

Report to Aug 7 2019

Share the Road Workshops/Event Activities for: Current month			Totals for the 2018-2021 contract	
01/07/2019	to:	31/7/2019	July 1st 2018 to	31/7/2019
Activities Delivered	Total # Activities	# Participants	Total # Activities	# Participants
Driver/Trainer Workshops	5	40	15	121
Toolbox Workshops	0	0	14	177
Cyclist Workshop	0	0	14	124
Blindzone Workshop	1	12	17	315
Total Workshops	6	52	60	737
Event Activities	0	0	7	1200
Presentations to Stakeholders	15	171	88	1218
Total #	21	223	155	3155
Total Workshops from 1/7/18 (KPI Y1 = 47)	6		60	

STR On Bike Workshop, and Train Trainer Workshop	NZTA	05/07/2019	Go Bus	230 Maces Road, Bromley, Christchurch
STR Driver Toolbox	NZTA	08/07/2019	Icon Logistics	88 Parry Street, Dunedin
Presentation to Stakeholder	McGee Transport	03/07/2019	McGee Transport	London
Presentation to Stakeholder	Metropolitan Police	01/07/2019	Virtual Reality Team	London
Presentation to Stakeholder	Metropolitan Police	04/07/2019	Commercial Vehicle Unit	London
Presentation to Stakeholder	Transport for London	04/07/2019	Bicycle Safety	London
Presentation to Stakeholder	Cycling UK	03/07/2019	Roger Geffen	London
Presentation to Stakeholder	London Cycling Campaign	05/07/2019	Tom Bogdanowicz	London
STR Rider Blindzone	Sport Bay of Plenty	16/07/2019		Tauranga
Presentation to Stakeholder	Fullers Group Limited	19/07/2019	Auckland	James Bailey Land Transport Manager
Presentation to Stakeholder	Auckland Transport	16/07/2019	Auckland	Walking and Cycling Stakeholder Meeting
Presentation to Stakeholder	Ministry of Transport	24/07/2019	Wellington	Jim Furneaux
Presentation to Stakeholder	Golden Bay Cement	26/07/2019	Auckland	Brent Johnson
Presentation to Stakeholder	Lime Scooters	26/07/2019	Auckland	Lauren Mentjox Public Affairs Manager
Presentation to Stakeholder	Downers	30/07/2019	Hamilton	Amanda Sanft Learning Coordinator
Presentation to Stakeholder	University of Waikato	30/07/2019	Hamilton	Dr Robert Isler
Presentation to Stakeholder	National Road Carriers Assoc	31/07/2019	Auckland	Breakfast Meeting
Presentation to Stakeholder	Cycling NZ	30/07/2019	Cambridge	Amy and Mike

STR On Bike Workshop, and Train Trainer Workshop	NZTA	11/07/2019	8.00am - 11.30am	Ritchies	40 a Abros Place, Christchurch
STR On Bike Workshop, and Train Trainer Workshop	NZTA	23/07/2019	8.00am - 12.30pm	Westland Milk	56 Livingstone Street, Hokitika

Highlights:

Velo-City is quickly fading into the haze. The most significant event was meeting with Dr Jennifer Bonham from the University of Adelaide. She and her colleagues have been working on a similar programme to ours providing people who want to sit their drivers licence with ways to share the road well with people on bicycles. They are a long way down the track with their [Cycle Aware](#) programme. She is very interested in partnering with us and NZTA/MoT. Initial meetings with NZTA/MoT looking like the feelings are mutual. Notes from the sessions I attended are attached, I won't be quizzing you on them.

London has always been several years ahead of the action in regards to the Share the Road Campaign. So it was reassuring to see what the key players are up to. Notable was meeting Virtual Reality Lead from for the Cycle Safety Team of the London Metropolitan Police. He confirmed that the energy and resources we are putting into virtual reality films is worth the effort. You can read about the day I had out in a London Tipper below in the article that was published in the current NZ Trucking Magazine. I spent a day with a Police Heavy Vehicle Investigation Unit pulling trucks over and checking them out. I was bought up to date with National Cycling issues during a meeting with Roger Geffen Policy Director for Cycling UK, and London issues meeting Tom Bogdanowicz, Senior Policy and Development Officer for the London Cycling Campaign. I clocked up many kilometres cycling to meetings over the 4 days in London, some of these on the London Super Cycling Highways. There are seriously a lot of people riding around London, one has to be concentrating hard to do the right thing. With the amount of cycling infrastructure in place, there is a very low tolerance from pedestrians and drivers for cyclists who step out of line.

Updates since last report:

- **Profit and Loss for July 2018:** See attached report.
- **Share the Road Virtual Reality Film.** The film has now been seen by drivers from GoBus and Ritchies in Christchurch and Westland Milk in Hokitika. Initial reports have been very positive. The companies that received the VR Headsets had just received training from Julian Hulls, the VR Film reinforced the messaging from the workshops, and gave the drivers a difference experience.
- **Share the Road Multimedia Resource.** A concept has been presented to NZTA for consideration by the Educational Specialists. The plan is that we will meet and put together a comprehensive brief together that can be picked up by the organisation who will put the resource together, then the same group will review what emerges.

Report Kelvin Aris:

This month I've [focused](#) most of my [attention](#) on developing connections within the High Schools Road Cycling Teams with some good results.

Confirmed Workshops/Demos

- Wed 7th August - Scots College Wellington - Location Shelly Bay - estimated 15 participants - WM Truck
- Thursday 15th August - Westlake Boys High School - Fonterra Providing Truck
- Saturday 17th August - Auckland's Cafe Cruisers Riding Group - Wesley CC - estimated 20 riders (TR group?)
- Saturday 24th August - BLIND ZONE WORKSHOP FOR 40-50 School age riders
- from Selwyn College, Glendowie College, Sacred Heart College, Remuera Intermediate - WM Truck - potential for Fonterra Truck as well
- Friday 20th September Fiordland College BZW - They have 34 students in Y7, 35 students in Y8 and 46 students in Y9.

- Sunday 22nd September - Dunedin CC Car Free Day - BZ Demo using Bus
- Monday 30th September - STR demo at School Road Nationals - Fielding

Workshops/Demo's in the Pipeline

- EPSOM GIRLS GRAMMAR SCHOOL
- Taranaki BZW for schools - this looks like happening in September - slow moving! I've made contact with most of the school groups - aiming to lock in date in next 2 weeks.
- Thames District Council - Skills Training with local instructors STR to provide BZW - SPRING 2019
- GISBORNE - BZW for Trainers - October - dates TBC
- Kings College Auckland BZW for Road Cycling Team - Keen for term 3 or 4 TBC
- Gisborne A & P SHOW PUBLIC BZ DEMO
- HAWKES BAY BZW TRAINING FOR LOCAL TRAINERS - 2nd October - Penciled in - to confirm when Lyndal Johansson returns from holiday late august.
- Takapuna Grammar/Belmont Intermediate (looks most likely summer 2020)
- Hawkes Bay Walking and cycling Summit to be held on 13th March 2020.
- Wellington Windy Wheels Youth Road Riders. Spring - large catchment of young roadys organised by Pedal Ready Instructor Gary Gibson. Will be a Saturday after the school road season is over (term3)
- Baradene College

Groups recently made contact with who have expressed interest in Workshops

- Tawa College - School do 500km cycle tours in Marlborough/Nelson with Year 12 PE students, and have a group going at the end of this term. Interested in 3 hour workshop would be a great and new way to reinforce and develop our risk management around this trip.
- Kapiti over 50's social riding group
- Bike Tamaki Drive - Riding group keen on a Saturday AM BZW @ Tamaki Yacht Club

SHARE THE ROAD

What's a cyclist doing in a London tipper lorry?

In this digital age, I'm not sure if anyone uses the London A to Z any more, but Google let me down by guiding me to the McGee Group headquarters in central London instead of their yard in Wembley.

I joined the throng of commuter cyclists, largely on separated paths, from Bloomsbury to my destination on the South Bank – not really appreciating it was 15kms from Wembley. Fortunately, the tipper truck I was due to ride in for the day was heading to a demolition site around the corner from the HQ.

McGee runs more than 50 tippers, artics, flatbeds, road sweepers, tankers, 7.5 tonne dropsiders, bin lorries and transit pick-ups for decontamination, asbestos removal, demolition, piling, civil engineering and construction services. It recently won an International Corporate Social Responsibility Excellence Award. The company sets its drivers a high bar for safety on streets teeming with pedestrians, cyclists, scooter riders, Uber, bus and taxi drivers.

My driver for the day was Andy Weston, who got his HGV licence in the army. He's been driving for 28 years, 20 of them in London and nearly all of those for McGee. He knows how to control the traffic with his truck to keep those around him safe.

Andy's truck was a near-new Scania P410 XT, fitted with Class 6 mirrors (mandatory in London), deep windows, blind-zone sensors, and a trial collision avoidance system called Mobileye. The system computes the trajectory of pedestrians and cyclists and warns the driver if their paths will cross. Unlike traditional sensors that can be set off by pieces of infrastructure, Mobileye only picks up warm (distracted) bodies.

By 2023, all new trucks operating in London must have direct vision cabs, where the driver sits low and forward. Direct vision cabs will be a requirement for all new trucks by 2027.

Currently, the low-slung direct vision trucks don't have enough ground clearance at tip sites, so McGee has opened its first dump site with smooth tarseal roads. The direct vision trucks deliver loads to site and then off-road vehicles shift them to where they are processed.

At McGee, drivers know they are professionals – specialists – because they drive in downtown London. They are better paid than the norm, and proud of their company, in a sector where tipper drivers have a bad reputation. McGee drivers are required to hold a Certificate of Professional Competence and must complete 35 hours of professional development every five years and a Safer Urban Driving Course every two years. The course includes half a day in the classroom and half a day out on a bike, much like the Share the Road on-bike workshops held in New Zealand.

There are nearly 500 serious injury and fatal collisions involving HGVs across the UK every year, and to address this, industry and regulators have joined forces to create the



Construction Logistics and Community Safety scheme (see clocs.org.uk), which sets standards and provides training to ensure safe construction vehicle journeys. Alongside this is the Fleet Operator Recognition Scheme (FORS) – a bit like our ORS. McGee is recognised at the highest level under the FORS: gold. Achieving this standard requires innovating in all aspects of the business, including modifying vehicles, in-house training, and adhering to the multitude of requirements for HGV operators.

To maintain its gold standard, McGee ensures it has a good relationship with the Metropolitan Police Commercial Vehicle team. I went out on patrol with two officers the day after my drive with Andy. The officers chose a scruffy-looking truck to pull over and check. Most newer trucks in the UK use a tachograph to record the time the driver is driving and the truck is being used. This data is stored on two cards with chips like a bank card: one for the driver and one for the vehicle. One officer downloaded the data from each card and popped it into a laptop while the other officer checked out the truck. Having two cards makes it difficult to trick the system because the truck's record can be checked against the driver's to ensure they match. Everything was in order and the driver was soon on his way.

While the degree of regulation 'enjoyed' by operators in London is unlikely to occur in New Zealand, our increasing congestion and emission controls are bound to mean change. McGee has always kept one step ahead of the regulators, investing in new gear, standards, and training to meet requirements as they are established. This has enabled it to attract work from the best customers.

For more information about the Share the Road campaign, contact campaign manager Richard Barter on 021 277 1213 or richard@can.org.nz.



Richard Barter, manager of the Cycling Action Network's Share the Road campaign

Share the road
Heavy vehicle drivers and cyclists

Velo-City 2019 Notes: Jun 24 - Jun 28, 2019

Plenary 6 - Partnership & Collaboration: Friday, Jun 28, 2019 9:00 AM - 10:00 AM

Mr Chris Boardman, Cycling And Walking Commissioner, Greater Manchester Combined Authority

Whatever they build must be able to be used by a competent 12 year old, and that their parents will let them. First question in preparing the plan was show us where you would not want a 12 year old to ride.

2nd question was what are your favourite active transport routes. The focus was first on removing barriers rather than building super highways.

Mr. Brendan O'Brien. Transport, Dublin City Council

We want to make new mistakes instead of old ones and adapt ideas that work elsewhere to our context.

Ms Karina Vestergård Madsen. Acting Mayor Copenhagen, The Technical and Environmental Administration

People cycle in Copenhagen because it is the easiest, fastest and most flexible way to get around, not only for the environment, sustainability or current thinking on urban planning. This is because of the existence of cycling infrastructure.

Plenary 2 - Policy - is it catching up with the Tech Development?

Tuesday, Jun 25, 2019 5:00 PM - 6:00 PM

Mr Ryan Rzepecki Ceo, Jump UBER

He asked the question is disruption caused by technology and new mobility (Bike Share, eScooters) in the transport sector and the urban realm an obstacle or opportunity? They are creating new modal possibilities for door to door trips particularly for young people, but there are safety issues in sharing public spaces. Do they take trips from cars, or walking and transit? Policy makers are struggling to keep up with rapid change, for example eScooters are technically illegal in the UK as they do not fit any vehicle classification. Similar problems exist with eBikes. New forms of cooperation are needed. e.g. A definition of new vehicles is needed. France is considering speed limits of scooters to 20km/hr. The end goal should be safe efficient mobility that meet sustainable transport goals rather than regulation. The lines between public and private entities are blurring with regards to managing and regulating mobility and urban spaces. He asked the questions; are micro mobility devices just rich boys toys? Are they equitable? Can they meet unmet demand from PT in areas and at off peak times by putting eBikes and eScooters near PT hubs. Data can give guidance to policymakers re routes and problems. Young people today are not driving. In France you can subscribe for share bicycles 3€ per month for a regular bike, 8€ for an electric bike. eScooters could be a major public health problem. Real active mobility should be more affordable. Getting people out of cars should not be done by incentivizing scooter use. What Mobility as a Service (MAAS) costs are being pushed on to users? We should start by ending the subsidies that encourage car use. In conclusion we can be too excited about new tech in abstract, we must do traditional mobility well.

Plenary 3 - The Importance of Being Happy & Healthy

Wednesday, Jun 26, 2019 9:00 AM - 10:00 AM

Dr. Orna Donoghue Trinity College Dublin

Age friendly cities provide engagement, mental stimulation, a positive attitude about aging, new learning, reduced stress, aerobic exercise, good diet. To benefit from these issues, people need to live where these things are accessible, personal mobility and transport options are very important. These services need to do more than just cater for older people, they must make getting around enjoyable with plenty of public toilets, reduction of risks of people falling, those that have poor vision, through the use of handrails for example.

Traffic lights for pedestrians need to allow enough time. Why is crossing road hard? Muscle strength, balance, reaction time, vision and hearing, fear of falls and psychological problems. Normal road crossing requires a

speed of 1.2m/sec. Many older people cannot achieve this. In the US a push button gives you an extra 2 seconds, Singapore you tag on at the lights with your hop card which gives you more time as it knows your age. The phasing could be slowed down out of rush hour. This is also a problem for others such as children and people with injuries.

Plenary 3: Health

Ms Lucy Saunders. Director Healthy Streets London

The Healthy Streets Approach is a system of policies and strategies to deliver a healthier, more inclusive city where people choose to walk, cycle and use public transport. The 10 Healthy Streets Indicators are the essential ingredients for a healthy street environment. Healthy Streets is an approach to how we use, plan and manage our transport system and public spaces. It is not a state of being. Streets are not either 'healthy' or 'unhealthy' - some perform better than others against the 10 Healthy Streets Indicators but each street has its strengths and weaknesses and almost all streets could deliver more for people.

Pedestrians from all walks of life

Health: Everyone needs to be active every day to stay physically healthy. Our health is improved by social interaction and building community ties; using the streets on foot is a valuable opportunity for this. Walking is also important for children to build their independence and as an opportunity for informal outdoor play.

Fairness: Environments that aren't inclusive to all create inequalities in activity levels and social interaction. Some groups (those from deprived areas, some ethnic minorities, disabled people, children and older people) experience the worst impacts of noise, air pollution and road danger.

Active travel: Environments that are safe and inviting for journeys made on foot or by bike will be inclusive for all and encourage people from all walks of life to walk and cycle.

Clean air

Health: Transport contributes to over 60% of emissions in London. Exposure to small particles causes cancers, cardiovascular and respiratory diseases and contributes to premature deaths.

Fairness: Some people suffer more because: they live in deprived areas with higher levels of air pollution; live, learn or work near busy roads; or are more vulnerable because of their age or existing medical conditions.

Active travel: Concerns about air quality may influence Londoners' choice to travel actively. It is sometimes appropriate for people with respiratory conditions to limit vigorous activity when pollution is high.

People feel safe

Health: Over 1,000 people are killed or seriously injured walking or cycling on London's streets each year and many more experience slight injuries and 'near misses'. Fear of injury and antisocial behaviour can be stressful and prevent people from walking and cycling. This can limit access to activities and contribute to social isolation.

Fairness: People walking and cycling make up over half of all those killed or seriously injured on London streets. Young and older pedestrians are most at risk of being killed or seriously injured. Women, older people, and people living in low-income areas are more likely to feel unsafe.

Active travel: People will actively travel if it is a pleasant experience. Anyone being injured on the road contributes to it feeling unsafe for them and others. Walking levels are influenced by safety concerns and perceived road danger is a barrier to cycling in London.

Not too noisy

Health: Noise pollution influences sleep, stress, anxiety, blood pressure and mental health. In children it can impact on school performance, memory and concentration.

Fairness: Socially disadvantaged people are more likely to live in unfavourable environments near busy roads and are more likely to experience noise pollution due to traffic or antisocial behaviour.

Active Travel: It is more pleasant to walk or cycle where noise levels are low. Noise pollution can put people off walking or spending time on certain streets.

Easy to cross

Health: Physical barriers or heavy traffic can make streets difficult to cross. This can disrupt social networks and lead to social isolation. People with weak social and community ties have worse health outcomes.

Fairness: Severance is more likely to affect disabled people and their carers, children, older people and people dependent on walking and using public transport for travel and people living in deprived areas.

Active Travel: People prefer direct routes. Unsafe streets with fewer crossings and higher traffic speeds and volumes are all associated with lower levels of active travel.

Places to stop & rest

Health: A lack of resting places can influence and limit mobility for certain groups of people. This barrier to walking can lead to loneliness and social isolation.

Fairness: Older people, people with injuries and mobility impairments and people accompanying young children all rely on places to stop to be able to break up longer walks or cycle rides.

Active travel: People are more willing to visit, spend time in, or meet other people in areas where there are places to stop and rest.

Shade & shelter

Health: Shade helps protect people from sun damage and enables them to keep cool. Heat can trigger exhaustion, confusion and heart attacks, and worsen conditions such as cardiovascular and respiratory disease.

Fairness: Older people are particularly vulnerable to excess heat, as are people with heart, respiratory and other serious health problems. Poor weather (wind and rain) particularly influences older people's mobility.

Active travel: Temperature and rain influence walking rates and shade and shelter can encourage active travel. Cycling levels are also closely related to average daytime temperatures.

People feel relaxed

Health: Poor quality physical environment can contribute to stress, anxiety and social exclusion. It reduces the likelihood that people will use streets to be active and interact with their communities.

Fairness: People who have no choice but to spend time on streets that do not feel relaxing (eg dirty, neglected, less safe) are more likely to already be from disadvantaged groups.

Active travel: People are more likely to walk or cycle in areas where they feel relaxed and which have other people in and pleasant and scenic elements such as trees, landscaping, public art, attractive gardens and shop frontages.

Things to see & do

Health: Attractive street environments encourage people to choose to walk or cycle and make the experience rewarding. Having to travel long distances or experiencing barriers to everyday services can increase social isolation.

Fairness: People who live in low-density, car orientated environments are less likely to travel actively and more at risk of chronic diseases as a result. They are also more likely to spend more money on travel. People who live in visually unappealing environments are less likely to travel actively or to find it rewarding when they do.

Active travel: People are more likely to travel actively when the street at eye-level is interesting and attractive and when there are local destinations e.g. shops that can be reached by a short walk or cycle ride.

In conclusion, for many people driving clipping a wing mirror is a bigger fear for drivers than hitting a cyclist or a pedestrian, narrowing lanes is an effective way to reduce speed and increase safety. Today all the departments of Transport for London have to work to the Healthy Streets framework out of one pot of money.

Session 4C - Active Travel Planning and Policy: From Infrastructure to Discourse

Dr. Rachel Aldred Higher Education Westminster University

'Those Cyclists Causing Congestion!' How pro-car discourses have adapted to a changing context: lessons for active transport policy and planning.

Rachel studied the impact of investment into walking and cycling in outer London. Questions revolved around whether or not people felt the level of investment was too much, about right or too little. It was the comments that were made that were valuable. Almost 1,200 people responded. She found that the comments involving driving or cycling were either pro or anti, there was little in between. People who are aware of problems with car use did not suggest investment should be reduced. Pro car comments about cycling were often without any basis of reality or truth. Cycling was viewed as not a proper form of transport. There were broader anti cyclists views. People's comments about bad driving treated is as if it were normal. Secondly it was the "car" that caused the problem i.e. "cars" parked in the wrong place or speed. Whereas comments about bad cycling was about "cyclists", they do this or that. The language of blame leads to a stigmatization of those riding. She noted that those interviewed could not imagine change that involved restrictions on car use even though they know cars cause pollution. The anti-cycling stigma has not gone away in London.

Session 6F - Explaining and convincing for better cycling

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Mr. Will Andrews Volunteer Cyclist.ie

My grandfather and Burt Reynolds. How they made Anglo roads hostile to cyclists.

The new freeways in the USA created a new culture reflected in entitlement, music and movies of unobstructed high speed motoring that would solve congestion. The idea was absorbed very quickly in Anglo countries.

Session 7D - Scientists for Cycling - Images of Cycling

Ms. Nadia Williams. PhD Student, Technical University Dublin

The Silent Message: Multimedia Communication and Barriers to Cycling Uptake

Nadia asked the question, when promoting cycling what are we asking people to become? Many people are afraid of working out their bodies in full view of everyone. Most common images of cyclists are people wearing helmets, hi viz and sports clothing. She used cards showing a cyclist dressed in hi-viz and helmet and then with ordinary clothing and no helmet. There was a very strong result when people were asked which was most safe (the one with hi-vis and helmet). Males and older people had stronger view in this regard. People we asked to arrange cards showing what type of cyclist they would want to be seen as. Again wearing safety gear had a big impact on their choice with most putting these cards at the top of their preferences. She found that younger people have a very negative perception of cycling as not being socially acceptable at all. The images currently being used by the Irish Road Safety Authority will put people off riding. In a recent inquest into the death of a cyclist, the coroner noted that even though the driver saw the cyclist, that the cyclist was not wearing a helmet and hi viz. The recommendation of the inquest was that all cyclists should wear helmets. There were no questions about the roading infrastructure, the behaviour of the driver or road rules. The image of the cyclist in hi viz and helmet simply communicates that cycling is dangerous.

Session 12F - Scientists for Cycling - Encouraging Cycling, Improving Mobility

Ms Rosa Felix. Researcher. Instituto Superior Tecnico - Lisbon University

What induces people to uptake bicycle? Modelling change behaviour in a low cycling maturity city

Rosa Felix asked the questions why do you not ride, what would it take to change that? Recall when you used to ride, what were the barriers then, and the reasons you chose to ride? Imagine scenarios that might make create a situation where could you could ride, choose the three best, scale them. Indicate the likelihood you would ride. She acknowledge cyclists are different and have different needs and reasons why they ride. She grouped people into four groups, Pessimists, Optimists, Enthusiasts and actual Cyclists. She found that being able to ride, infrastructure, bike lessons were the most influential reasons to take up cycling with the availability of bike share, road rules, health, environment, sustainability, friends cycling being less important.

Session 1D - Scientists for Cycling - Cycling at All Ages

Mr Daniel Lanfranco Sagaris: Director Rutas Bakanes Program Laboratorio De Cambio Social

From "Safe" to "Kool" Routes to School: Beyond cycle paths, reconquering urban territory and space

The gender gaps between those that do and those that don't ride in Chile grow with age. Women do a lot more 'care trips' than men, these involve more walking and cycling. Automobility should come with a health warning. Transport generally costs women more than men. He said children should be producing and criticizing knowledge. We should not expect children to adapt to our cities, but teach them how to change it.

They run classes in school about sustainable transport, gender and mechanics issues, resignification of schools as being a central thing in the community, classes on complete streets and involve the children in city planning. They arranged visits from people in the transport sector and taught tactical urbanism (designing infrastructure from a child's perspective).

Ms Marlene Mellauner: Phd Student, University of Natural Resources and Life Sciences, Vienna

Learning with and from 'intergenerational bike-alongs' for children and their parents

In Austria children under 12 who must be accompanied by parent, can sit a voluntary exam, if they pass, they are allowed to cycle on the road. Aim of IBA was to show parents the route the children will ride to school so that they will be happy with the idea.

Phase A. Prepared the routes

Phase B. Introduced families to the routes. Got the parents to try leading after a while.

Phase C. Repetition, followed children to school.

Not all parents completed all phases. They produced a map with photos with the same routes there and back to make it easy to remember. They identified cycling education gaps and the actual needs of families. Hi Viz vests identifies the children and parents as a group. They asked the question what is the next step for children to be active citizens and engage in very planning?

Children are the future, but they live here today where getting run over is a great risk. They need to see how their opinion could be a reality and has value. The early mapping exercise noted danger points that no one knew about because no one had asked them. They pointed out what was good, what was missing. In the UK children were given cameras to make a story about their walk to school. When working with the children they learned to ask open questions, what did the children think should be done? Children struggle with abstract questions. They encouraged the children to go to the local council and asked for better cycling conditions.

They found that mapping works well with 8-14 year olds. They taught them to do street audits by going for a walk in the street and talk about what is right and what is wrong. They did bike games and surveys. They asked the children what do they think about gender, girls using tools, cars taking room, the fact that grandad can't walk on the broken footpath gives a lot of information.

Session 2C - Behaviour Change & Cycling

Mr. Koen van 't Hof: Traffic and Transport, City Of Amsterdam

The Behaviour Change Wheel - designing evidence-based, multidisciplinary behavioural interventions in Amsterdam

Behaviour Change Wheel, Uni of London.

1. Select and specify behaviour. What who..
2. Understand the desired behaviour. Capacity to engage in behaviour, motivation,
3. Opportunity physical and social.

When you understand the above issues, select appropriate techniques of behaviour change which could include:

1. Education
2. Persuasion
3. Incentivisation
4. Training

5. Restriction. rules
6. Environmental restructuring.
7. Modelling Junior cycling Mayor
8. Enablement Cycling buddies

Session 5F - Scientists for Cycling - Cycling in the Mobility System: Shifting Norms

Mr Peter Cox: Chair, Scientists For Cycling

“Normalising” Cycling. How are new norms created?

Normalising cycling can be associated with proper, exploitation, power. We should not have to explain why cycling is normal.

Ideas about change

Contagion, change spreads virally by using the correct trigger

Education, sharing of knowledge might be the way, how to act and ride safely.

Innovation, new ideas technology

Institutionalisation work through structures of power

Disruption, protest, force the crises, can come from celebration, festivals, creative, critical mass

Prefigurative, be the change you want to see, bike kitchens, just do it, not prophetic but it shows what can be done.

Making cycling unremarkable is a challenge as normalisation is always a relative process. What is the implied abnormal? In many places the norm is what you are excluded from. Does making cycling normal make a normal cyclist that excludes diversity, differently abled people.

Mr. Robert Egan: School Of Nursing And Human Sciences. Dublin City University

Precarious Entitlement and Utility Cycling in Dublin: A Grounded Theory Study.

“Cyclist bear unique and equal entitlements to public space relative to other road users.” (Road Safety Authority 2018) but there is a spacial disregard of cycling spaces and of cyclists, in particular their right of way. Cyclists are frightened in high speed road and often have to endure police neglecting to protect their entitlement and enforce infringement. For example, cars will be clamped by police very quickly, but police neglect invasions of cycling lanes.

The implications create a structural vulnerability for cyclists who carry a “precarious entitlement” to mobility, and lack the justice normally that goes with citizenship as well as basic safety. The “Precarious Entitlement” needs to become a 'Robust entitlement'. www.rulesoftheroad

Profit & Loss
Cycling Action Network (Inc)
For the month ended 31 July 2019

	Actual	Budget	Var NZD	Var %	YTD Actual	YTD Budget	Var NZD	Var %	YTD Actual July 2018 to Jul-19	Overall Budget July 2018 to Jun-21	Budget Remaining
Income											
STR - Income from NZTA	\$32,360.41	\$27,105.00	\$5,255.41	19.3891%	\$32,360.41	\$27,105.00	\$5,255.41	19.3891%			
Total Income	\$32,360.41	\$27,105.00	\$5,255.41	19.4%	\$32,360.41	\$27,105.00	\$5,255.41	19.4%	\$360,423.01	\$999,000.00	\$638,576.99
Gross Profit	\$32,360.41	\$27,105.00	\$5,255.41	19.3891%	\$32,360.41	\$27,105.00	\$5,255.41	19.3891%			
Less Operating Expenses											
1-STR- Workshops	\$11,503.82	\$3,792.00	\$7,711.82	203.3708%	\$11,503.82	\$3,792.00	\$7,711.82	203.3708%	\$86,333.82	\$136,515.00	\$50,181.18
2-STR- Presentations	\$949.10	\$1,099.00	-\$149.90	-13.6397%	\$949.10	\$1,099.00	-\$149.90	-13.6397%	\$21,732.84	\$39,665.00	\$17,932.16
3-STR-Events (Blind Zone Demo)	\$0.00	\$592.00	-\$592.00	-100.0%	\$0.00	\$592.00	-\$592.00	-100.0%	\$5,583.93	\$21,314.00	\$15,730.07
4-STR-Stakeholder Engagement	\$251.15	\$810.00	-\$558.85	-68.9938%	\$251.15	\$810.00	-\$558.85	-68.9938%	\$8,392.09	\$29,170.00	\$20,777.91
5-STR-Tool Box of Workshops Resource Materials	\$600.01	\$506.00	\$94.01	18.5791%	\$600.01	\$506.00	\$94.01	18.5791%	\$16,898.78	\$25,874.00	\$8,975.22
6-STR-Monitoring and Evaluation	\$2,325.15	\$2,624.00	-\$298.85	-11.3891%	\$2,325.15	\$2,624.00	-\$298.85	-11.3891%	\$27,661.99	\$96,465.00	\$68,803.01
7-STR-Office and Workshop Misc Costs	\$1,396.18	\$453.00	\$943.18	208.2075%	\$1,396.18	\$453.00	\$943.18	208.2075%	\$10,384.84	\$29,273.00	\$18,888.16
8-STR-Contractor Services	\$13,235.00	\$15,129.00	\$1,894.00	-12.519%	\$13,235.00	\$15,129.00	\$1,894.00	-12.519%	\$157,334.72	\$544,641.00	\$387,306.28
9-STR-CAN Contract Monitoring and Management	\$2,100.00	\$2,100.00	\$0.00	0.0%	\$2,100.00	\$2,100.00	\$0.00	0.0%	\$26,100.00	\$76,083.00	\$49,983.00
Total Operating Expenses	\$32,360.41	\$27,105.00	\$5,255.41	19.4%	\$32,360.41	\$27,105.00	\$5,255.41	19.4%	\$360,423.01	\$999,000.00	\$638,576.99
Net Profit	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00		\$0.00		