



October 2010

## **Chair's report**

### **CAN's achievements for 2010:**

CAN continues to make a strong contribution towards the goal of getting more New Zealanders on bikes more often. The local cycling groups through the now completed Networking Project have become more active in the transportation planning and consultation processes. They have had significant input into their local Long Term Council Community Plans and Annual Plans in regards to funding being allocated to cycling and cycle strategy implementation projects.

We believe that cycling addresses many challenges facing New Zealand. Getting more people on bikes more often reduces traffic congestion, lowers fuel and road building bills, promotes accessibility, improves health and reduces the threat of climate change. It also contributes to attractive, liveable streets.

With two thirds of urban trips shorter than 6km, cycling has huge potential to improve living standards for New Zealanders.

Our challenge is to improve safety and reduce crash rates, through sustained programmes of engineering, education, enforcement and encouragement. We have high hopes that the Model Communities programme will demonstrate cycling's many benefits.

An over-riding theme for CAN has been adapting to new Government priorities and the state of the economy. We detect a surge in the mood of the country towards cycling, thanks in no small part to the networking efforts of CAN and our local groups.

### **Key achievements:**

- CAN members and other stakeholders continue to benefit from networking, training, resources and support provided by CAN's staff and volunteers.
- Growth in the culture of cycling in New Zealand. Public discussion about cycle trails, Auckland Harbour Bridge crossings, shared pathways and cycling safety demonstrates popular support for investing in cycling.
- CAN has developed and delivered the Bikeability cycle training programme.
- CAN has played a role in the development of a national cycle trails network; initially via planning work under the auspices of the Hikurangi Foundation and more recently as a result of the Government's New Zealand Cycle Trails programme. Local CAN groups have been active in proposals for trails.

A 2009 stock-take of walking and cycling strategies in New Zealand found that 54 out of 85 local or regional Councils have prepared a cycling strategy or combined walking/ cycling strategy with another ten under development. This compares with a similar study around the time of the "Getting There" strategy launch in 2005 which found only 28 such strategies.

CAN, its local groups and advocates certainly merit credit for their efforts in getting many of these initiatives underway and for providing useful input into the subsequent strategies produced. They have also played a key role in ensuring that sufficient funding is provided to many of them as part of long-term Council funding programmes.



An additional short term funded project was undertaken for NZTA during July to September 2010 with the aim of improving the safety of the cycling public. The resources provided to NZTA were directed towards:

- Delivering a national safety education and promotional programme in the high priority walking and cycling communities at risk areas, directly contributing to high priority areas of the Government's Safer Journeys Strategy (Safer roads and roadsides, Safer speeds and Increasing the safety of all drivers).
- Provided information for professionals about best practice for planning and designing for cyclists; and
- Reduce peak hour congestion and increase economic productivity through nationally coordinated promotional programme and educational material to encourage more people to cycle to work and to school.

**Other significant achievements included:**

- The CAN Do 2009 in New Plymouth: essential face-to-face networking and training for 50 cycling advocates from around New Zealand.
- CAN Cycle Friendly Awards 2009: rewarding best practice, presented by Hon Jonathan Young on behalf of the Minister, Steven Joyce.
- The Cycling Conference 2009 in New Plymouth: great papers and presentations from overseas and New Zealand people passionate about cycling.
- Growth in submissions, campaigns, promotions and meetings with stakeholders by local cycling groups; an estimated 50 percent increase in the numbers of these activities nationwide compared with 2007/08.
- Higher media profile: both pro cycling and safety messages; 20 media releases by CAN over the past year; CAN members featured on national radio, television, internet, and major newspapers.
- News media coverage has traditionally portrayed cycling as risky, irresponsible and an inconvenience for other traffic. Increasingly, media tells a more positive story: how cyclists are taking responsibility for improving behaviour, and how cycling is stylish and aspirational.
- CAN's website: giving cyclists a more effective and efficient networking tool for local group activities, topical discussions and national CAN staff and Committee management.
- Collaboration with BikeNZ, Bike On NZ and other key stakeholders in the transport, health and urban design sectors.
- Frocks on Bikes blossomed with assistance from CAN and attracted positive media coverage. This is a significant sign of progress in building biking culture and normalising cycling, particularly for women.
- Cycle Action Auckland participated in advocacy and discussions for the Auckland Harbour Bridge Get Across campaign, including presentations and discussions with NZTA and local authorities. The issue attracted widespread media coverage.
- Cycle Aware Wellington led a successful campaign to support the Wellington City Council's proposal to restrict morning rush hour traffic on Thorndon Quay.
- CAN's Being Cycle Aware workshop has been delivered in Wellington, Auckland and Christchurch to both bus drivers and cyclists, with interest from other regions.

These achievements demonstrate the power of networking and developing group resources.



### **Priorities for 2010–2011**

We have been focusing on three themes: safer speeds, share with care and invest in a winner. Articles on these have been prepared and published in ChainLinks, website resources have been developed, contact has been made with road user groups and presented along with BikeNZ to the Cross-Party MPs at Parliament.

The NZTA projects with their associated funding that has allowed CAN to employ staff have been completed this year. It is uncertain whether any more projects will eventuate from NZTA and it is now unlikely that we will be able to maintain paid staff and the offices in Wellington and Christchurch from the end of 2010. After significant growth in numbers and groups during the Networking Project period, it is now time to consolidate the existing groups and building our long-term ability to deliver value through income diversification, fundraising and collaborating. In 2011, this work along with the three focus themes will need to be taken up by our volunteer membership including those working in the Portfolio Groups.

Having identified the range of challenges in ensuring groups function effectively; we will have to target support where it is needed most with the available volunteer resources. We will be focusing on effective structures, simplifying communications systems, workload, recruitment, retention of members and the maintaining of regular contact with external stakeholders.

The current economic climate presents a strong opportunity for positioning cycling as an efficient route to productivity and economic development. This was one of the key aims of the 2009 New Zealand Cycling Conference in New Plymouth.

### **Thanks**

Thanks to the many local cycling groups and volunteers around the country who have contributed to another wonderful year for cycling.

We would like to thank all of our hardworking staff over the past year. Patrick Morgan and his team continue to go above and beyond the call of duty. Cyclists around New Zealand are better off for it.

Thanks finally to the Committee for their assistance throughout the year and their work on your behalf.

Graeme Lindup  
CAN Chair  
Cycling Advocates' Network