

As Active Mode Leads - some of the projects we have worked together are:

Te Tupu Ngātahi | Supporting Growth Alliance Auckland Waitematā Harbour Connections Northern Pathway (Seapath & Skypath) Auckland Manukau Transport Initiative (AMETI)



15 years of <u>cultural</u> change

Why do we need a cycleway?

Why can't we put in the cheapest cycleway?

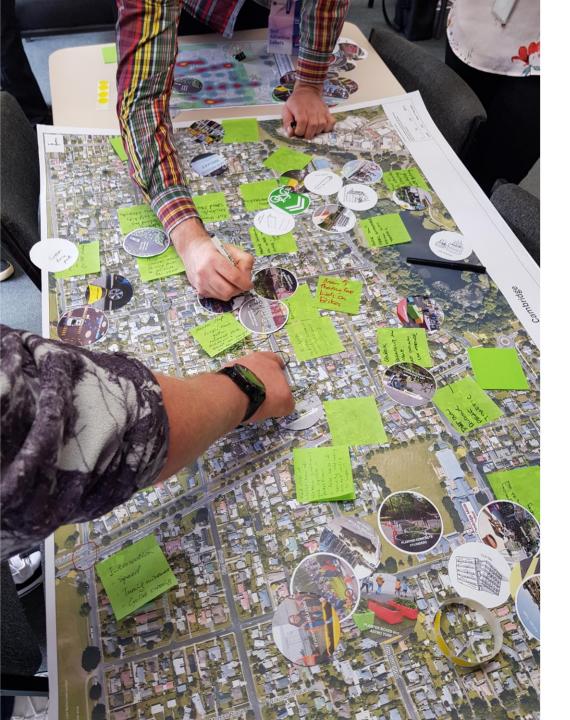
Ask someone who rides a bike

Do we need an active mode specialist?

The active mode specialist start leading projects

Active mode specialist requested to lead projects

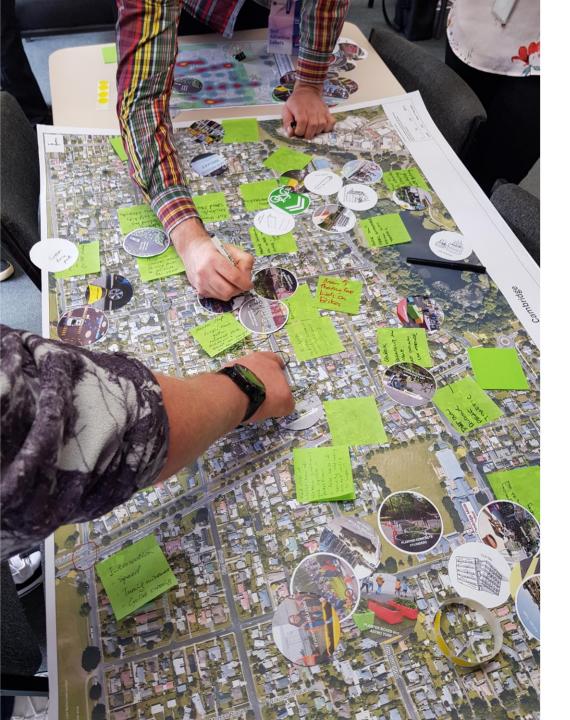
Transport outcomes are politicised and we start the process again



A <u>collaborative</u> process

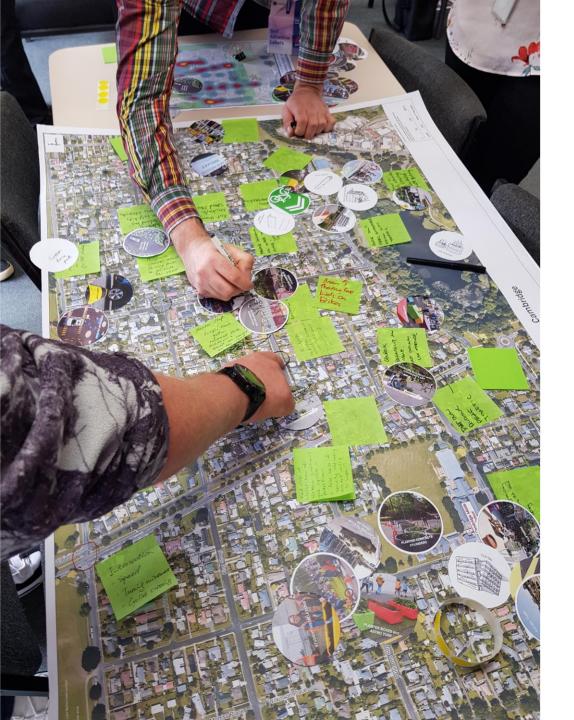
On large multi-disciplinary projects it can be easy to be isolated.

How do we minimise that?



A <u>collaborative</u> process

- ❖ Take time to learn the systems/process
- Understand what motivates others
- Explore the broader goal
- Demonstrate value to the project
- Help others to succeed
- Earn trust by being (super) helpful



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Being collaborative gets you invited 'into the tent '



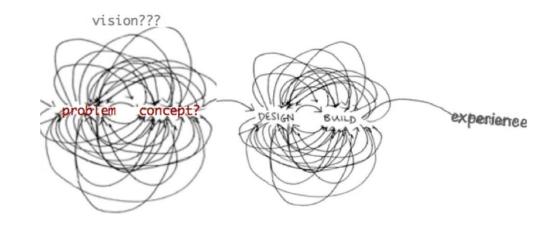
Challenges / Success

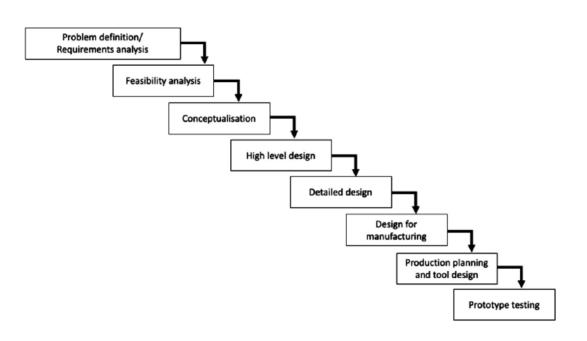
- How do people get to the stations?
- Working to look beyond patronage modeling
- Using active modes to fee transit



Challenges / Success

- Influencing you need to be present / visible / check in on others
- Direct the process back to achieving project specific objectives / outcomes
- Setting up the narrative / strategic plan early enables integration with the broader project.





Reflections

Design is <u>not a lineal process</u>

Large scale projects have a tendency to stick rigidly to a lineal process – a strategy / design that produces a product.

Good transport outcomes stem from divergent thinking then converge to solutions - this process can take time.

Broader outcomes - community / social / environmental / economics / productivity)



Reflections

It's not what we sell – it's the narrative we tell



Reflection

Back to the basics - be (super) helpful



