

CAN Networking Project Annual Report 2009 – 2010



About CAN

The Cycling Advocates' Network (CAN) was formed in 1997 as New Zealand's national network of cycling advocate groups. It is a voice for everyday cyclists - recreational, commuter and touring. CAN works with central government and local authorities, on behalf of cyclists, for a better cycling environment.

Further information about CAN's aims and policies can be found at can.org.nz

A summary of CAN's achievements is on the back of this document.

CAN has 20 affiliated groups and more than 500 individual members throughout New Zealand, and links with overseas cycling organisations. In addition, many national, regional and local government authorities, transportation consultancies, and cycle industry businesses are supporting organisations.

CAN works closely with the national advocacy organisation for pedestrians, Living Streets Aotearoa, and has strong links with organisations in the health, sport and recreation, transport, tourism, and environmental sectors. CAN also works with BikeNZ (largely responsible for competitive cycling in NZ) and its constituent organisations for track, road, MTB, BMX cycling; and BIANZ (the bicycle industry association). CAN is a member of the Bike Wise Advisory Group.

CAN has formed an informal Health and Active Modes Working Group with Living Streets Aotearoa, Cancer Society and the Heart Foundation.

CAN has established special interest groups, operating via the CAN website:

- Activities and Events
- Cycle Training Network
- IT Support
- Legal
- Media and Communications
- Rail Trails and Pathways
- Submissions and Central organisations relationships
- Technical and Policy
- Volunteer and Group Development

The CAN website is a valuable resource for local cycling groups and the general public.

CAN is a member of:

- Environment and Conservation Organisations of NZ (ECO)
- Association of Non-Government Organisations of Aotearoa
- Health Promotion Forum
- Healthy Cities
- Safe and Sustainable Transport Association (SASTA)

CAN is a signatory to the NZ Urban Design Protocol.

CAN is administered by an Executive Committee, and has employees based in Wellington and Christchurch.

CAN is an incorporated society (registration number 1139912) and a registered charity (registration number CC36909).

To: Gerry Dance, New Zealand Transport Agency

From: Cycling Advocates' Network

11 June 2010

The aim of the Networking Project is to strengthen the capacity of national and local cyclist user groups to participate effectively in transport planning and decision making processes.

Chair's report on CAN's key achievements

We are delighted to report on the completion of the Networking Project. This milestone is an opportunity to reflect on the achievements of the past three years.

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 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 6 km, 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:

- Cycle commuting has increased by 110 percent in Wellington since 2006.
- Cycle commuting has increased by 27 percent in the Auckland region since 2009.
- Cycling has increased by 10 percent in the Christchurch region since 2007.
- 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.

Other significant achievements included:

- 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: rewarding best practice, presented by Hon Jonathan Young on behalf of the Minister, Steven Joyce
- 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 was delivered to Wellington bus drivers, with interest from other regions.
- Cycling has increased by 10 percent in Christchurch since 2007.

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

Priorities for 2010–2011

We are focusing on three themes: safer speeds, share with care and invest in a winner.

After significant growth in numbers and groups, CAN is consolidating existing groups and building our long-term ability to deliver value through income diversification, fundraising and collaborating.

Having identified the range of challenges in ensuring groups function effectively, we are targeting support where it is needed most. We are focusing on effective structures, workload, recruitment and retention of members and maintaining 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 have appreciated the advice and input from NZ Transport Agency walking and cycling staff over the past 3 years and look forward to working together in the future.

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 rest of our Executive Committee for their assistance throughout the year.

Graeme Lindup and Glen Koorey
CAN Chair and Deputy Chair
Cycling Advocates' Network
PO Box 6491, Auckland
Phone 04 385 4967
secretary@can.org.nz
www.can.org.nz

National Level Results

1a) Develop governance and organisational structure of CAN to ensure it can support its activities

Handbook for Executive Committee and staff has been developed. It includes Introduction, About CAN, Executive Committee, Staff, Local Groups, CAN's Relationships, CAN Rules and Policy Statement, Internal CAN Policies, External CAN Policies, Strategies & Business Plans, and CAN Role Descriptions

CAN Committee and staff planning meeting held in Christchurch, February

CAN Committee, staff and portfolio leaders workshop held in Wellington, May

Staff: Part-time administrator Alex Revell appointed.

Income diversification opportunities pursued, such as street audits and cycle training.

Fundraising opportunities pursued.

1b) Investigate and develop self supporting operational capability including developing commercial products and services.

CAN has developed and sent WCC a proposal for a cycling audit.

Bikeability cycle training programme developed.

CAN investigating how KiwiRAP could include cycling measures.

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



The Lake Road cycle lanes and the Esmonde Road intersection cycling provisions were retained with quantifiable increase in cyclist numbers.

- Cycle Action Auckland



Bike stands, which Squeaky Wheel asked for repeatedly, are now located outside Timaru District Council building and Timaru library

- Squeaky Wheel South Canterbury

1c) Build relationships with key professionals in agencies and sectors that have a role relating to the promotion of and provision for cycling (for example transport, health, recreation, urban design, education)

Cycle Friendly Awards

Database of cycling contacts in local authorities compiled.

Relationship building at meetings and workshops:

- ARTA Regional Walking and Cycling Forum
- Wellington Regional Active Transport Forum
- Active West Coast
- Canterbury Active Transport Forum
- Living Streets Aotearoa
- Road Safety Trust awards
- NZ Transport Agency, monthly meetings with Walking and Cycling staff, and meetings with CEO and Group Managers
- Bike Wise
- Cycle Training Advisory Group
- Ministry of Health re HEHA programme
- National Cycle Trails
- National Heart Foundation, and Cancer Society and regarding continuing HEHA programme support
- Ministry of Transport: achieving Getting There and updated NZ Transport Strategy.
- Ministry of Tourism
- Lake Taupo Cycle Challenge
- BikeNZ
- Hikurangi Foundation
- Regional Councils (especially Auckland, Wellington and Canterbury)
- Intensive liaison with other stakeholders on the New Zealand Cycle Trails Advisory Committee (Hikurangi, Living Streets, BikeNZ, Kennett Bros, CTONZ, tourism consultants, MTBNZ), Ministry of Tourism officials and project manager. Communications also with the Prime Minister's office, Hon Bill English, and Minister for Infrastructure.
- Regional, District and City Council staff
- District Health Board staff
- Safe and Sustainable Transport Association (SASTA).

CAN plays a leading role in organising the NZ Cycling Conference. This is an excellent opportunity to bring professionals from a variety of fields together. The 2009 conference included a keynote speaker from the health sector, Chris Rissel, and Philip Darnton from Cycling England.

Philip Darnton toured New Zealand to work with key professionals, and was interviewed by National Radio.

CAN staff have established relationships with NZTA education advisors in order to better understand funding programmes and to build relationship between cycle advocates and education advisors.

Represented active transport modes on NZTA Research Reference Group for 2009/10 proposal reviews.

Contact made with Government transport and health ministers, and MPs from Labour and Green parties regarding future meetings with CAN.

CAN Policy Development:

- Policies issued: Cellphone Use in Vehicles, Donor policies
- Policy in development: Speed Limit Tolerance.

1d) Compile Annual Programme Report

Three quarterly reports and this annual report.

1e) Create a Volunteer Development Strategy

Strategy developed in partnership with Living Streets Aotearoa for recruitment, retention and development of volunteers at national and local levels. The Talent Development Plan is part of this.

2a) Develop a communications and media strategy for national and local communications and train cycle spokespeople (as part of a pool of high profile everyday cycling representatives available to the media).

Communications framework and strategy developed and implemented.

CAN Media help card printed.

CAN Media kit published online.

Media releases calendar created.

Media releases published and CAN people interviewed. 20 releases including:

- Safer speeds
- ASB Cycle Friendly Awards announced
- Pay full attention while cycling
- Driving age increase welcomed by cyclists – but investment in cycle training needed
- Be bright, be safe, be seen
- Safer Journeys welcomed by cyclists
- Millions saved if more people cycle
- Cyclists call for ceasefire
- Cyclists declare John Key a cycling champion.

Focus on campaigns: safer speeds, share with care, and invest in a winner.

Planning underway for 2010 Cycle Friendly Awards, to be held in Wellington.



Community and voluntary organisations like CAA can make a vital contribution to improving the quality of life in communities throughout New Zealand. Cycle Action is seen as a key stakeholder by all the local councils, ARC, ARTA, NZTA and ADHB.

- Cycle Action Auckland



Bike Walk
Marlborough's
focus is on
improving safety
and encouraging
commuter cycling
and walking for
our school children
and others, along
with identifying
and assisting with
destination and
recreational cycling
and walking facilities
to further enhance
Marlborough for
visitor and locals
alike.

3a) Re-organise, catalogue, and administer the CAN library and rebuild www.can.org.nz to improve the quality and accessibility of CAN's information. Seek additional funding from other funding sources like the Digital Strategy.

New design for CAN site launched in February 2010. This included upgrade to Drupal 6, re-theming, and useability improvements.

Sites for local groups are being rolled out. Local groups beginning to use and develop their websites.

CAN discussion groups are set up on website. These aim to achieve good information exchange between active members of CAN, including the Committee, staff and representatives of affiliated local groups.

Library has been purged of out-of-date items.

Image galleries developed on website.

Installing CiviCRM customer relationship management system for better online management of CAN members, groups and contacts.

Funding application to Internal Affairs submitted for further development of CAN website (local training, better site navigation, more functionality e.g. mapping, admin/ maintenance support).

Resources created for the website include:

- Bicycle User Groups
- Bike to work guide
- Bikes and buses
- Campaigns
- Creating effective submissions
- Critical Mass etiquette
- Cycle Friendly Awards
- Cycle parking
- Cycle touring
- Conference proceedings
- Funding
- Helmets
- How not to get hit by cars
- How to avoid bike theft
- Induced traffic
- Legal advice
- Media guide
- Near miss action guide
- Overcoming bike commuting excuses
- Research articles
- Road rules
- Safety in numbers
- Shoppers on bikes good for business
- The case for replacing on-street parking with cycle lanes
- Toolkit for submissions to Local Government plans

- Training
- Volunteers
- Why invest in cycling?

3b) Investigate and seek national funding opportunities. Inform cycling user groups of other funding sources

Fundraising programme developed.

Annual appeal to CAN members, May 2010.

Funding applications made.

Sponsorship sought for Cycle Friendly Awards.

4a) Assist and contribute where appropriate in development and implementation of the Getting There Model Community programme

Discussions with NZTA staff about criteria, timing, and supporting councils to apply. 22 councils applied. Supported CAN groups to contribute.

4b) To investigate and implement cycling initiatives that will contribute to the impacts outlined in the GPS, and align with the NZTA's strategic direction

CAN wrote a submission and provided guidance for local groups in support of the draft MoT Safer Journeys Strategy. This contributes towards the road safety objectives of the GPS.



The two Commuter Challenge events that were run in Napier and Hastings were by far the best things done as far as getting our message out to commuter cyclists in Hawke's Bay.

- Cycle Aware Hawkes Bay

Our top priority has been achieved: new shared walking and cycleway from Owhanake to Morra Hall, the main road from the Auckland ferry.

- Cycle Action Waiheke



We got wider bridge shoulders (2.5m) accepted into the NZTA standards for the Roads of National Significance.

- Cycle Action Waikato

LOCAL RESULTS

5a) Strengthen the existing user group network. Facilitate the establishment of new local cyclist user groups in communities that have a commitment to increasing cycling as a travel option.

Detailed group reports follow in section 2.

Four issues of Chainlinks magazine published.

Groups given information to increase their understanding of RLTP funding process and their opportunities to have input.

Assisted groups in Waiheke, Gisborne, Hawkes Bay, Manawatu, Kapiti, Wellington, and Nelson with cycle training.

NEW GROUP FORMATION PROGRESSED

Bike Whangarei: assistance with formalising establishment of group to progress Whangarei projects.

Sent information on new group formation, constitution, and incorporated society.

Facilitated new groups in Hutt, Queenstown and Central Otago.

Bike Wise

Local groups given information to maximise their capacity to participate in Bike Wise month.

Resources to promote the local groups (postcards, business cards and stickers) developed.

CAN staff team again wins Bike Wise Challenge nationwide small organisation category.

Bike culture

Frocks on Bikes assisted. This is a significant sign of progress in building biking culture and normalising cycling.

5b) Assist with the creation of Regional Cycling Forums in locations where there is support from other organisations for their establishment.

Cycle Action Waikato: discussion regarding formation of Waikato Regional Active Transport Forum and CAW's submission to Environment Waikato Regional Walking and Cycling Strategy to support formation of Forum. Email discussion of issues and encouragement for submissions in support of Forum also with Rotorua Cycle Action and Bike Taupo.

West Coast Active Transport Forum is in the Action Plan for West Coast Regional Walking and Cycling Strategy.

5c) Organise training workshops/ sessions for new and existing local cyclist user groups. Topics these workshops may cover are media liaison, engineering fundamentals, communication and networking.

CAN Do held, refer to 6b.

Cycle Action Auckland, Cycle Action Waiheke: organised attendance of 9 members, subsidised by CAN, at ViaStrada Fundamentals of Planning and Design for Cycling course.

Workshop with upper North Island cycling advocates held on Waiheke, 27-28 March. Agreed to focus on four 'tipping point' initiatives.

Staff attended Crime Prevention Through Environmental Design course. Will assist groups with advice on improving cycling facilities e.g. bike parking, underpasses, and cycle lanes through parks.

6a) Maintain personal contact between CAN and each local user group by verbal and/ or e-mail and/ or in person for the purpose of information sharing, capacity building and guidance on strategic planning.

Most of our 20 local user groups have been visited by staff and/ or Executive Committee members at least twice.

Ongoing contact by phone, email and website.

Contact with local groups:

- Email and phone discussions on group internal relationships engagement with Council roading staff, and National Cycleway plans
- Provide information on Cycling Conference and CAN Do and encourage attendance.
- NLTP – provide information and guidance
- Chainlinks: ensure submission of group articles and feature articles on cycling advocacy
- NZ Cycle Trails: provide information on Cycle Trails state of play and advice on submitting routes.

A successful conclusion to the Kilmore St roading redevelopment, which included permanent cycle lanes through two blocks.

- Spokes Canterbury



Bicycle Nelson Bays is a member of the Rocks Road Ciclovía planned for October 2010.



6b) Annual national meetings of representatives from local cyclist user groups and individual cyclists held for the purpose of information exchange, training and coordination

CAN Do 2009.

Organisation of CAN Do weekend for training and networking for CAN members. Organisation includes: arranging Philip Darnton of Cycling England and Fiona MacColl, Director of Australian Bicycle Council to participate.

Liaison with New Plymouth District Council and other New Plymouth organisations.

Liaison with local advocates group North Taranaki Cycling Advocates.

Workshop and discussion programme – liaison with presenters and preparation of workshop programme to include mix of training and strategy sessions.

Bevan Woodward led two sessions on Avoiding the Burn – Coping with Advocacy Overload; and Speed Reduction – How to make it happen in NZ.

Resources to Support Advocacy:

Facilitating Meetings, Treasurers and Secretaries, National Land Transport Programme and how it relates to upcoming 2010 Annual Plan submissions, Resource Consents and District Plans (Barbara Cuthbert).

Website development update.

Registration and information packs for workshop attendees.

Smaller groups were encouraged to send members in order to strengthen their capacity. CAN helping with travel expenses.

Cycling Conference held in New Plymouth - CAN Committee members on organising committee with NZTA, MoH, NPDC, CMSL (conference organisers). Theme: "Communities, connections and the economy".

Council changes plans for Hardy and Oxford Streets so they work better for people cycling, and reduces conflict between people walking and cycling. This is a key route for kids biking to Nelson Intermediate.

- Bicycle Nelson Bays.

**6c) Expand the information sharing user group networks for everyday cyclists.
Initial focus in the Auckland region**

Cycle Action Auckland: Focus on community initiatives (Frocks on Bikes parade and publicity, Parking Day, VEER movie event) to expand user group membership. Great Urban Rides and Waiheke cycle ways. Assisted with planning workshop at Waiheke. Plans made to ensure cycling is an election issue for Supercity.

6d) Support Police Cycling Workshops to give a "cyclist eye view" of legal issues affecting everyday cycling (as per existing Cycle Aware Wellington Programme/Resource)

Resource kit on CAN's website.

Tool kit developed and published.

Cycle Aware Wellington delivered workshop with bus drivers, June 2010.

6e) Facilitate and encourage systems and processes that enhance national and local capability to contribute to transport planning processes

Actions and outcomes as above.

Adult cycle training: we organised an instructor training course, where 12 instructors were trained. Three training courses were then offered by the new trainers, with support from Sport Manawatu, and were very successful. Support from CAN enabled this to occur.

- Cycle Aware Manawatu



CAN's Achievements

Some of CAN's significant achievements since it was formed in 1997 are:

- Developed a comprehensive national cycling advocacy network through individual members, local cycling groups and supporting organisations.
- Regular representation of cyclists at meetings with key Government Ministers, MPs, Ministry of Transport, NZ Transport Agency, NZ Police, Ministry for the Environment, Ministry of Health and other agencies.
- Made high quality submissions on legislation, strategies and policies affecting cyclists. These have led to many victories for cyclists.
- Credible voice on cycling and transport issues in the news media.
- Made a crucial contribution to the establishment of Getting There, NZ's first Walking and Cycling Strategy and helped shape the implementation process.
- Raised awareness of cycling in the NZ Road Code.
- Successfully lobbied for creation of the NZ Transport Agency dedicated Walking and Cycling Fund.
- Successfully lobbied for the consideration of health benefits in the funding of cycling projects.
- Successfully lobbied for the establishment of Transfund's Cycling Advisory Group (now replaced by the Getting There National Advisory Group and working groups).
- Developed the Cycle Friendly Employer Guide for SPARC.
- Developed and delivered the Bikeability cycle training programme, including a train the trainers course
- Developed and delivered the Being Cycle Aware Workshop resource kit.
- Produced a wide range of resources for cyclists and advocates to use at a local level.
- Set up the annual CAN Cycle-Friendly Awards which recognise business, NGO, individual, and government agency support for cycling.
- Developed CAN's magazine Chainlinks (first issued in July 1997) into a widely read and respected source of cycling-related information.
- Established a frequently visited website and regular e.CAN electronic newsletters which provide invaluable information and resources.
- Helped secure the future of and increased funding for Bike Wise. CAN continues to play an active role in Bike Wise as a member of the Bike Wise Advisory Group.
- Won the Bike Wise Challenge in 2008, 2009 and 2010 in the relevant category
- Made a major contribution to the establishment and ongoing success of NZ Cycling Conferences.
- Made a major contribution to the development and delivery of in-service training on cycling issues for transport professionals (the Fundamentals course).
- Lobbied successfully for and contributed to NZ Supplement to Austroads 14, the standard design guide for cycle facilities in NZ.
- Cycling representation on key bodies, including the NZ Transport Agency Research Reference Group.
- Set up the CAN library, used regularly by members, students and transport professionals.
- Delivered papers and presentations, and attended national and international conferences,
- Developed a range of quality cycling merchandise.
- Nurtured cycling culture and projects such as Frocks on Bikes, Bikes in Schools and Cycle Style events.