



## Summary report

Bike Auckland had the first Bike Champions Forum on the 26th January at The Flagship. The attendance was open to the public and we had 48 people from NGOs, government agencies, Bike Burbs leaders and people representing the biking community. We took the opportunity of the Forum to have a workshop about the Bike Auckland next steps and annual plan.

**Date and time:** 26 January, 6 to 8pm

**Location:** The Flagship, Wynyard Quarter

**Number of attendees:** 48

### Agenda

6.00	Karakia / Mihi	Megan Harvey
6.10	Welcome	Tony Mitchel
6.20	Brief overview of Bike Auckland	Tony Mitchell
6.30	Bike Auckland planning discussion	Alessandra Francoia
7.45	Updates on 529 Garage	Chris Werry
7.55	Meeting closure	Tony Mitchell
8.00	Kai blessing	Megan Harvey

### Methodology for the Bike Auckland planning discussion

Using the Theory of Change methodology, we split the big group in 6 groups and we asked them what they would like to see changed in their community, what barriers we need to overcome to make this change, what we are doing well and not so well to address the problem, and what we should start doing to make this change. At last, we asked them what skills they bring to help make this change.

The next phase of the planning is to have quick workshops with the crew and guests to detail the outcomes, outputs and inputs and, by the end of March, we will publish it on our website.

## **Responses**

### **What would you like to see changed in your community?**

#### **Infrastructure**

Faster bikeway delivery  
Better bikeway facility  
A harbour bridge for bikes  
Safer spaces  
An overall cycling infrastructure map so it's clear where the gaps are  
Remove parking from arterial roads and use space for cycle paths  
Continuous cycle lanes  
Separated cycle lanes on both sides of main roads  
Cycle + footpaths around and towards every school  
Turnover unused on-street parking to cycle lanes  
Separated bike lanes that are protected  
Development of cycling infrastructure to happen faster  
Problem Manukau Manurewa  
Dividers between cars and bikes (esp on arterials)  
Safer streets via safer speeds for traffic, connected network of cycleways, low traffic neighbourhoods  
Cycle lanes  
Prime parking spots  
Better bike parking (eg for apartments)  
Pump track  
Safer  
Bike racks etc  
After trip bike facilities  
Separated  
Safety on rural roads – outside of city  
Infrastructure for cycles baked in (?)  
More infrastructure to get kids to school  
More infrastructure to Bike to sport  
Cycling infrastructure to make people feel safe  
Workplace to burbs routes prioritised  
Rural tourism trails. ie Kumeu – Muriwai  
Community parking lots every other block (with shared cars there too)  
Safety  
Safe cycleways  
Separated cycle infra  
More respect for cycleways  
More inviting infrastructure eg. Locks, paths  
Piecemeal cycling infrastructure  
More connection with existing cycleways  
Utilise facilities (off-road) to join parks, etc

#### **Drivers awareness**

Car drivers cited if they collide with bike even if the fault is not with the driver  
Driver training to include 2 hours of urban cycling with instructor  
Car drivers at fault if they hit cyclists / pedestrians

Driver attitudes  
Driver awareness / education  
Harsher penalties on drivers that hit other users  
Better attitudes of other road users towards bikes

### **Bike skills**

Education for riding  
Education for maintenance  
Bike skills development (recognising diversity of ability)  
Teach cycle skills with a family approach not just to kids in schools

### **Speed**

Low traffic neighbourhoods  
Residential street max speed 30km/h  
Reduces speed limits (30km/h)  
30km/h streets / slower  
Speed limits  
30km/h on all residential streets  
30km/h on non arterial roads  
Slow traffic neighbourhoods  
Limited speed in streets with no sep cycle infra  
Lower speed limits – safer

### **Illegal parking**

AT enforce law on stopping people parking on footpaths and cycleways  
Enforcement of berm parking laws to make roads and footpaths safer

### **Politics / Advocacy**

Investment in policies that address equity

### **Access to bikes**

Incentives to get people on e-bikes  
Make e-bikes safe and affordable  
Bike exchange  
More access to good bikes and services – bike hubs, local bike shops, bike libraries, bikes subsidies (incl. e-bikes)  
Inclusion: no barriers eg \$\$ socio-economic poverty

### **Others**

Making biking more fun, visible, normal (eg pump tracks)  
Understanding benefits of biking  
Getting more people out of cars  
Stories shared between communities and cities  
Empathy from the community  
Less cars during school rush hours. More parents and kids riding  
Coffee group  
Bike buddy programme  
Better ways to sell the vision of what we're trying to achieve  
Ways of achieve the leverage critical mass at community level  
Growing community groups, finding replacements + subs (succession planning)  
Changing people's mindset

Increase the speed of change (Eg Lake Road)  
Empower community action (eg. Tactical urbanism, civil disobedience)  
Community attitudes enviro  
Pedestrian  
Positive images, role models in media  
Make cycling cool again – pink paths, power as cyclist  
Opposition to cycleways  
Creating options for all users of road space  
More people on bikes  
100km fun ride linking all the paths  
Residential roads with trees... (?)  
Fewer car movements across driveways  
Bike racks on buses  
Raise awareness of passing distance  
More people on bikes in the communities if traffic more familiar (?)  
Moving beyond car as the default  
Attitude: change, encourage, enthusiasm advocate  
Education: how to?, road safety, influence  
Understanding that better options for cycling doesn't make worse for drivers

#### **What barriers do we need to overcome to make this change?**

"Price tag" journalism, sensational headlines about (?) real cost of bike lanes etc  
Organisations activity in a piecemeal fashion instead of towards one goal  
Political  
Auckland Harbour Bridge  
driver prejudice  
Change management opposition lies in afraid of change  
Helmet law barrier (perceived safety of the bike or (?) the bike, need to wear helmet so biking must be dangerous)  
Cycling not (just as) sport but as transport  
Risk of theft of your bicycle affects motivation to ride if bike is stolen  
Lack of political will  
Political courage (lack of)  
Mindsets (of AT and others)  
Fortitude (lack of)  
The harbour  
The cowboy brigade  
Anti-cycleway interests  
We prioritise the movement of cars over movement of people and freight  
Feeling of entitlement over public space (removing car parks)  
Feeling unsafe so unwilling to give cycling a try  
The silent majority accepts the need for change. Stop working to the vocal minority who complain  
Advocacy too much on Twitter need to spread to mainstream offline media like bus stops  
Show and share success  
Car park removal is always opposed  
Biking / bikeways are still often seen as a luxury  
Networks still inconsistent  
Agency accountability  
Reporting of cycle stories  
Improved design / engineering solutions  
Mandatory helmet law

Put a rocket up the agencies (AT, WK)  
 Re-educate traffic engineers  
 Security  
 Facility: secure parks, showers, (?)  
 AT modelling is quashing innovation, it's based in certain assumptions...  
 Political will  
 Legal protection for cyclists first  
 Cyclists need to be given priority at destination so it's preferable  
 Relationship building with communities on an ongoing basis to deliver good outcomes (and show more support for the project than the antis)  
 Does anyone have a bike? Government could give a free bike/e-bike to every person – great use of climate change funds  
 Lack of access to bike repair at bike and bike lending options  
 Insufficient funding for advocacy (+ safe infrastructure)  
 Speed limits are too high and not enforced  
 AT and WK are the barrier. They lump too many costs on to bike path budgets  
 The "layer of clay" in AT and Council upper management  
 Lack of promotion of a positive vision for active transport  
 Infrastructure road rules geography  
 Our voice: membership a clear vision connection to climate change, social connection  
 Many people haven't experienced their journey by bike before. How can we get them to try it?  
 Car culture  
 Removal of car parks  
 Lack of space  
 Voice for change  
 Too easy to use a car  
 Fear  
 Piecemeal approach. Not enough joined up (?) in practice  
 Sense of us and them which leads to unnecessary arguments  
 Misperception that bike lanes mean more taxes  
 Misinformation misperception of who are cyclists  
 E-bikes subsidies (cars have tax rebate (?), why not bikes?)  
 The weather in Auckland is too bad to bike  
 Fear of litigation by AT / Council  
 Distance  
 Lack of representation – seeing a variety of people on bikes  
 Money: council, family budget constraints, logistics for families with kids, expense of ebikes  
 Change local bodies such as community boards, Manukau Botanic Gardens Board to having people who are supportive of cycling infrastructure  
 Change legislation – allow innovation  
 No harbour bridge access  
 Urban sprawl makes it hard to have a 15 minute city  
 Network connectivity  
 Cultural shift  
 A status quo bias: lack of a shared, widely held vision of what's possible  
 System barriers to safe infra: skills / capacity, \$\$ to the right places, speed of delivery, political champions  
 Access to bikes is uneven: bikeshare, bike hubs, e-bike subsidy  
 A sense of fairness / justice re use of space, intergenerational equity  
 Car centric spaces  
 Safety of the conditions

Public attitude towards PT and cycling  
Flexibility within work to allow people to plan time for cycling  
Local board attitudes  
General public attitudes  
Transport choices  
Lack of imagination  
Culture of rushing and business  
Kids can't ride in their neighbourhood  
Bike has been for kids, for sport  
Teaching cycling confidence  
Auckland transport bureaucracy  
Lack of infrastructure facilities  
Funding  
Mindshift to bike (?) in biking in transport design = bike culture

### **What are we doing well to address the problem?**

Positive way of pushing for cycling improvements  
Reliable SME's  
Recognition  
Collaborators  
Advocates  
Clear brand  
Local board support  
Tech advice  
Infrastructure  
Bike burbs  
Macaila  
Visual identity  
Advocating with agencies  
Growing community  
Awesome Macaila with our Bike burb support, nothing too hard.  
Bike to sport (Pt Cher)  
We are riding + being seen  
Walk the talk  
The documentation studies and urban plans provided by Bike Auckland are very good  
Great to organise regular informal event wider than bike topics like bikes and beers  
Bike burbs  
Storytelling  
Quality control for the agencies  
Seeing the big picture  
Knowing who does what (and where the bodies are buried)  
Social media, FB Twitter  
Upswell of bike community  
Legal support for issues (ie climate)  
Liberate the lane brandship story  
New infrastructure  
Backyard bike count  
Liberate the lane  
Organising events, fun events, bike raves  
Strong advocacy by members to families / non-cyclists

Bike burbs  
Bikes and beers  
Encouragement of friends / relations  
Increase in numbers of regular cyclists  
Using the bike lanes. Esp. the NW cycleway  
Support to bike burbs  
Great comms  
Good AGM  
Technical advisory

### **What are we doing not so well to address the problem?**

Filling the gaps in the map  
Fill that latent demand for safe cycling level 4  
National biking days  
Organising fun events not for advocacy but just to have people have fun on a bike  
Bring new users  
Volume of people riding  
Growing expertise  
Consulting with people who use the cycle infrastructure  
Being strategic and campaigning on a project already in a local board plan or 10 year plan (or any plan) to get the funding over the line  
Parking days  
Apply for funding – supporting communities  
East Auckland no community engagement  
Not getting enough political support to drive change in favour cycling  
Working with council at a high level, budget policies  
How to lobby  
Membership / volunteers  
Storytelling beyond BA channels  
Getting public profile and credit for our work  
Highlighting the diversity of Aucklanders on a bike  
Clear messaging for what bike Auckland are trying to do  
Understanding the cycling change takes time. Eg. Amsterdam took 40 years to get to where it is now  
Lack of awareness of capax on roads. \$\$ for roads for peak and rest is empty  
Lack of awareness how cycling is better often for commuting  
Membership growth will increase the political power of people who cycle  
Low traffic neighbourhoods  
Make parking more expensive / harder  
Pathway to engaging volunteering with Bike Auckland  
Problem of perception of entitlement  
It's not just bikes, it's all soft / light / micro transport  
Include more rural / ? / ? parts of Auckland (not just urban cycling)  
Bike Auckland diversity  
Project an image that bike riding is fun, healthy, invigorating, safe  
Small shared spaces  
Getting angry  
Wider / mass volunteer members engagement  
Forums  
Not leveraging off the energy from people that are passionate  
Building burb communities

Membership paid  
Sustainable funding  
Volunteer plans  
Link to climate change / social inequality  
Community focus of public centres

**What are we not doing and should start doing to address the problem?**

Advocating to allow cyclists on footpaths in Auckland. It's allowed in Queensland Australia  
Engage with mana whenua  
Reach out to cyclists while riding to check in that they are connected to a burb  
Focus on places where it's easy to win. Places where you can't park  
Bike buddy systems  
Under SKW challenge to encourage small trips  
Having more activities and regular events. Have more protests. Keep the pressure in the street, not only in the social media  
Calling out the gap between policy and delivery  
Being bolder. Being less patient with the administrative process  
Protest every Sunday for liberate the lane  
We need to lobby the AT board to come up with a bike friendly job description for the new CEO  
Educate  
Show success – pictures  
Have a Forum  
Sub-committee  
Use skills of those who have expertise  
Big bike event for Auckland  
Pressure council to choose better AT CEO. Tell council what we want to see  
Bike insurance scheme  
Get funding – community activities  
Metrics around capax on road and cycle infra ROI / BCR  
Talk to local body candidates / potential candidates – take them on bike rides, develop bike friendly candidates (incl Mayor). Build relationships – give them a lot and demand a lot from them  
Creative co-operation between the agencies + local boards  
Turn silent majority to loud majority  
Promote safe cycle ways. Eg trail parks  
Promote funding (?) scheme, workplaces to buy bikes  
Utilise members skills better  
Resourcing funding for community groups (bike burbs) coordinators  
Keep up connecting with local boards: meetings, public forums, campaigning time  
Find things that already on the plan and push for them  
Infrastructure details (turns, ramps, etc)  
Listing key priorities  
Securing sustainable funding  
Telling the climate story  
Telling neighbourhood stories widely  
Giving leaders good stories to tell  
Amplifying kids voices  
Big bike events  
Mayoral election  
More pro bono support  
Major events (connecting Auckland)  
Link to climate action



Advocacy kit  
Turning up the volume  
Volunteer / member skills better used  
Systems / processes so we can go faster  
Fun events that make everyone want to be on a bike  
Bike burbs connecting  
Support for infrastructure advice at a local level