

Who are we?

CAN (the NZ Cycling Advocates Network) is New Zealand's national network of cycling advocates. We work with government and local authorities on behalf of day-to-day, recreational and leisure cyclists.



The facts about cycling:

There are many cyclists

- There are 1.274 million cyclists in NZ, about 30% of the population.
- More bikes than cars were sold in 2007.
- Over half of the 1.274 million cyclists are of voting age – that's 750,000 – or 26% of voters.
- About a third of cycling trips are for leisure – about the same as car trips.

Cycling is relatively safe

- Cyclists are less likely to be involved in on-road injury crashes than are other road users (1 in 1,000 cyclists each year, compared to 3 in 1,000 car drivers), including motorcyclists and pedestrians.
- Cyclists are less likely to cause crashes than other road users (only 40% of on-road cycle crashes are caused directly by the cyclist).
- Cyclist traffic offences total less than 1% of all traffic offences each year.

Cycling is practical for short journeys

- Most journeys are very short, ideal for cycling (about a third of vehicle trips are less than 2 km, and about two thirds are less than 6 km).
- Short car journeys clog the roads and hinder other traffic, such as the business traffic important to the economy.

Cycling is practical for different conditions

- Hills, weather and luggage-carrying capacity are not major deterrents to cycling, especially if road design and workplace facilities support cycling.
- We used to cycle a lot more in past decades when many facilities were lacking.

Cycling's health benefits are significant

- Car driving contributes to lack of exercise, and over one third of New Zealanders are not active enough. This inactivity contributes to nearly 10% all deaths (about 2,600 each year), and a larger proportion of health conditions (such as obesity, diabetes and cardiac diseases), at great expense to NZ.
- Cycling offers forms of easy, regular, useful exercise that all can enjoy.

Cyclists already pay their way

- Road taxes were set up to cover damage from motor traffic – damage from cycling is insignificant.
- Most adult cyclists are motorists, so paying through car-related taxes.
- Most adult cyclists also pay local body rates, which fund much local transport infrastructure.
- Only a miniscule proportion of the National Land Transport Fund (about one percent) currently goes on cycling and walking, and future funding plans show no significant increase in this proportion.
- Cycling facilities are only needed because motor traffic hinders cyclists' safety and accessibility.

Everyone benefits from cycling

Making New Zealand's cities, towns and roads cycle-friendly helps:

- Employers – less sickness and absenteeism through a fitter workforce.
- Household economy – more personal disposable income.
- Economic resilience – less vulnerable to oil price hikes.
- Traffic congestion – every bike is 'one less car' so saving on roading costs while benefiting the health and economic sectors.
- Social benefits, including crime deterrence through more 'eyes on the street'.
- Independent mobility for children – essential for their physical, social and intellectual development
- Less pollution means better air and water quality, with more health benefits