

- Overall a really worthwhile experience
  - Seeing what projects are happening around the country
  - Hearing about the successes and how this was achieved
  - But also seeing the common challenges. It's all about those damned car parks!
  - Doing the Cycling Planning & Design workshop was very worthwhile too
- Some of the key projects that were talked about
  - [Te Awa cycleway](#) in the Waikato
    - Presented by Sarah Ulmer. A fantastic champion.
    - The aim is to get a 70 kilometres route along the Waikato River all the way from Ngaruawahia
    - To be completed mid 2015
    - Didn't get Government funding which was a surprise, but did it anyway
    - Getting a funding injection from a local businessman was key to this
    - But also involvement from various parties
    - Now an amazing asset and showing fantastic use by all sorts of people
  - Christchurch network
    - A number of different research projects to work out what is needed and where the key gaps are
    - Resulting in a comprehensive target network
    - A few flip-flops from the council on the timeframe, but now settled on a 5 year plan
    - Some exciting work already on the way such as the Avon River project

- Dunedin
  - Similar to Christchurch in terms of having worked out a strategy and plan
  - A much smaller network
  - More focused on the Interested & Concerned, which doesn't please the existing Enthusiastic & Confident crowd
- Hastings
  - Coming up with a clear strategy & plan helped to secure funding from NZTA
  - Already has its plan largely implemented
  - Some gaps and issues identified
- Nelson region
  - Similar to Hastings, things have progressed a long way
  - A very comprehensive network
  - Great to walk around and see some of the examples
  - In particular a fantastic shared path along the river that is intended to go all the way to the sea
- Why are these projects successful?
  - All have a sound strategy and plan
  - These form a foundation for NZTA / government funding
  - Having good research in usage allows for focusing on the right routes
  - Involving key stakeholders helps to shift the pressure away from the local councils

- The “Active Transport Advisory Group” in Nelson was a great example of bringing a powerful lobby of different stakeholders together
  - Included DHB, police, AA, ACC
  - Helped to agree and prioritise the package of work
  - Providing routes to school was the quick win
  - Met monthly for the first year. Now on a as needed basis
  - Lesson learned
    - Set up a separate Community-focused Facebook to highlight the wider benefits of the programme
    - Warning to be prepared for it to take a lot of effort and be careful how much you can take on
    - The \$\$\$s is the elephant in the room
    - Make sure that you have both regional and local council on board
    - Let policy drive the initiatives; not personalities
    - Loss of just a few car parks can create world war III. Suggestion to focus on the people needs & movements to explain why it is needed
    - Get converted anti-cyclists to tell their stories
- [Modacity](#) (Chris & Melissa Bruntlett) talked about their work in Vancouver
  - Described your cycling infrastructure target audience as the “8 to 80 year olds”
  - Set strategic targets, e.g. Vancouver wants 50% of all trips in the city by active transport. Measure against these targets. Expect a drop after the initial excitement
  - Vancouver created ‘parcades’ to compensate for loss of on-street car parking

- Used nice short [video clips](#) to get different types of people to talk about their cycling stories
- Sell a calendar with wonderful images of cycling around the city
- Other take aways
  - Cycling advocates must avoid contradicting messages, e.g. put forward ideas that have already been considered and put to bed (such as bi-directional cycleways for Island Bay)
  - Need for a stronger voice of non-cycling lobbies; in particular the Health & Education sectors
  - Roadcode needs to be update to include scenarios / rules involving cyclists
  - Traffic slowing may be ok for catering for the Interested But Concerned cycling crowd if you have less than 1500-2000 vehicles/day; e.g. around shopping areas
  - Would be useful to identify the true cost of car parking
- Personal thoughts
  - Lots of projects happening around the country, but no cohesive approach. Both Christchurch and Auckland had different groups and areas working on similar things but again using different ways of doing it; e.g. research in demand.
  - The projects are not making their framework / tools available
  - Projects are hampered by funding, particularly as they have to compete with each other but also with cycling & walking having one bucket of government funding

- Local councils struggle to make it happen
  - Anti cycling lobby, councillors, community groups
  - Those damned car parks
  - No clear structure / guidelines for making it happen
- What this should tell us
  - The need for a strategy and plan for Wellington's regional cycling network
  - We need to lead this. We need to act, no react
  - Work together with various key stakeholder groups to agree this
  - We ourselves need to speak as one voice
- Other suggestions
  - We may want to change how we do our media
  - Make our public web presence more about outcomes and what it means for different people
  - Lets get some video clips to illustrate success stories from around the country
  - And lets do our own calendar showing cyclists from all walks of life
- And finally, lets make sure at least one of us is supported to go to the next conference