F

**Journal:** *Environment and Planning A*, 41, 12 (Dec 2009): 2893-2910

**Abstract:** This paper asks how the material differences between suburban neighbourhoods influence parents' experience of place and their everyday practices of parenting. Building on a view of place as 'becoming', we examine how the accessibility of community amenities and the in-place production and maintenance of social practices contribute to the cohesiveness of neighbourhoods and the social capital resources available to parents. We draw on a 2002-03 study of experiences of Maori, Pakeha (European), and Samoan parents residing in six diverse Auckland neighbourhoods. Analysis of the parents' narratives highlight aspects of the neighbourhood environment that give meaning to participants' daily experiences of parenting, and foster or impede the social relations of place. Beyond purely locational issues, the nuanced relationships between material and sociocultural resources of neighbourhood profoundly influence local patterns of parenting practice. We conclude that place matters in parenting but the salience of the neighbourhood for accessing material and social capital resources varies for parents of different ethnic groups. 'Jumping' spatial scale to meet resource needs through the active creation of amenities was more common for minority ethnic groups.

### **Detecting ethnic residential clusters using an optimisation clustering method**

**Authors:** Hong, S Y; O'Sullivan, D

**Journal:** *International Journal of Geographical Information Science*, 26, 8 (2012): 1457-1477

**Abstract:** To understand residential clustering of contemporary immigrants and other ethnic minorities in urban areas, it is important to first identify where they are clustered. In recent years, increasing attention has been given to the use of local statistics as a tool for finding the location of racial/ethnic residential clusters. However, since many existing local statistics are primarily developed for epidemiological studies where clustering is associated with relatively rare events, its application in studies of residential segregation may not always yield satisfactory results. This article proposes an optimisation clustering method for delineating the boundaries of ethnic residential clusters. The proposed approach uses a modified greedy algorithm to find the most likely extent of clusters and employs total within-group absolute deviations as a clustering criterion. To demonstrate the effectiveness of the method, we applied it to a set of synthetic landscapes and to two empirical data sets in Auckland, New Zealand. The results show that the proposed method can detect ethnic residential clusters effectively and that it has potential for use in other disciplines as it offers an ability to detect large, arbitrarily shaped clusters

### **Directions to enlarge our worlds? Social and cultural geography in New Zealand**

**Authors:** Kearns, R; Panelli, R

**Journal:** *Social and Cultural Geography*, 7, 2 (April 2006): 319-330

**Abstract:** Country report

**Discursive path dependence: keeping the supremacy of road-based urban transport planning in Auckland**

**Authors:** Imran, M; Matthews, L

**Journal:** *Road and Transport Research*, 20, 1 (March 2011): 41-57

**Abstract:** The aim of this paper is to provide an historical overview of urban transport planning in Auckland in order to investigate the path dependence that has advanced road-based urban transport solutions in Auckland. The methodology is based on policy and planning analyses of urban transport documents dating from mid 1950s until recently, as viewed through path dependence literature. First, an historical overview of urban transport planning documents from 1955 to 2011 was undertaken to explore whether there was a 'critical juncture' in Auckland's transport planning history that initiated road-based urban development. Analysis found the road-based discourse to have been made possible through the 'critical juncture' period between 1955 and 1965. Secondly, discourses in the form of 'storylines' are documented in order to explore how transport problems are perceived, approached and shape road-based transport decisions over time. The 'economic, mobility, safety and consumer' storylines were identified to explore the presence of a 'self-reinforcement' mechanism that has led to the stability and continuity of road-based urban transport in Auckland. These storylines have been used, reused and reapplied in subsequent documents to reinforce the road-based solutions over time. The paper concludes that the discourse in path dependent nature of urban transport solutions needs to be challenged for institutional change in Auckland.

**Diversity in Chinese Auckland: hypothesising multiple ethnoburbs**

**Authors:** Xue, J J; Friesen, W; O'Sullivan, D

**Journal:** *Population Space and Place*, 18, 5 (Sept-Oct 2012): 579-595

**Abstract:** In relation to its population, New Zealand has a high rate of immigration, and these immigrants are concentrated in the primate city of Auckland. This study considers the settlement of Chinese migrants in Auckland and considers their spatial distribution using the concept of ethnoburb. The location of Chinese residents and businesses is mapped and analysed to consider whether the concept of ethnoburb is useful in this context, which has similarities and differences from the Los Angeles context in which the concept was originally proposed. The areas where Chinese clustering is greatest are identified, and the characteristics of the residents of these clusters are compared. Distinctive differences in terms of age, ethnic diversity, migrant origin, education, occupation, and Chinese business concentration are apparent between different areas, and this has lead us to hypothesise that these areas can be described as distinctive ethnoburbs, rather than a single homogeneous ethnoburb.

**Dominant and non-dominant lease structures and their effect on place-based valuation practices**

**Authors:** Halvitigala, Dulani; Murphy, Laurence; Levy, Deborah

**Journal:** *Journal of Property Investment and Finance*, 29, 6 (2011): 595-611.

**Abstract:** Purpose - This paper aims to examine the experiences of valuers when valuing market dominant and non-dominant standard lease structures. The research compares the perceptions and approaches of New Zealand

valuers when valuing gross and net leases, two standard lease types commonly utilised in the New Zealand commercial property market.

**Design/methodology/approach** - The study employs a structured survey of 87 commercial valuers practising in Auckland (where net leases dominate) and Wellington (where gross leases dominate) complemented by in-depth interviews with senior commercial valuers employed by large national/international multidisciplinary real estate companies.

**Findings** - The results suggest that valuers find the process of valuing standard non-dominant lease structures more demanding than valuing dominant leases and tend to be comparatively less confident about carrying out valuations of leases with which they are less familiar. This lack of confidence tends to result from the lack of comparable evidence and the added complexity of the valuation process requiring additional valuer expertise and judgement. In addition, the study uncovers the adoption of place-based differential valuation practices that have built up over time between the two centres under study.

**Originality/value** - The paper contributes to the literature relating to valuer behaviour by revealing that even within one country with the same rules and professional standards different valuation practices may evolve. This study specifically identifies different dominant lease structures as being one of the reasons for these differential valuation practices. The findings also highlight the difficulties perceived by valuers when valuing non-dominant leases and in turn, this may have implications when comparing the valuation outcomes of similar buildings within different markets.

### **Ecosystem service appropriation in the Auckland region economy: an input-output analysis**

**Authors:** Patterson, M G; McDonald, G W; Smith, N J

**Journal:** *Regional Studies*, 45, 3 (2011): 333-350

**Abstract:** This paper assesses the appropriation of ecosystem services by the Auckland Region economy in New Zealand. A novel application of environmental input-output analysis is used to trace biophysical interdependence within the regional economy. The methodology provides a step-by-step procedure for tracing the appropriation of various ecosystem services, using infinite regress chains displayed as appropriation chain diagrams. Critical dependencies on ecosystem services are revealed throughout the economy through case studies of two selected industries, namely air transport and business services.

### **Eleven views of Auckland**

**Editors:** Ross, Jack and Duncan, Grant

**Journal (Series):** *Social and Cultural Studies*, 10 (2010)

**Contents:** article title followed by author.

Preface, Jack Ross

Auckland's Pacific narratives, Cluny Macpherson

The bay that was, a park that isn't and the city that might have been, Graeme MacRae

Shutting the gates: Auckland's urban development in transition? Ann Dupuis

Between itself: the political economy of the metropolis, Warwick Tie

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Auckland city: becoming places, Isabel Michell

Soft-boiled in Ponsonby: the topographies of murder in the crime fiction of Charlotte Grimshaw and Alix Bosco, Jennifer Lawn  
The religious traditions of the North Shore: pluralism and unity, Peter Lineham  
The Stokes Point Pillars, Jack Ross  
Immigration settlement: never just about language, David Ishii  
The making of the super city, Grant Duncan

### **Evaluating changing residential segregation in Auckland, New Zealand, using spatial statistics**

**Authors:** Johnston, R; Poulsen, M; Forrest, J

**Journal:** *Tijdschrift Voor Economische En Sociale Geografie*, 102, 1 (2011): 1-23

**Abstract:** Much work on residential segregation in urban areas has focused on a spatial indices of urban residential segregation, largely ignoring locational aspects of the degree of spatial separation of different ethnic groups. The adoption of measures of global and local spatial autocorrelation has recently been suggested as a way of introducing a more explicit spatial approach to studying segregation. This paper uses two of those measures - Moran's I and Getis and Ord's  $G^*$  - to explore segregation of the four main ethnic groups in Auckland, New Zealand's largest and most multiethnic city, at the four most recent censuses held there. They are used to identify the clusters of census reporting units (mesh blocks) where each group is significantly over- and under-represented, and to chart the degree of segregation within such clusters.

### **Exploring past and possible future investor housing performance in 19 Auckland city suburbs**

**Author:** Hargreaves, Bob

**Journal:** *International Journal of Housing Markets and Analysis*, 4. 2 (2011): 130-143

**Abstract:** Private sector residential property investors aiming to achieve optimal total returns need to be able to identify the best performing suburbs in a city. The purpose of this paper is to analyse the risk-adjusted investment performance of 19 suburbs within Auckland City and provide some insight into the likely future performance of some of these suburbs. The annual pre-tax and unleveraged investment performance of a residential property is a function of the changes in the value of the property plus the net yield. House price data for the suburbs were taken from the Real Estate Institute of New Zealand. Rental information was obtained from the Department of Building and Housing. Surprisingly, the suburb showing the highest average yields was also the suburb recording the greatest increase in house prices. This result appears to be a consequence of government intervention in the form of increased rental subsidies for renters, tax concessions for landlords and low-deposit home loans aimed for first home buyers. It is all very well analysing the past performance of suburbs but investors are likely to be more interested in future performance, rather than past performance, when they make buying and selling decisions. In some cases, the characteristics of suburbs that have done well in the past can be useful in identifying suburbs likely to do well in the future. The hypothesis advanced in this paper is that suburbs with lower than average household income to house price ratios and house income to rent ratios, combined with a trend for household incomes and rents to be

increasing above the city-wide average, are likely to be the best prospects for future residential investment. The main social implication appears to be the unintended consequences of rental subsidies increasing rents and house prices more than the average in the lower priced suburbs. There has been very little published work comparing total returns on investor housing within a city, by suburb. This has been made possible by the combination of real estate sales information and a comprehensive rental database. In addition, census information on households' incomes at suburban level is also integrated into the study. The study also makes a novel contribution by suggesting variables likely to influence future total returns by suburb.

### **Exploring social mobilities: narratives of walking and driving in Auckland, New Zealand**

**Authors:** Bean, C E; Kearns, R; Collins, D

**Journal:** *Urban Studies*, 45, 13 (Dec 2008): 2829-2848

**Abstract:** Recent studies have discussed the important role of the automobile in shaping contemporary urban social life. This research used a series of focus groups in Auckland, New Zealand, to illuminate the complex social attitudes and values associated with walking as well as driving. While the car is the dominant transport mode in Auckland, the shortcomings as well as the benefits of automobile use and dependence are well known. Moreover, while walking is often difficult in this urban environment, it continues to be perceived as a potentially useful and appropriate means of transport, and as an important and valued social practice. The paper's findings suggest that the positive perceptions of walking, as a facilitator of health and social life, could be built upon by policy-makers to encourage a greater use of this active form of travel.

### **Exploring the fringe belt concept in Auckland: an urban morphological idea and planning practice**

**Author:** Gu, K

**Journal:** *New Zealand Geographer*, 66, 1 (April 2010): 44-60

**Abstract:** The idea of urban fringe belts has been recognised as a powerful means of understanding the physical form of urban areas and the process of urban outward growth and internal change. Surrounding Auckland's city core, an inner fringe belt can be recognised. Farther out there are middle and outer fringe belts. Fluctuations in socio-economic development, the adoption of new transport modes, land reclamation and topography are major factors influencing the formation of these fringe belts. The examination of changes to fringe belts highlights important issues of urban transformation, which are pertinent to planning and design policies for urban landscape management.

### **Geographies of inequality: child pedestrian injury and walking school buses in Auckland**

**Authors:** Collins, D C and Kearns, R A

**Journal:** *Social Science and Medicine*, 60, 1 (2005): 61-69

**Abstract:** In the face of mounting concern at traffic congestion in the vicinity of schools and the associated risks of child pedestrian injury, the 'walking school bus' (WSB) idea has been rapidly adopted within metropolitan Auckland. WSBs involve volunteers guiding children to and from school in an orderly manner following established walking routes. This paper reports on a

survey of the 34 Auckland primary schools which had adopted the scheme by November 2002. Despite rates of child pedestrian injury being highest in areas of socio-economic deprivation, our survey found WSB developments highly concentrated in low deprivation neighbourhoods. The inequitable socio-spatial distribution of WSBs in Auckland suggests that the ability to respond to road safety issues is closely correlated with socio-economic privilege. While our respondents identified a number of individual and community health benefits accruing from WSBs, we conclude that the initiative has a limited ability to address public health challenges originating within an inequitable and car-dominated urban political system.

### **GIS based destination accessibility via public transit and walking in Auckland, New Zealand**

**Authors:** Mavoia, S; Witten, K; McCreanor, T; O'Sullivan, D

**Journal:** *Journal of Transport Geography*, 20, 1 (Jan 2012): 15-22

**Abstract:** There is relatively little research on accessibility using public transit as the travel mode. Yet understanding public transit accessibility is important for encouraging mode shifts to reduce car reliance and is essential for the wellbeing of non-car households. The paper describes two measures of public transit access. The first is a combined public transit and walking accessibility index, which measures potential access to destinations via public transit and walking modes. The second is a transit frequency measure, which is a measure of transit service level in an area. These two measures extend current public transit accessibility measures by including all components of the public transit journey, calculating accessibility at the parcel level and providing a measure of public transit service. Results for the Auckland region show that although 94.4% of the urban population live in areas with medium-high public transit and walking access, only 26.5% of the urban population also have an average transit frequency of two or more trips per hour per stop. Moreover, only 5% of the urban population live in areas with an average transit frequency of more than four services per hour per stop. This work highlights the importance of including measures of transit frequency when investigating public transit access. The results also reveal the potential to use these measures to gain a more complete and realistic picture of public transit access and to explore the potential for mode substitution and accessibility for non-car households.

### **Home-based businesses in the city**

**Author:** Sayers, Janet Grace

**Journal:** *Small Enterprise Research*, 17, 2 (2009/2010): 165-176.

**Abstract:** This paper discusses the significance of HBB to metropolitan areas by drawing on recent developments in economic and human geography concerned with relationships between people, place and cyberspace in cities, and previous research examining HBB in Auckland, New Zealand. This paper argues that although urban HBB have distinct characteristics, they should be conceptualised relationally to other places of business conduct, including the Internet, third places such as cafés, and business precincts. HBB types and owner characteristics are highly differentiated in cities and so HBB 'pathways' is suggested as a useful concept to frame further research and policy development.

**Housing experience and settlement satisfaction: recent Chinese, Indian and South African skilled immigrants to New Zealand**

**Authors:** Johnston, R. J.; Trlin, A. D.; Henderson, A. M.; North, N. H.; Skinner, M. J.

**Journal:** *Housing Studies*, 20, 3 (May 2005): 401-21

**Abstract:** Relatively little work has been done on the housing experience of recent migrants from cultural backgrounds different to that of their host society. This absence is particularly marked for relatively high socio-economic status skilled migrants, many of whom have to negotiate housing markets significantly different from those in their countries of origin. Data obtained from a panel study of recent immigrants from three separate sources--China, India and South Africa--to New Zealand's main cities (primarily Auckland) are used to explore the nature of their housing experiences. Over a four-year period these migrants moved towards the New Zealand norm of owner occupied, detached dwellings, although more rapidly in some cases than others; the pace of movement reflected not only cultural differences among the three groups, relative to the New Zealand norms, but also experiences in the labour market. These differences are reflected in levels of satisfaction with the decision to move to New Zealand

**Housing intensification in Auckland, New Zealand: implications for children and families**

**Authors:** Carroll, P; Witten, K; Kearns, R

**Journal:** *Housing Studies*, 26, 3 (2011): 353-367

**Abstract:** While commonplace throughout most of the world, inner-city apartments have often been perceived as unsuitable for children in countries such as Australia and New Zealand, where discourses of houses, gardens and open spaces as being desirable sites for children prevail. However, increasing awareness of the need for environmental sustainability has placed the viability of sprawling suburbs in question. As city centres intensify, more families are moving into inner-city apartments. In a study carried out in response to this change, in-depth interviews with parents living in Auckland's CBD found that key drivers were affordability, less reliance on cars and the convenience of the central location. Drawbacks included poor quality apartment design and lack of play space for children, both inside apartment complexes and outdoors. Fears about children's safety were strong. An assessment of the findings raises questions about the social sustainability of recent apartment developments in Auckland, particularly for families.

**Indigenizing the city and the future of Maori culture: the construction of community in Auckland as representation, experience, and self-making**

**Author:** Rosenblatt, Daniel

**Journal:** *American Ethnologist* 38 (3) (Aug 2011): 411-429

**Abstract:** Traditional Maori meeting houses adapted to urban areas help to create communities that are able to represent themselves as analogous to rural ones centred on descent. Such representations have impact beyond the claims they embody in a 'politics of culture': By providing frames for the interpretation of experience, they contribute to the ways in which the embrace of identity becomes a process of self-making, leading to 'revived' cultures that shape actors' ways of being and thinking in the world and, thus, their political

struggles and goals. This outcome has implications for the future of cultural diversity.

### **The influence of submarkets on water view house price premiums in New Zealand**

**Author:** Filippova, Olga

**Journal:** *International Journal of Housing Markets and Analysis*, 2, 1 (2009): 91-105

**Abstract:** Purpose - This paper aims to evaluate the impact of submarkets on water view premiums of residential properties and investigate the correlation between submarket view premium and socio-economic status.

Design/methodology/approach - Over 53,000 residential sales transactions from 2004 to 2006 are analysed using the hedonic method. The Auckland region is divided into 17 submarkets with similar water view scarcities. The region is analysed along with each individual submarket in order to determine if significant differences in view premiums exist. Findings - The empirical results indicate that the region wide model chronically over- or under-estimates view premiums, for example, the region wide model estimates that a wide water view adds 18% to a home's value while the same view amenity adds only 5% in modest West Harbour but 54% in posh Mission Bay. Practical implications - The study's findings can be directly applied to residential valuation practice and in particular mass appraisal systems. Originality/value - This research fills a gap in the body of knowledge relating to water view externalities by investigating the differing price impacts across submarkets.

### **Influences and emotions: exploring family decision-making processes when buying a house**

**Authors:** Levy, Deborah; Murphy, Laurence; Lee, Christina K. C

**Journal:** *Housing Studies*, 23, 2 (Mar2008): 271-289.

**Abstract:** The decision to purchase a house is embedded within a set of economic and socio-cultural processes and is operationalized within the context of a specific local property market. In the residential mobility literature considerable attention has been given to examining issues of house prices, life-course and demographic influences on the decision to buy, but less attention has been directed to understanding the internal family decision-making process. While the act of purchasing a property constitutes a significant economic event for a family, the process of purchasing a house is an inherently social activity, involving setting goals, discussing and negotiating family needs, interacting with exchange professionals (information intermediaries), imagining modifications to potential purchases and interpreting market trends. These family activities are shaped by family structures, gender roles, ethnicity and socio-economic status. In addition, the house purchase process takes place within specific market conditions and institutional practices. For example, in New Zealand, the estate agent has a large amount of power when negotiating contracts between buyers and sellers. Using in-depth interviews, this paper examines family decision processes in Auckland from the perspective of estate agents who deal with families purchasing houses on a daily basis, and formulate their own understanding of buyer behaviour, and adult family members who have recently purchased houses. The analysis makes it possible to explore the ways in which estate agents interpret the purchasing behaviour of families

and to compare these interpretations with the understandings of adult family members. The study offers insights into the ways in which families engage in search practices, interpret information and internally negotiate decisions. It is argued that the findings here contribute a greater understanding of how housing markets are performed and made

### **Influences on public transport utilization: the case of Auckland**

**Authors:** Greer, M R; van Campen, B

**Journal:** *Journal of Public Transportation* 14, 2 (2011): 51-68

**Abstract:** Regression analysis is applied to cross-sectional data for 318 census area units served by the public transportation system in Auckland, New Zealand. The goal is to ascertain the determinants of public transport patronage for the purpose of commuting to work in the region. The analysis addresses both the modifiable areal units problem and spatial autocorrelation. Elasticity estimates are derived for a number of hypothesized drivers of patronage. The paper shows that adjusting for spatial autocorrelation improves the fit of the regression model to the data, a finding that should be of interest to public transportation planners and analysts working with cross-sectional data of a geographic nature.

### **Institutional arrangements for metropolitan government and strategic planning in Auckland**

**Author:** Memon, A; Davies, T G; Fookes, T

**Journal:** *New Zealand Geographer*, 63, 1 (April 2007): 43-54

**Abstract:** The task of designing appropriate institutional arrangements for metropolitan government and planning has recently proved highly contestable politically. We interrogate how the role of the Auckland Regional Council (ARC) was zealously contested and hollowed-out during the 1990s. More recently, the impacts of the neo-liberal reforms in Auckland have been mediated by a further round of local government reforms inspired by a Third Way ideology and by the imperative to respond to the planning crisis resulting from infrastructure underinvestment. New regionally based governance arrangements and planning processes have been created. We argue that this new commitment to regionalism can realistically expect to be tested by deep-seated political cleavages within Auckland and by Auckland's relationship with central government.

### **International students as urban agents: international education and urban transformation in Auckland, New Zealand**

**Author:** Collins, F L

**Journal:** *Geoforum* 41, 6 (Nov 2010): 940-950

**Abstract:** This paper discusses connections between the internationalisation of education, and in particular the growth in international students, and processes of urban transformation. The research is centred in Auckland, New Zealand, a city where the number of international students has grown rapidly over the last decade leading to significant impacts on the urban form and experience of the city's CBD. This includes growth in educational services such as language schools and other private training establishments, new residential geographies characterised by low-cost and low-quality high-rise developments, and new ethnic economies of food, service and entertainment businesses that explicitly target international students. The paper draws on

research with South Korean international students and a range of secondary materials to interrogate the connections between student mobilities and changing urban form. In doing so the paper contributes to emerging scholarship on student geographies and the role of students as urban agents through the inclusion of an international dimension that has largely been absent in the extant literature. The findings illustrate that while international students themselves clearly play a significant role in the transformation of urban spaces their influence cannot easily be separated from the contribution of a range of other actors including educational businesses, property developers, transnational migrants and local and national state actors.

### **The interplay of market forces and government action in the achievement of urban intensification: the case of Auckland, New Zealand**

**Author:** Boon, John

**Journal:** *Journal of Urbanism* 3, 3 (Nov 2010): 295-310

**Abstract:** This is a case study of urban intensification in the central business district (CBD) of Auckland. The city is the commercial centre of New Zealand with a population of 1.3 million. It is a sprawling city with low population density and a high dependency on private motor vehicles for transport. Auckland has recognized the need to contain urban growth within its existing urban perimeter and achieve greater intensification. Progress has been made in this regard within the CBD where significant growth in inner-city residents is evident. This has been predominantly achieved through private developers reacting to market demand rather than through public sector initiatives. The availability of finance for development and investment is seen as a key enabling element. Tax advantages for investment in property and planning bonuses for residential development are also significant elements in the complex mix of matters that has enabled this urban intensification. However, the quality of development is marginal. Services for the expanded inner-city population have developed in line with growth.

### **Intolerance for noise and disorder: questioning the 'publicness' of Auckland's lower Queen Street**

**Authors:** Shantz, B M; Kearns, R; Collins, D

**Journal:** *Urban Policy and Research* 26, 1 (2008): 39-55

**Abstract:** In this article, we argue that considerations of public space should move beyond a concern for the visual and encompass a more fully embodied approach. On the basis of qualitative research in central Auckland, New Zealand, we explore the ways in which individuals and groups are marginalised through not only concerns for visual social order, but also other sensory considerations. Fieldwork in lower Queen Street, the city's pre-eminent commercial and pedestrian thoroughfare, revealed a widespread contradiction: business people and users of public space favour social diversity in principle, but recoil from embracing this diversity in practice. This was especially the case when the difference entailed visual, aural and touch-related challenges to orthodox assumptions regarding the consumption-based purposes of public space. We conclude that for public spaces to thrive, a certain amount of noise and embodied disorder must be tolerated.

### **Is Auckland an entrepreneurial or global city?**

**Author:** Rowe, James E

**Journal:** *The Town Planning Review* 77, 5 (2006): 583-604

**Abstract:** Considerable debate has been generated in the literature surrounding the issue of competitive, global and entrepreneurial cities. The same literature has been less forthcoming with clear and concise definitions for these terms. Because of the effects of globalisation, we know that cities and regions have become the key focus of policies to enhance economic development. Few world cities can be classified as global and even fewer can be designated as entrepreneurial. Auckland, New Zealand's largest city, has developed a regional economic development strategy (AREDS) designed to 'raise the bar' and transform the greater Auckland region into a competitive, global entrepreneurial city. Is AREDS moving Auckland towards being a competitive entrepreneurial or global city? This paper reviews the relevant literature, defines the terms and delineates the requirements for a city to be competitive. Preliminary research indicates that movement has only just begun.

### **Judging a house by its cover**

**Author:** Rehm, Michael

**Journal:** *International Journal of Housing Markets and Analysis*, 2, 1 (2009): 57-77

**Abstract:** The purpose of this paper is to quantify leaky building stigma associated with monolithic claddings, explore how this stigma has likely been amplified by media coverage, estimate the number of affected properties and quantify the collective house price impact on homeowners of monolithic-clad dwellings in the Auckland region. Design/methodology/approach - Residential sales transaction data organised in two subgroups (single-family houses and multi-unit dwellings) from 1997 through 2006 are analysed using a series of annual hedonic pricing models to empirically test for the presence of stigma. This is coupled with a descriptive analysis of leaky building media coverage to understand how this coverage may be influencing the stigma. Findings - The empirical results show that a leaky building stigma exists and is discounting prices of the Auckland Region's monolithic-clad single-family houses by 5 per cent and multi-unit dwellings by 10 per cent. Approximately 37,500 monolithic-clad dwellings have been built in the region since 1992 and their homeowners have suffered an estimated \$1 billion reduction in property values due to leaky building stigma. Research limitations/implications - Although leaky building stigma primarily relates to monolithic claddings, this stigma reflects elevated weathertightness risks associated with several Mediterranean-style architectural features. Practical implications - The study's findings can be directly applied to residential valuation practice and can assist the New Zealand government more accurately assess the full economic cost of the nation's leaky building problem. Originality/value - This research provides an initial empirical study on stigma associated with leaky building syndrome. The findings offer direction to further research on other domestic and international housing markets that are experiencing similar stigma phenomenon.

### **Laissez-faire multiculturalism and relational embeddedness: ethnic precincts in Auckland**

**Authors:** Spoonley, Paul; Meares, Carina

**Journal:** *Cosmopolitan Civil Societies Journal: an Interdisciplinary Journal* 3, 1 (2011): 42-64

**Abstract:** The rapid diversification of immigration to New Zealand post-1987 has made Auckland, as the nation's key gateway city, both culturally and demographically superdiverse, and the location of considerable immigrant business development. We focus here on the development of ethnic precincts as the manifestation of this transformation of the cityscape. The neo-liberalism of the 1980s continues to prevail primarily in minimal post-arrival interventions and an unwillingness of central and local government to recognise the ethnic/immigrant nature of such developments. As a consequence of this laissez-faire attitude, immigrants' relational embeddedness tends to be privileged and ethnic-specific networks dictate the nature and location of ethnic precincts within a policy environment that stresses the importance of market processes and encourages small business development

### **Local ontologies and epistemologies of leadership in the Rosebank Business Precinct of Auckland, New Zealand**

**Authors:** du Plessis, Andries J.; Frederick, Howard

**Journal:** *Interdisciplinary Journal of Contemporary Research in Business* 2, 7 (Nov2010): 10-22

**Abstract:** The Rosebank Business Precinct is one of Auckland's most highly developed Business Improvement Districts. This descriptive study, undertaken for Auckland City Council, examines the gaps between what Rosebank businesses actually want and what the workforce presently provides. A further aim was to investigate the potential for employee training, education and development in Rosebank. We conducted face-to-face interviews with about one-fifth of Rosebank companies using a 36-question questionnaire and employing random stratified cluster sampling. Fifteen of these firms also had in-depth interviews. From the present analysis, it is apparent that many firms lack leadership, leadership styles, managerial, computing and technology skills, which in turn leads to lower survival rates. Local authorities have a role to play in ontologies and epistemologies of leadership in the local organisations surveyed in Rosebank. Many owner/managers, regarded as leaders, held unsupportive attitudes toward training and education. The paper makes recommendations in the fields of labour force training, education and development; recruitment; and where leaders can recruit the right people.

### **Making Asian students, making students Asian: the racialisation of export education in Auckland, New Zealand**

**Author:** Collins, Francis Leo

**Journal:** *Asia Pacific Viewpoint*, 47, 2 (Aug2006): 217-234

**Abstract:** In recent years, international education has become a source of considerable political, academic and media debate in New Zealand. This is nowhere more the case than with regards to Auckland, the New Zealand city that has hosted the greatest number of international students. This paper focuses on the media debates around international students in Auckland with particular emphasis on the representations of the largest group of

international students, those who originate from countries within the North-East Asian region. The media representations of these students have fixed a diverse group of individuals within a singular racial identity that is known by stereotypical economic, cultural and social characteristics. As a result, these representations have further problematised the interaction between international students and the host population in Auckland while simultaneously implicating a cohort of young New Zealand citizens and permanent residents who are of similar descent within the same discourses. This process of othering the Asian student, regardless of citizenship, has consequences not simply for the practice of exporting education in this city but also for the future of a multicultural Auckland and New Zealand.

### **Making the most of diversity? The Intercultural City Project and a rescaled version of diversity in Auckland, New Zealand**

**Authors:** Collins, F L; Friesen, W

**Journal:** *Urban Studies*, 48, 14 (Nov 2011): 3067-3085

**Abstract:** Contemporary policy approaches to 'cultural diversity' are increasingly focusing on 'the urban', marking a considerable departure from configurations like biculturalism and multiculturalism in which the space of the nation was viewed as the key arena for the making of diverse and cohesive societies. In this context, this paper analyses the Intercultural City Project (ICP), a multicity planning initiative developed by the private consultancy Comedia, focusing on the ICP's deployment in Auckland, New Zealand, where it was used to rethink issues surrounding diversity and urban planning. The analysis focuses on three key issues that emerge in the ICP: the targeting of cultural diversity and interaction; the rescaled 'urban' version of diversity; and the connections between this model of diversity and neo-liberal urban policies.

### **Meanings of housing qualities in suburbia: empirical evidence from Auckland, New Zealand**

**Author:** Buckenberger, C

**Journal:** *Journal of Housing and the Built Environment* 27, 1 (April 2012): 69-88

**Abstract:** Housing research has mostly addressed notions of housing qualities either from a quantitative approach or through the provision and availability of housing. The literature has predominantly focused on physical structures, often neglecting residents' experiences of the built environment. Including individuals' perceptions of their dwelling environment can add insights valuable to planning and design efforts which are aimed at providing good 'quality' and need to be taken into account in concepts of housing quality. The present study considers the housing qualities of a suburban built environment as psychological and socio-cultural aspects that are experienced by residents. Owner-occupants' perceptions of housing quality are illustrated through the use of 'tag clouds' that represent visual dwelling-quality profiles. They highlight which attributes of the occupants' living environment are meaningful to them and how they achieve a greater sense of belonging in the dwelling as well as in the neighbourhood. This paper draws on results from in-depth interviews and brainstorming about housing qualities with 19 owner-occupants in the suburb of Farm Cove in Manukau City in the Auckland Region, New Zealand. Two predominant age groups were identified in this case study: the elderly long-term residents who moved to the area in the

1970s during the time of suburbanization; and families in their thirties and early forties who moved to the area in recent years. The paper reveals a shift in experienced housing qualities from tangible among the younger cohort towards more intangible qualities among the elderly. An assessment of the findings suggests a need for future planning which caters for more heterogeneous housing qualities.

### **Modelling modal choices with discrete choice models: an application to the North Shore Busway**

**Authors:** Huang, Y M; Wang, J Y T

**Journal:** *Road and Transport Research* 17, 2 (June 2008): 50-59

**Abstract:** The forecasting model used for applying for funding for the Northern Busway in Auckland is based on generalised cost, which takes into consideration only monetary cost and time, to forecast the travel demand. This type of model did not recognise many factors which cannot be mathematically measured, such as comfort and personal preferences, but crucial for the mode choice decisions made by travellers.

The purpose of this study is not to re-forecast the usage of the North Shore Busway but to illustrate how a different approach can be applied to produce more accurate forecasts for similar kind of projects in the future. In this research, a discrete choice model is used which allows the travel demand model to incorporate these immeasurable factors on a disaggregate basis.

Data collection procedure and instruments were designed to obtain both Revealed Preference (RP) and Stated Preference (SP) Data. The data was then used to estimate the RP and SP models using Maximum Likelihood Method which is performed by LIMDEP in this research.

In conclusion, it appeared that trip chaining activity is a significant factor encouraging travellers to use private vehicles, while qualitative reasons such as convenience and comfort are the main factors encouraging travellers to use public transport. This is because their existence causes travellers' perception of the importance of other factors, such as cost and time, to reduce. It is important that SP experiments are designed to simulate the actual decision process as much as possible to avoid bias in the results.

### **Modeling public-transit connectivity with spatial quality-of-transfer measurements**

**Authors:** Hadas, Y; Ranjitkar, P

**Journal:** *Journal of Transport Geography*, 22 (May 2012): 137-147

**Abstract:** Improving public-transit connectivity is one of the most vital tasks in transit-operations planning. A poor connection can cause some passengers to stop using the transit service. This work analyzes the performance of public-transit networks in terms of the attributes involved with coordination and connectivity. These attributes are primarily concerned with passenger transfers, and include ride, wait and walk times and type of transfers made, that is, with street-crossing, sidewalk, non-walk and one-leg trip. Based on these attributes, transit-connectivity measures are established as a tool to evaluate the pros and cons of each defined zone of transit lines from a connectivity perspective. The zone of transit lines can be associated with small or large transit networks from which two types of analyses can be made: (i) detecting the inefficiency of connectivity-related issues for the zone, and (ii) comparing the measures between different zones to arrive to the conclusion

of which zone is more worthy of improvements. This will allow, for instance, the comparison between cities and between zones in the city. In this work, a model is developed to integrate spatial and non-spatial data for the construction of a public-transit network spatial repository, which in turn, is used to classify transfers, and calculate the developed connectivity measures. A case study in Auckland, New Zealand, demonstrates the benefits of the model and connectivity measures.

### **Neighbourhood identities and household location choice: estate agents' perspectives**

**Author:** Levy, Deborah; Lee, Christina K C

**Journal:** *Journal of Place Management and Development*, 4, 3 (2011): 243-263

**Abstract:** Purpose - Previous research suggests that household location choice is determined by factors, such as affordability, family life cycle, distance from work and accessibility to the city centre. The purpose of this paper is to understand other psychological factors that may influence this decision, and specifically the effects of self identity and neighbourhood identity. Design/methodology/approach - A qualitative methodology using an interpretive approach is adopted, seeking to understand the complex nature of reality. In-depth interviews were carried out with eight experienced real estate agents working in two affluent suburbs close to Auckland's central business district in New Zealand. Findings - Findings suggest that, subject to factors such as affordability and availability of appropriate accommodation, individual identity and suburb identity play an important role in determining neighbourhood choice. In addition to these findings, the paper proposes a conceptual model of the construction and manifestation of suburb identity incorporating both the results of the study and an understanding of the extant literature. Research limitations/implications - The study is not an attempt to generalise its results and therefore further research into neighbourhood branding and how it links to suburb choice is recommended. Social implications - The study also adds a further behavioural dimension to the understanding of a collective interpretation of cities. Since part of the unique character of a city is reflected through its residents, planners need to understand what attracts different types of people to a city. Originality/value - Whilst preliminary, the implications of this study emphasise the importance for valuers and real estate agents of understanding the type of people who are attracted to particular neighbourhoods, how these individuals perceive themselves and why they are attracted to specific locations.

### **Not so automatic: the contingent role of Auckland's local government in the region's information and communications technologies infrastructural development**

**Author:** Mitchell, P

**Journal:** *Social and Cultural Geography*, 9, 6 (2008): 693-710

**Abstract:** Focusing on Auckland, New Zealand, this paper reveals how the politics of privatisation and liberalisation have created a complex and tense environment in which local government, in order to facilitate information and communications technologies' (ICTs') infrastructural development, has had to bridge the gap between inadequate legislation and the failure of market-driven competition. Despite the increasing focus of geography on ICTs' contribution

to today's fragmented urban environments, the framing effects of infrastructure and how these networks are socially constructed has received little attention. Through a series of semi-structured interviews, participant observation and document analysis, this paper intersects this discussion using a governmentality framework to reveal the complexities and constraints on state and non-state actors. These circumstances are creating numerous conditions of possibility from which multiple timespaces may emerge. This paper provides some empirically grounded data on the highly contingent terms under which these timespaces are shaped revealing that there is very little that is automatic in the automatic production of space occurring in Auckland.

### **Older people and their social spaces: a study of well-being and attachment to place in Aotearoa New Zealand**

**Author:** Wiles, Janine L; Allen, Ruth E S; Palmer, Anthea J; Hayman, Karen J; Keeling, Sally; Kerse, Ngaire

**Journal:** *Social Science and Medicine*, 68, 4 (Feb 2009): 664.

**Abstract:** A sense of belonging or attachment to place is believed to help maintain a sense of identity and well-being, and to facilitate successful adjustments in old age. Older people in particular have been shown to draw meaning and security from the places in which they live. Qualitative data from multiple conversational interviews held over the period of a year with each of 83 community-dwelling older people in Auckland within the context of a study conducted from 2006 to 2008 are interpreted to explore how older people relate to their social and physical environments, with a specific focus on attachment to place and the meaning of home. The concept of 'social space' is proposed, to capture the elastic physical, imaginative, emotional and symbolic experiences of and connections to people and place across time and in scope. Talking with older people themselves gave a rich account of attachment to place, social spaces, and well-being. Our participants had strong attachments to their homes and neighbourhoods, extensive participation in 'beyond spaces', and shrinking social worlds. They did not, however necessarily view changes as negative; instead, there was a delicate negotiation of positive and negative aspects, and complex engagement with 'social space' as a profoundly meaningful construct.

### **Problematising responsibility in planning theory and practice: on seeing the middle of the string?**

**Authors:** Gunder, M and Hillier, J

**Journal:** *Progress in Planning*, 68, 2 (2007): 57-96

**Abstract:** Spatial planners are often told that they must be responsible to ensure equitable and democratic planning processes, or to ensure the sustainability of our communities and wider planet. The words 'responsible' and 'responsibility' are readily assumed to be an unambiguous ethical stance that all spatial planners understand and undertake. Does this mean that when our planning outcomes are neither equitable nor sustainable (as in many cases), that we have failed in our responsibility? More fundamentally, what does responsibility actually mean and imply for our practices?

In this monograph, we problematise the concept of responsibility as a social construct from diverse theoretical perspectives. These perspectives draw on a

tradition of duty, responsibility as delineation of the good, responsibility to the other regardless of proximity, and responsibility as the ability to act and accept liability for the consequences in ambiguous situations while allowing the potential for future radical betterment. We take empirical examples from the planning literature to demonstrate the implications of the various interpretations of responsibility and question each position through a lens of ideological analysis and critique prior to evaluating each perspective for its appropriateness in planning ethics and practice.

We suggest that our questions are often undecidable and that 'responsibility is like a string that we can only see the middle of. Both ends are out of sight' [(McFee, 1916). *Casuals of the sea: The voyage of a soul*. New York: Doubleday]. We conclude by proposing a contemporary response to the conceptualisation of responsibility in spatial planning. This is a response predicated on the avoidance of avoidance in a globalising world.

### **Reducing CO<sub>2</sub> emissions from domestic travel: exploring the social and health impacts**

**Author:** Greenaway, Sarah; McCreanor, Tim; Witten, Karen

**Journal:** *EcoHealth*, 5, 4 (Dec 2008): 504-12.

**Abstract:** The importance and meaning of social and recreational travel for a diverse group of Auckland residents is explored in this article. Study participants identified a range of social and health benefits, including maintaining social connections with family and friends, opportunities to participate in physical activity, and reducing stress. However, many of these trips are by car. New Zealand has one of the highest rates of private car ownership internationally, low-density urban development, and a poor public transport infrastructure. Social and recreational trips make up a sizeable proportion of domestic travel and are contributing to New Zealand's increasing rate of CO<sub>2</sub> emissions. There is an obvious need to address the negative ecological impacts of human activity. Our findings suggest that alongside strategies to reduce CO<sub>2</sub> emissions, it also is important to introduce measures to maintain the benefits from social and recreational travel. Suggestions are made for further areas of research.

### **Regional economic performance in New Zealand: how does Auckland compare?**

**Author:** Lewis, Geoff; Stillman, Steven

**Journal:** *New Zealand Economic Papers*, 41, 1 (Jun 2007): 29-37

**Abstract:** In this study, we investigate Auckland's economic performance relative to other large cities, to medium-sized urban centres and to small towns and rural area using data from the Income Survey to examine hourly earnings and other measures of labour productivity and utilisation. Our results tell a fairly consistent story. Auckland and Wellington have the highest levels of productivity performance based on almost all measures of earnings. In particular, both have significantly higher average levels of labour income, and wage rates than the three other comparison areas. Auckland has also experienced stronger growth in wages, in particular for wage/salary workers, than other regions.

## **Regional economic policy 'in-the-making': imaginaries, political projects and institutions for Auckland's economic transformation**

**Authors:** Wetzstein, S; Le Heron, R

**Journal:** *Environment and Planning A*, 42, 8 (Aug 2010): 1902-1924

**Abstract:** This paper explores the utility of investigating regional economic policy (REP) as constituted through the interplay of imaginaries, political projects, and institutional arrangements. It frames REP in process terms-as continually 'in-the-making' and emerging out of the intersecting trajectories of ideas, policy, individuals, and other resources. The empirical focus is economic governance in Auckland, New Zealand, in the years following the widely publicised neoliberal reforms and profound economic restructuring of the 1980s and early 1990s. The analysis draws on the authors' particular positionality of being involved in knowledge production, both in academic and in policy arenas, and benefits from the development of a range of post structural political economy methodologies by Auckland-based researchers. The concept of 'political project' is argued to be a useful analytical tool for linking circulating academic imaginaries, political initiatives, and particular policy rationales. By means of juxtaposing key aspects of particular economic imaginaries with political/policy initiatives and developments, it is shown that knowledge production for subnational economic governance is co constitutive, contradictory, occurs on multiple geographical scales, and is mediated and remediated by place-specific and time-specific institutional actors. The methodological strategy of highlighting associations with the potential for interaction, rather than seeking causal processes, not only reveals the politicised nature of contextual facets of contemporary interventions, but promises to make a richer base for exploring possibilities for acting differently in urban and regional policy worlds.

## **Relationships between population density and the perceived quality of neighbourhood**

**Authors:** Walton, D; Murray, S J; Thomas, J A

**Journal:** *Social Indicators Research*, 89, 3 (Dec 2008) 405-420

**Abstract:** Two overseas survey-based scales measuring perceived quality of neighbourhood were adapted and replicated in a New Zealand context. An Italian study (Bonaiuto, Fornara, and Bonnes. (2003). *Landscape and Urban Planning*, 65, 41-52) measuring Perceived Residential Environmental Quality (PREQ) and an American study (Carp and Carp. (1982). *Journal of Environmental Psychology*, 2, 295-312) using the Perceived Environmental Quality Indices (PEQI) were applied to a sample of Auckland residents, separated into low, medium, and high population density areas. The surveys measured attitudes towards subjects such as noise, neighbours, accessibility, green areas, welfare services, recreational services, safety, maintenance, environmental health, transport services, and characteristics of an ideal neighbourhood, and were completed by 369 respondents. Primary analyses examined differences in perception across the three density groups. The factor structures of both scales were replicated with the Auckland sample, and differences across densities were found for subscales of the PREQ. The results are discussed in relation to the cross-cultural similarities of perceived environmental quality, and the concept that environmental satisfaction is based on balancing aspects of the residential environment is proposed.

**Relaunching regional economic-development policy and planning for Auckland: remaking the state and contingent governance under neoliberalism**

**Author:** Wetzstein, S

**Journal:** *Environment and Planning C*, 26, 6 (Dec 2008): 1093-1112

**Abstract:** Neoliberalisation in New Zealand has been driven further as a political project than in most other countries. After two decades of neoliberal economic policy, it is possible to examine how political-economic actors in subnational spaces have responded to vastly new conditions. I provide an account on how regional economic-development policy and planning has reappeared in Auckland in the postrestructuring period. By deploying relational - institutional and poststructural perspectives in the examination of key policy initiatives that co constituted an emerging regional economic intervention trajectory, I discuss how economic governance has been assembled, assess its structural coherence and directionality, and analyse the role of the state. I argue that regional governance processes are characterised by contingencies, patterns of institutional experimentation, and, increasingly, the work of central state actors. What is not known to date, however, is whether new regulatory structures are having any major material effects on the course of New Zealand's largest regional economy.

**Research note-measuring ethnic residential segregation: putting some more Geography in**

**Authors:** Johnston, R; Poulsen, M; Forrest, J

**Journal:** *Urban Geography*, 30, 1 (Jan-Feb 2009): 91-109

**Abstract:** Most studies of urban ethnic residential patterns rely on various single-number indices to demonstrate the degree of spatial segregation. These have been criticized on a variety of grounds, and various other approaches have been proposed, including the use of measures of statistical autocorrelation and typologies of areas based on their population composition. These alternatives provide a greater geographical appreciation of segregation than the indices. It is argued here-using Auckland, New Zealand as a case study-that their integration could substantially increase our evaluation of segregation levels.

**Researching mobility and emplacement: examining transience and transnationality in international student lives**

**Author:** Collins, F L

**Journal:** *Area* 44, 3 (Sept 2012): 296-304

**Abstract:** The mobility of international students represents an important emerging focus for human geographers interested in the dynamic intersections between education, migration and globalisation. Researching the lives of international students also poses certain methodological challenges, particularly for researchers focused on the local emplacement of students who in many cases are relatively temporary residents of the cities and towns they study in. This paper addresses these challenges through reflection on one methodological approach to examining the intersections between the transnational mobilities of South Korean international students and their situated encounters in the urban spaces of Auckland, New Zealand. The project employed a mixed qualitative approach focused on linking the mobility of student lives to their everyday involvement in Auckland through diary-

writing, map-drawing and research on personal homepages alongside interviews, observation and a survey. The discussion pays particular attention to the integration of findings from these distinct research techniques. It also points to the importance of methodological flexibility and experimentation for researchers seeking to capture the different transnational and urban dimensions of the lives of mobile individuals like international students, and the need to tailor research approaches to the needs of specific populations fitting research into lives.

### **Role of inter-organizational networks and interpersonal networks in an industrial district**

**Author:** Chetty, S; Agndal, H

**Journal:** *Regional Studies*, 42, 2 (2008): 175-187

**Abstract:** This paper uses the network perspective to examine the role of interpersonal (relationships between individuals) and inter-organizational (relationships between organizations) networks in an industrial district. The embedded case method is used for this qualitative study of the Auckland boat-building district. The findings provide evidence of different types of networks, as well as how interpersonal networks can be transformed into inter-organizational networks, and vice versa, thus strengthening the district. Despite their initial reluctance to collaborate, organizations learnt to maintain a balance between 'competition' and 'cooperation'.

### **'Rooms and moments' in neoliberalising policy trajectories of metropolitan Auckland, New Zealand: towards constituting progressive spaces through post-structural political economy**

**Author:** Le Heron, R

**Journal:** *Asia Pacific Viewpoint*, 50, 3 (Aug 2009): 135-153

**Abstract:** This paper seeks to open up what economic geographers think they can do as academics engaging in the policy realm. It draws on the author's role as an academic and his policy persona as academic expert and academic with expertise that has been guided by post-structural political economy (PSPE) thinking. It is Auckland-centred, situated in three trajectories: PSPE thought and practice developing at the University of Auckland, the Auckland Regional Economic Development Strategy (AREDS) trajectory of the Auckland Regional Council and Auckland City Council's sustainability trajectory. The paper recovers in PSPE terms dimensions of two 2006 policy moments, those of the Metropolitan Auckland Project (MAP) and the Mayoral Taskforce on Sustainable Development (MTSD), in which the author participated. Placing intellectual (PSPE) and policy trajectories (growth and sustainability) into conversation allows a unique exploration of co-constitutive dimensions between academy and policy worlds. Conceptually and methodologically, the moments in the policy trajectories are accessed by (i) analytic description of the policy trajectory from the outside in terms of academic understandings of institutional processes and (ii) in-the-room deliberations about policy decision possibilities. New insights about academy-policy relations emerge from the PSPE focus on rooms and moments.

## **Seasonal and locational variations in children's play: implications for wellbeing**

**Authors:** Ergler, C, Kearns, R A and Witten, K

**Journal:** *Social Science and Medicine*, December 2012

**Abstract:** Physical activity, through independent outdoor play, has come to the fore as a way to improve children's health through it fostering healthy mental and social as well as physiological development. However, in many high-income countries children's autonomous play opportunities have diminished due to urban intensification and declining parental license. Regardless of this trend, children's play varies across countries, cities, cultures and seasons. This paper offers new insights into the complexities of play as a vital aspect of children's wellbeing. Within the context of New Zealand - whose citizens generally regard themselves as outdoor people - this paper explores why 'play' might resonate differently across localities and seasons. We contrast the play affordances provided by Auckland's central city (dominated by apartment living) with Beach Haven, a suburban area. We employed a multi-method approach and included 20 children and their parents who were recruited through school and summer holiday programs embracing different gender and ethnicities to reflect the general cultural mix of the respective neighbourhoods. We advance two arguments. First, we suggest that the rarity of children playing outdoors unsupervised normalises supervised indoor play and reduces children's opportunities to see outdoor play as an alternative to interior or supervised pastimes. Second, we follow Bourdieu's theory of practice to argue that the regard parents and children have towards outdoor play reflects locally constituted beliefs about what is seasonally 'appropriate' children's activity. We found that extra-curricular activities and supervised excursions are undertaken in the central city all year around and only vary between social groups by the type of destination. In the suburb, independent outdoor play in summer represents children's main business after school in ways that enhance their environmental literacy and potential future health gain. For others these symbolic values were replaced by safety concerns. In contrast, it seems that even in a relatively mild climate winter is the time to relax and stay indoors unless children have an outdoor habitus. We find that the determinants of seasonal outdoor play transcend modifiable barriers such as traffic and unsuitable play spaces as well as the inevitable issue of inclement weather.

## **Slow train coming: the New Zealand state changes its mind about Auckland transit, 1949–56**

**Author:** Harris, C E

**Journal:** *Urban policy and research*, 23, 1 (2005): 37-55

**Abstract:** Two recent articles have described an 'Americanisation' of transport policy in Auckland, New Zealand, characterised by the successful advocacy of motorways at the expense of rail. Arrested development of rail transit in Auckland presents a striking contrast to Wellington, New Zealand, where suburban rail is as well developed relative to population as in Perth (WA). Wellington's suburban rail was installed as part of a state-led development planning programme. By the late 1940s, this template was intended for extension to Christchurch and to Auckland, then undergoing rapid growth. Following a change of government in 1949 development planning ceased and a state highway fund was established to fund urban motorways

instead. The principal conclusion is that state support for development planning along transit corridors may be a prerequisite for successful urban transit development.

**Sociological tales of two cities-Christchurch and Auckland: an editorial**

**Author:** Crothers, Charles

**Journal:** *New Zealand Sociology* 26, 1 (2011): 3-11

**Abstract:** The moratorium was apparently widely (if not completely) observed. Since New Zealand's disaster researchers were conveniently gathering in Wellington for a doctoral seminar and Emergency Management Institute training, some team-embedded overseas social researchers were able to consult with them.

**Spatial dependence, housing submarkets, and house price prediction**

**Authors:** Bourassa, Steven C; Cantoni, Eva; Hoesli, Martin

**Journal:** *Journal of Real Estate Finance and Economics* 35, 2 (Aug 2007): 143-160

**Abstract:** This paper compares alternative methods of controlling for the spatial dependence of house prices in a mass appraisal context. Explicit modeling of the error structure is characterized as a relatively fluid approach to defining housing submarkets. This approach allows the relevant submarket to vary from house to house and for transactions involving other dwellings in each submarket to have varying impacts depending on distance. We conclude that for our Auckland, New Zealand, data - the gains in accuracy from including submarket variables in an ordinary least squares specification are greater than any benefits from using geostatistical or lattice methods. This conclusion is of practical importance, as a hedonic model with submarket dummy variables is substantially easier to implement than spatial statistical methods.

**Spiced-up Sandringham: Indian transnationalism and new suburban spaces in Auckland, New Zealand**

**Authors:** Friesen, Wardlow; Murphy, Laurence; Kearns, Robin

**Journal:** *Journal of Ethnic and Migration Studies*, 21, 2 (Mar 2005): 385-401

**Abstract:** Auckland's ethnic composition has diversified rapidly since the introduction of a new immigration policy in 1987. The policy targets migrants with skills and investment capital, and while it has attracted many asset-rich migrants, it has also resulted in the immigration of many with relatively little wealth, from a range of countries. Thus, much of the media attention which once focused on disadvantaged migrant groups shifted its attention to apparently wealthier groups such as the Chinese from Hong Kong and Taiwan. At the same time, the transformation of suburbs with high average socio-economic status was conspicuous, but other suburbs considered less prestigious have also been transformed. This paper considers the situation of the Indian transnational group in New Zealand which is in the 'middle' socio-economically. Further we consider the emerging transnational spaces in one of the suburbs within Auckland which is also in the 'middle' in terms of its historical transformation and the (re)construction of place which has taken place there.

### **A strategic approach to developing liveable and sustainable arterial corridors in Auckland City, New Zealand**

**Author:** Bell, Garson Stanford; Johns, David Anthony

**Journal:** *Institute of Transportation Engineers ITE Journal*, 76, 7 (Jul 2006): 30-36

**Abstract:** Integrated transport and land use planning, along with good urban design, are hot topics in the Auckland, New Zealand region. Legislative changes in the form of the Land Transport Management Act of 2003, the Local Government Act of 2002 and transport funding mechanisms have a large part to play. The most important shift in thinking is to take a sustainable development approach to securing community and sustainable transport outcomes. The corridor management planning process has become increasingly important when dealing with built-up urban environments and narrow confines of existing arterial transport corridors, particularly in an environment of escalating property prices. The study piloted a sustainable development approach in developing a comprehensive 20-year strategy and action plan for arterial transport corridors. The corridor management strategy was developed in terms of land use and urban design; landscape and streetscape; vehicular and passenger transport; walking and cycling; and travel demand management.

### **Street markets as tourist attractions—Victoria Market, Auckland, New Zealand**

**Authors:** Kikuchi, Ayaka; Ryan, Chris

**Journal:** *International Journal of Tourism Research*, 9, 4 (Jul2007): 297-300.

**Abstract:** The paper reports findings from a qualitative study of 25 respondents visiting Victoria Market, New Zealand as to their motives for visiting a market, and their perceptions of this specific market. Open-ended questioning based on semi-structured conversation created data analysed using the neural network program CATPAC. The findings note three forms of shopping, the role of cultural components in the market and an appreciation of the market's colourful ambience. However, visitors from Europe still tended to look for value for money when buying objects and had concerns over perceived 'authenticity' while Asian shoppers tended to value more the overall ambience.

### **Third-wave gentrification in New Zealand: the case of Auckland**

**Author:** Murphy, L

**Journal:** *Urban Studies*, 45, 12 (Nov 2008): 2521-2540

**Abstract:** New Zealand's engagement with neo-liberalism since the mid 1980s has resulted in a profound transformation of its economy and society. As part of this process, new urban governance structures aligned with more entrepreneurial state activities have helped to fashion a dramatic revalorisation of inner-city areas. Under supportive planning conditions, considerable inflows of real estate capital have produced a set of spatially distinct and socially polarised residential outcomes. This paper reviews the nature of urban change in New Zealand under neo-liberalism and, in particular, examines the character of waterfront development in Auckland. It is argued that the creation of Viaduct Harbour represents third-wave, new-build gentrification. The 'celebration' of this form of waterfront development holds

significant implications for the future evolution of gentrification in New Zealand.

**To belong in Aotearoa New Zealand: Latin American migrant experiences in multicultural Auckland**

**Author:** Dour, Eveline

**Journal:** *Journal of Ethnic and Migration Studies*, 37, 3 (Mar 2011): 503-519

**Abstract:** In this paper, I give voice to Latin Americans' ideas about belonging in Aotearoa New Zealand society. As a small, low-profile migrant community in Auckland, their self-positioning in the urban social matrix is especially interesting because of New Zealand's official policy as a bicultural nation, aspiring to an equal partnership between indigenous Maori and Pakeha (European New Zealanders). This study is situated in the context of transnational migration research which stresses the potential for migrants to use transnational linkages to negotiate 'belonging' in the receiving society. Due to New Zealand's revised immigration laws in the late 1980s, the cultural composition of Auckland has changed enormously in the last decades. Increasing non-white immigration has challenged New Zealand's national identity as a bicultural, but predominantly white, society in the South Pacific. However, it is unclear where other ethnic groups are situated in this bicultural framework. Based on fieldwork and discursive accounts, I scrutinise Latin American migrants' understanding of biculturalism in a multicultural context. I am particularly interested in their self-positioning in the wider social matrix and in the contested forms of (self-) inclusion and exclusion. I situate these practices in migrants' biographies as they are shaped by political ideas, class and economic opportunities. I argue that these conditions are key in migrants' perceptions of 'belonging' and self-positioning in the urban ambit.

**Towards governing spaces sustainably - reflections in the context of Auckland, New Zealand**

**Author:** Le Heron, R

**Journal:** *Geoforum* 37, 4 (July 2006): 441-446

**Abstract:** Editorial

**Understanding the relationships between private automobile availability, overall physical activity, and travel behaviour in adults**

**Authors:** Badland, Hannah M.; Schofield, Grant M

**Journal:** *Transportation* 35, 3 (May 2008): 363-74

**Abstract:** In most developed countries, motorized transportation is the dominant form of travel for long and short journeys. Transport-related physical activity (TPA), however, is advocated as an appropriate transport mode for travelling short distances. The purpose of this study is to explore the associations between private automobile availability, overall physical activity levels, and TPA engagement in the adult population. A population-representative telephone survey assessed socio-demographics, private automobile availability, overall physical activity levels, and travel to place of work/study and the convenience shop with an adult sample (n = 2,000) residing in North Shore City, Auckland, New Zealand in April 2005. The majority of respondents reported unrestricted (80%) or frequent (12%) private automobile availability. After controlling for covariates, binary logistic regression analyses revealed those with no private automobile available were

less likely to be classified as sufficiently active for health benefits when compared to respondents with unrestricted private automobile availability. However, this finding was based on a small minority (4%). Also, those reporting no private automobile availability were more likely to walk or cycle to place of employment and the convenience shop when compared to those with unrestricted private automobile availability. Similar to other self-report travel and physical activity survey tools, the questionnaire used potentially did not adequately capture TPA engagement. Future TPA research needs to incorporate objective measures to address this issue.

### **Urban design and the planning system in Aotearoa-New Zealand: disjuncture or convergence?**

**Author:** Higgins, Marilyn

**Journal:** *Urban Design International* 15, 1 (Spring 2010): 1-21

**Abstract:** This paper evaluates New Zealand's innovative urban design initiatives and the effectiveness of planning policy and processes in achieving design quality. A literature review explores the country's unique cultural, legislative and environmental context, including the Resource Management Act (RMA), internationally trumpeted for its recognition of sustainability aims in the early 1990s. Interviews with 50 key stakeholders drawn from a wide range of interests probe the impact of planning policy and its implementation, Maori perspectives and barriers to good design. The country's colonial heritage prioritising individual property rights and the RMA's emphasis on bio-physical effects have worked against a strong urban design tradition within public policy. However, examples are given of recent initiatives at both national and local levels that are raising awareness and encouraging improvement of planning processes and the quality of outcomes. Key determinants for good urban design outcomes are statutory plans and their implementation through resource consents, wider capacity building and challenging traditional mindsets. Maori perspectives, which chime with contemporary sustainability debates, represent a major opportunity for retaining national identity. While highlighting issues unique to New Zealand, the paper provides insights into issues shared with other countries, adding to comparative literature studying the interface between urban design and planning.

### **Urban morphological regions and urban landscape management: the case of central Auckland, New Zealand**

**Author:** Gu, Kai

**Journal:** *Urban Design International* 15, 3 (Autumn 2010): 148-164

**Abstract:** Research on urban morphology is essential for both the management of existing urban landscapes and the creation of new urban form. Morphological ideas developed by M.R.G. Conzen provide a basis for conceptual reconstruction of the urban development process and regionalization of the urban landscape. The city of Auckland is undergoing rapid transformation especially in its central area. Though much has been written about the economic development, transportation, environmental management and urban design of the Central Business District (CBD) of Auckland, the physical characteristics of that area have not been investigated in depth. By applying a Conzenian approach, particularly the concept of morphological regionalization, this article investigates the physical fabric of Auckland's CBD. Recognition of the historical stratification of this physical

fabric provides an important basis for an integrated framework for planning, urban design and urban landscape management.

**Using spatial statistics to identify and characterise ethnoburbs: establishing a methodology using the example of Auckland, New Zealand**

**Author:** Johnston, Ron; Poulsen, Michael; Forrest, James

**Journal:** *GeoJournal*, 76, 5 (2011): 447-467

**Abstract:** Recent studies in the United States and other Pacific Rim countries have identified a new form of ethnic minority group clustering within the residential mosaic--ethnoburbs. These are suburban in location, occupied by relatively high-income, predominantly Asian, immigrants, and low density in their nature: many migrants move directly to those suburbs rather than the inter-generational outward migration from central city clusters typical of other migrant streams. Although ethnoburb residents tend to cluster in particular segments of the built-up area they do not to form large percentages of the population there. As yet, no methodology has been developed to identify these clusters, as a prelude to identifying their characteristics. This paper offers such a procedure, based on local statistical analysis. It is applied to six Asian groups in Auckland, New Zealand.

**The value of a view: a spatial hedonic analysis**

**Author:** Samarasinghe, Oshadhi E; Sharp, Basil M H

**Journal:** *New Zealand Economic Papers*, 42, 1 (2008): 59-78

**Abstract:** This study estimates the value of a view amenity in the owner occupied residential property market in Auckland. Several dimensions of a view are analysed: type of view, scope of view and distance to the coast. To improve efficiency, heteroscedasticity and autocorrelation consistent covariances are estimated. Results suggest that a view adds significantly to the value of a residential property, where a wide water view closer to the coast has the highest positive impact. It is found that a wide water view increases the mean sale price approximately by 44% at the coastline.

**Valuation, diversity and cultural mis-match: immigration in New Zealand**

**Author:** Clydesdale, Greg

**Journal:** *Journal of Asia Business Studies* 5, 1 (2011): 98-118

**Abstract:** Purpose - This paper aims to examine the economic effect of immigration, in particular, government's ability to select human capital that benefits the economy. Design/methodology/approach - The effects of recent migration to New Zealand are examined, drawing on government statistics. Outcomes are contrasted with policy intentions, and the effect of diversity is considered before examining the economic effect on Auckland city. Findings - The government's assessment of human capital does not reflect market assessment. Reasons include systemic abuse, government valuation of qualifications that are not transferable, and insufficient value placed on language, culture, nor time required for adaptation. The best performing immigrants are those with similar cultures to the dominant NZ ethnic group. Research limitations/implications - More research is needed to quantify impacts, however migration can also be linked to some barriers to growth including congestion costs and diversion of investment to low growth areas. Practical implications - Government policies need to recognise culture is not

neutral and the economic benefits of diversity may vary in time and region. Social implications - Failure to recognise culture results in unemployment and under-employment while migrants endure un-met expectations. Migrants not assessed for human capital also exhibit cultural mis-match, and is in danger of creating an emerging underclass. Originality/value - There is a need to distinguish between economic leading immigrants and economic followers. Migrants from different cultures can lead economic growth by developing export markets but the market for such migrants can get saturated. The effects of migration change over time and each situation requires its own analysis.

**Voices of youth: planning projects with children and young people in New Zealand local government**

**Authors:** Freeman, C and Aitken-Rose, E

**Journal:** *Town Planning Review*, 76, 4 (2005): 375-400

**Abstract:** Youth participation in local government has been a hot topic at both central and local government levels in New Zealand. This paper reports on the findings from interviews undertaken with planners and local government officers working in 11 local authorities where youth participation initiatives have been developed. In particular, the research explored what motivated planners to become involved with children and young people, the structures and processes they used to develop more participatory approaches and the types of projects that the authorities developed. The findings indicate that while there is indeed tremendous enthusiasm among those we interviewed and a commitment to enhanced participation for young people, levels of participation were low and understandings of the broader context of participation limited. The initiatives were prompted by a desire on the part of local government to 'do something' and to respond to identifiable problems and needs, rather than any deeper desire to confront the marginalised position of young people in society and local government.

**'Wicked', 'messy', and 'clumsy': long-term frameworks for sustainability**

**Author:** Frame, B

**Journal:** *Environment and Planning C*, 26, 6 (Dec 2008): 1113-1128

**Abstract:** Society requires new forms of science and technology to productively accommodate the intrinsic value-laden judgments needed to manage the high uncertainties and considerable long-term impacts of sustainable urban planning. Responses to these 'wicked' problems include the development of postnormal science in the early 1990s. In subsequent literature on postnormal sustainability technologies, multifactor approaches to decision making are beginning to emerge. I examine an example: the development in New Zealand of a 100-year vision: the Auckland Sustainability Framework. Developed over fifteen months through 'messy' consultation across stakeholders, it has provided a 'clumsy' outcome, namely one which enabled multiple viewpoints to be expressed and responded to by others. The process adopted offers evidence in support of the development of sustainability frameworks over much longer timescales than the current norm in local authorities, and indications of how such processes may unfold.

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## Author lists

### Theses

#### Masters

A list of masters authors and titles follows. For other information, see the *Theses* section.

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Arbury, Joshua. *From urban sprawl to compact city: an analysis of urban growth management in Auckland*

Ashenden, Ellen. *Convex city: landform>people>place*

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Fairgray, Susan Michelle. *Auckland's role in the Australasian economy: implications for the Auckland regional economic development strategy*

Findsen, Amanda Teresa. *Buying a first home: generation X in the Auckland housing market*

Ford, Marilyn. *Auckland and sustainable neighbourhoods*

Forsyth-King, Cuan. *The Tank Farm project: planning and designing for a sustainable solar future*

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Howard, Megan. *Liveability: residents and the built environment in Auckland's intensified CBD*

Kambli, Namita R. *Outdoor advertising as a form of urban expression*

Lambert, Marie-Renee. *Local economic development in practice [electronic resource]: a comparative study between Montreal and Auckland*

Lang, Debbie. *To drive or to walk? An examination of school travel behaviour at a North Shore primary school*

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Loh, Tze Wei. *Heaven, earth + humans: concept and processes of urban vertical regeneration*

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Moreno, Michael. *Porosity and play: sustaining public life in New Zealand's suburban shopping centres*

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Reefke, Hendrik. *Transportation flows at a metropolitan seaport: simulation and evaluation of modal choices*

Ryan, Jono. *Front yard design for medium density housing: an inquiry about resident outdoor activities in front yard and street spaces*

Scott, Anna. *Collaborative planning in practice*

Shantz, Bonnie-May. *Questioning the “publicness” of the spaces of Auckland’s lower Queen Street*

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Stull, Travis Hunter. *Responsibilising the community: a neoliberal governance approach to urban environmental degradation*

Taylor, Sandra. *Accessibility of waterfront redevelopment: Auckland and Wellington*

Tepavac, Sonja. *A sense of belonging in migrants: an examination of sense of belonging in migrants in Auckland across four different communities*

Tian, Feng Sabrina. *Is Auckland ready for Chinese travellers?*

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Waugh, James Robert. *Land use in a peri-urban environment: does intensity matter? Investigating land cover and land use intensity in the Twin Streams catchment, Auckland*

Whitelaw, Logan. *Greenroofs for a sustainable Auckland region: using greenroofs to reduce the adverse effects of increasing urban densities within the Auckland region*

Williams, Luke Emmett. *Globalisation, devolution, and local economic development: a case study of the Auckland region*

Wooller, Leslie Ann. *What are the economic and travel implications of pedestrianising a roadway in Takapuna’s shopping precinct*

Wynd, Donna. *Auckland roading and the infrastructure fix: the tale of a political project that won’t get Auckland moving*

Xue, Jingjing. Chinese ethnoburbs in Auckland, New Zealand: a spatial approach

Yang, Brenda L. L. *Sustainable transportation management: integrated modelling and support*

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Collins, Francis Leo. *Learning to cross borders: everyday urban encounters between South Korea and Auckland*

Creagh, Karen Kyiberg. *Value and price: a transdisciplinary approach to ecologically sustainable water management*

Davies, Tom Graham. *Sustainability assessment: towards a new generation of policy assessment, principles and process*

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Gregory, Claire E. *Enabling sustainable river futures: exploring institutional interventions*

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Hong, Seong-Yun. *A quantitative analysis of Korean residential clusters in Auckland: a methodological investigation*

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Landingin, Nathaniel Caramat. *The contribution of first world city-regions to global sustainability: The case of transboundary externalities and planning in Auckland*

Macmillan, Alexandra K. *Intervening in the trip to work: a system dynamics approach to commuting and public health*

Meares, Carina. *From the rainbow nation to the land of the long white cloud: migration, gender and biography*

Mouat, Clare. *Rethinking community in planning: a review of the role of planner and citizens in building strong communities*

Pooley, Frederick Bryan. *(Sub)urban directions*

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Turner, David. *Planning for higher density: concepts of privacy in Auckland's culture of housing*

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Wetzstein, Steffen. *Economic governance for a globalising Auckland? Political projects, institutions and policy*

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## Journal articles

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Bean, C E. *Exploring social mobilities: narratives of walking and driving in Auckland New Zealand*

Bell, Garson Stanford. *A strategic approach to developing liveable and sustainable arterial corridors in Auckland City, New Zealand*

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Cantoni, Eva. *Spatial dependence, housing submarkets, and house price prediction*

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