

STREAM OF CONSCIOUSNESS

JULY 2026



A Just Now: Redux

What connects mistrust, disinformation and transport planning? It's about access. In this new white paper I describe how *distributed access* that brings neighbours together could help communities thrive. The paper includes practical strategies and insights for academics, transport staff, community connectors and politicians at all levels of intervention. Download the paper from my website: [A Just Now: Redux](#).

Join me! Mobility parking

Join me for a free seminar on July 28th about mobility parking, the most under-studied street asset!

Registration is free. More info:

[Online registration](#)

[In-person registration](#)



When the engineer met the anthropologist

My work in the [Merz Institute](#) explores the deepest drivers of the human consumption crisis, with a practical lens on what we might do to address it. My blog for US-based Cardinal Research describes how social norms are 'collectively curated information', and what that means for understanding humans. [Read all about it here](#).



Video interview: Progressing pedestrian road safety

I was interviewed about the interactions of driver behaviour, equity and accessibility in safe outcomes for pedestrians. I discussed measuring exclusion, understanding the 'design user', transport psychology, and more. You can watch the interview on [Austroads' platform here](#).



Upcoming training: free places on offer

Across five 2-hour webinars you can learn the theory and practice of auditing plans and streets for universal access and Disability Discrimination Act (Australia) compliance. Hear from experienced practitioners from transport and the disability community.

Find out more and [register here](#).

To apply for one of our limited free places on this training, contact me bridget@bridgetdoran.nz

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Where experience and insight meets impact: Street accessibility audits

Recently I've delivered street accessibility audits for a few different councils. What I like to do is identify places where investment can enable safe, accessible journeys.

Knowing what those places are is tricky: it requires knowledge of accessibility, social demographics, road safety, transport engineering, construction, temporary traffic management, and government investment processes. It isn't enough to know about just a couple of those things, because recommendations need to be practical. In this [video](#) I describe why I didn't recommend a fix to an inaccessible road crossing: it just didn't meet the threshold for enabling journeys in a cost-effective way.

If you work in a local Council, [contact me](#) to discuss a bespoke street accessibility audit for your community.

On the 'place to place' journey

We are all familiar with a door to door journey, but for many people that isn't enough. A 'place to place' trip is companion transport. The driver meets the passenger inside their home and takes them right inside their destination, whether it's a supermarket, cafe, or health provider.

Community and for-profit companion transport meets needs where there is no other option, including in places that have stop to stop bus services. You can read more about this framing in my report for [Driving Miss Daisy](#) on the value of companion transport services.



Bridget Doran (BE(hons, civil), MET (transportation), PhD (applied cognitive psychology), Chartered Member, Engineering New Zealand

I am a transportation engineering consultant and human factors researcher in Kirikiriroa (Hamilton), New Zealand. My work ranges from design and audit of built environments, through research and teaching on the interacting objectives of sustainability, inclusion, and affordable investment.