



CAN Chair's Report to AGM 2017-2018

There is no doubt that cycling is on the up.

More Councils are building cycle trails and bike lanes, e bikes are attracting more people to the pleasure and convenience of cycling, and the present government leans towards significant new investment in cycling.

However, we have much to do. School bike sheds are near to empty, and there is sometimes resistance to building bike lanes. Our streets are often hostile places for people on bikes. And sadly, the death and serious injury toll of cyclists is horrific.

For about 25 years, CAN has been the national voice working towards a bike friendly NZ. I am pleased to report on progress and the highlights of the past year.

How we do stuff. Last year's AGM approved a recommendation following an independent study leading to the formation of a Board and separate Management Executive Team (MET). Memberships are noted below. Both Board and MET have worked well and liaised with a wide range of stakeholders and long time CAN supporters. All are volunteers and have cheerfully given many hours of their time to the cause.

CAN's sole employee, Patrick, has borne the brunt of any issues arising from the changes in our operation and he has responded brilliantly. In addition to all his "backroom contributors", Patrick's increasingly frequent media exposure has been polished and relevant. We thank Patrick for his efforts.

The network and capability of our volunteers continues to grow. The MET now includes a Volunteer manager and a Funding Officer. The wide-ranging contributions at Board and MET are outstanding, and many other volunteers continue to provide low key specialised but critical support.

What has been done.

Safety.

- In our Safer Streets for Cycling campaign, we surveyed our supporters and presented an 11000 signature petition to Associate Transport Minister Julie Anne Genter. The petition asked the Government and all councils to act urgently to:
 1. Build more bike infrastructure in our cities and towns.
 2. Educate drivers about sharing the roads we all travel on.
 3. Slow traffic on urban and rural streets.
- With support from the NZ Transport Agency, CAN runs the Share the Road programme, aimed at building empathy between truck drivers and cyclists, and teaching safe behaviours. It is pleasing to see Share the Road moving to include bus drivers.



- CAN continues to advocate for a Vision Zero approach to road safety, and is pleased to see adoption of this approach by HCC,CCC. A foundation of Vision Zero is that we all make mistakes, but no-one should be harmed as a result.

Kids on Bikes.

The draft Government Policy Statement on transport includes a new focus on kids biking. Following intensive lobbying by CAN and others, NZTA has announced new funding of \$24million for the Bike Ready cycling education programme. In the Safe Ways to School, a pilot project rollout in Cambridge is complete.

Infrastructure.

- CAN groups continue to advocate for NZTA and Councils to invest in bike-friendly streets. The draft GPS provided for increased investment throughout New Zealand.
- The Technical Advisory Service panel, led by Will Andrews, continues to provide outstanding advice to urban design professionals seeking assistance. The detail of cycle related designs is critical.

Political Influence.

- CAN has an extensive programme of talking with decision makers in central and local government, business, the community, and news media. Our aims are to establish relationships and build trust, identify common ground, and work together where our aims overlap.
- CAN is a regular, credible and constructive voice in news media and on social media.
- In partnership with NZTA, CAN runs the Bike to the Future awards. These celebrate the dedication and contribution to cycling from cycling champions, as well as New Zealand's best cycling projects.
- CAN is represented at Cycling and Walk Australia and NZ (CWANZ) by Barb Cuthbert of Bike Auckland.

Building the Network.

Behind the scenes, CAN is building our capacity. We have set up a new governance structure that supports our mission. We continue to attract high calibre volunteers and financial support.

In October in Christchurch, CAN ran the first Bike Expo, a public show for everything related to the bicycle. This is a community facing activity aimed at bringing together and promoting in a friendly way all types of cycling, sporting to commuter, recreational to kids, electric to mountains. Some 65 exhibitions attracted 3,500 people to the 2 day show. It included many interactive components including an outdoor demo zone (off-road, on-runway!) and an events program featuring talks to inspire and instruct. (Our thanks to NZ Cycling). We will run this again on 13-14 October 2018.



Looking Forward.

CAN now has an excellent governance and activity base to achieve our goals. We can greatly improve our effectiveness if we can increase our revenue by, say, \$30000pa. Steps are underway to achieve this.

We work well with many stakeholders, especially NZTA and RCAs, but our connection to the Health Sector is woeful. Could do better is the mark for our activities here.

CAN acts as a national voice and respects the important roles of the 20 odd regional groups. Improved two way communication with these groups will improve the effectiveness of our combined voice.

Finances.

The financial situation continues to be “hand to mouth” but steps have been taken to improve the current state. Specifically in the connection of interested volunteers into the funding application space and more activity from MET into corporate support.

The work by Paul Shortland to modernise and simplify the systems has been very helpful and his excellent work in timely reporting and disciplines is much appreciated.

Thanks to CAN Board members, and all CAN volunteers for your hard work and passion.

VISION

More people on bikes more often.

MISSION

Enhance communities by nationally advocating for cycling.



CAN's GOALS

1. Promote the benefits of cycling.
2. Improve safety for cyclists.
3. Encourage the creation of a good cycling environment.
4. Develop cycle advocacy and cycle action.
5. Promote integrated cycle planning.

Rex William

Chair

Date 8/6/18