



Annual General Meeting

25 March 2014, 6:00-8:30pm

The Cycle Hub, Quayside, Newcastle upon Tyne NE6 1BU

Minutes (DRAFT) – to be reviewed and approved on 24 March 2015

Present (5 management committee members, 31 members, 3 speakers and 6 observers): Katja Leyendeker (Chair), Claire Prospert (Secretary), Scott Dawson (Management Committee member), Roderick Joyce (Management Committee member), Shannon Robalino (Management Committee member, retiring), Paul Adams, David Ross (Arup BUG), Peter Ward, Cath Scaife, Jacqui Deans, Pete Pickard (RYB), Libor Pokorny, Peter Macdonald, Chris Fishlock, Sally Watson, Cllr Stephen Psallidas, Cllr Rob Higgins, Seraphim Alvanides, Ruth Hayward, Alison Haworth, Rorie Parsons, Max Hall, Bill Dodds, Geoff Turnbull, Tom Gardner, Pete Hawthorne, Tom Bailey, Tom King, William Mortada, Davva Veintrites, Simon Heydecke, George Gibson, Patrick Carr, Tony Waterston, Karl McCracken, Kieran McSherry, Chris Peck (CTC, speaker), Sally Hinchcliffe (CEoGB, speaker), Lizzie Reather (Leeds Cycling Campaign, speaker), Harvey Emms (Newcastle City Council, observer), PC Dave Gould (Northumbria Police, observer), PC Richard Groves (Northumbria Police, observer), Colin Percy (observer), Bill Hedley (observer), Terry Lawrence (observer)

Apologies (6): Paul Snedker (Saddle Skedaddle), Mima Cattan, Richard Innes, Vicky Gilbert, Cllr Marion Talbot, Dorothy Craw (Management Committee member, retiring)

1. Chair's welcome

Katja welcomed everyone and opened the meeting which was the 4th AGM of the Newcastle Cycling Campaign. She introduced the speakers: Sally Hinchcliffe from the Cycling Embassy of Great Britain, Lizzie Reather from Leeds Cycling Campaign and Chris Peck from the CTC. She thanked Cllr Steve Psallidas and Cllr Rob Higgins for accepting the Campaign's invitation to come along and say a few words about, respectively, the Liberal Democrats' and Labour's positions regarding cycling in the City.

2. Minutes of last AGM

The minutes of the last AGM held on 19 March 2013 at the Cycle Hub were approved.

3. Reports (for information)

Claire introduced the Annual report and financial accounts. These can be found on the Campaign's website; there were printed copies available tonight.

Claire briefly presented the Annual report – stressing that our membership has grown steadily since the establishment of the Campaign, with to date 1,200 members with a majority residing in Newcastle. The Campaign is now actively linking up with other local and national cycling campaign groups in England and Scotland.

Claire reported a healthy financial position with a balance in credit of £1,534.18 on 8 March 2014. She thanked all the people who made donations to the Campaign. These donations together with Gift Aid and match-funding provided via Localgiving amounted to over £1,100. Total outgoings for the financial year were £961.61. Detailed accounts are at the end of the Annual report. Claire indicated that donations are essential to ensure the sustainability of the Campaign – donations received this year means the Campaign can keep going for another year. A member asked what the recommended donation is per member per year. Claire advised that £3 would be sufficient. Lizzie Reather from Leeds Cycling Campaign said their members paid an annual £10 fee.

4. Management Committee 2014-15

Claire proceeded to the formation of the new management committee and explained that we would not have to hold elections as less than 10 members have expressed an interest in being part of the committee. There are four existing committee members (Katja, Claire, Scott and Rod) who wished to continue for another year and Geoff Turnbull who had expressed an interest in joining them. Claire thanked Shannon and Dorothy who were stepping down from the committee for their involvement last year. Claire asked members in the audience to second the following nominations:

- Katja Leyendecker – seconded by Ruth Hayward
- Scott Dawson – seconded by Tom King
- Roderick Joyce – seconded by Geoff Turnbull
- Claire Prospert – seconded by Tom Bailey
- Geoff Turnbull – seconded by Patrick Carr

A member asked where the committee members lived. Claire answered that three lived in Newcastle, one in Gateshead and one in Northumberland.

The 5 members were appointed on the management committee for 2014/5. The positions (Chair, Secretary and Treasurer) will be agreed at the next management committee meeting, in line with the Campaign's constitution.

5. Updates from elsewhere

Before giving the floor to our speakers, Katja invited the Councillors in attendance to address the audience.

Cllr Steve Psallidas (Lib Dem) first spoke:

- It was under the Lib Dem administration that the Newcastle Cycling Strategy was initiated.
- Very supporting of local campaigns. Gave an example of local campaigning which led to the creation of a new allotment. Praised the Newcastle Cycling Campaign for its action. Campaigns can make things happen.
- In Sevilla, as we learned at the Love Cycling Go Dutch conference, levels of cycling went up from 2 to 6% in a few years. Political will was there but also stability. And this makes a huge difference. Here we have elections every year and long-term policy and financial planning is more difficult
- Other aspects are important too, in particular keeping politicians informed, involved so that they can remain supportive.

As neither Cllr Ged Bell nor Cllr Marion Talbot could make the AGM, Harvey Emms, Assistant Director of Investment and Development (Newcastle City Council) came along and read a written statement on their behalf (see end of the Minutes).

Cllr Rob Higgins then addressed the audience. Rob is a Councillor for Benwell and Scotswood, one of the city's most deprived wards. He is a regular cyclist but do not see many local people use a bike in his ward. Cycling seems to be a middle-class activity. There is sometimes a negative connotation associated with cycling despite the many positive aspects. It is a big education job to change such mind-sets and promote cycling as an integral part of healthy lifestyle.

Questions and Answers from council representatives:

1. Why are changes to roads not happening and taking so long? Are highways officials not interested or maybe they have limited expertise in cycling infrastructure? Are motorists at work against cyclists?

People want to park their car, we need to do more to promote cycling, we will have to compromise. Cycling is part of a much bigger picture: improving health, air quality, and it's a cheap means of transport. More needs to be done to get the message out there. There have been delays, nothing is simple and straightforward. Local people have opposed the scheme in Gosforth; the council may need to change processes and adapt – It is extremely challenging.

2. What will happen to the CCAF money and the cycling budget if it does not get spent? Or spent on non-cycling infrastructure? Is the debate as simple as car park versus cycling?

Cycling budget is separate from other budgets. It will get spent on cycling but there is a lot of pressure and time is short. Members are encouraged to put pressure on their councillors if they are not satisfied. Denmark had to deal with motorists' pressure and they still managed reducing parking. Again, the message is key: giving up a car park space for something else. It is important to have political consensus.

3. Newcastle has low level of car ownership, road space re-allocation is possible. We have a strategy, a plan and now money with the CCAF. So what is holding us back?

We need a city-wide debate about the kind of city we want, how people move around, and transport/travel choices. Motorists can take over the debate. We need to hear more from people in support of cycling. We need more data and more noise: numbers speak. Shifting up a gear is the right message for the year ahead.

Chris Peck (CTC) presented the national Space for Cycling Campaign (see website for powerpoint). Space for Cycling is not for existing cyclists; it's for the new ones, people who don't cycle, kids etc. It is asking for cycling infrastructure and road space re-allocation. It originated from the London Cycling Campaign and now, under the co-ordination of the CTC, it is being rolled out nationally with the support of local campaign groups including the Newcastle Cycling Campaign. It is a political campaign and there will be a big push before the next local elections targeted at local councillors, including a Space for Cycling mass ride on 17 May 2014.

Lizzie Reather (Leeds Cycling Campaign) shared her tips about local campaigning (see website for powerpoint). Consultation led to concerns over losing car parking. In Amsterdam, compensation was offered to local traders if business got affected. No claims were made. Another issue in Leeds is to do with junctions – current traffic modelling is based on cars/motorised traffic. Quality of design so far is questionable. The new square in the centre of Leeds is shared use and not great for cyclists. It is important to say so when designs are not fit for cycling. Campaigns need to fight smart and this can range from pleading to shaming.

Sally Hinchcliffe (CEoGB and Pedal on Parliament) explained that the Embassy was formed to fill a gap within national campaigning, i.e. campaign for cycling infrastructure, for those who don't cycle, for everyone. No politicians wouldn't say they want to encourage children to cycle. However they don't necessarily support the schemes to enable them to do so. The Embassy has a range of online resources and materials regarding quality cycling infrastructure. Going Dutch can be abused so it is important to document examples of good practice. Sally is also involved in Pedal on Parliament (Scotland) which saw thousands of cyclists take to the Edinburgh streets in 2012 and 2013. Set up in 2011, Pedal on Parliament is there to push for quality cycling infrastructure, so that everyone (not just the fit and brave ones) can cycle, and a budget to match that vision.

1. Health is an important factor – Would making a case around health benefits help? Most surveys show that people don't choose to cycle for the environment / health benefits. It's because it is convenient and/or driving a car is made difficult. Encouraging people to cycle now is like putting the cart before the horse. Let's build safe and quality infrastructure that then can be promoted and marketed. Installing temporary provision on a trials and test basis works (as evidenced in NYC), it multiplies the emerging demand and support.

2. There are no clear and decent standards to design for cycling. Cycling is still a low priority for the government and capacity within DfT is very limited. It is important to keep the momentum after The Times' 'Cities Fit For Cycling' and the 'Get Britain Cycling' report. There is a big push from CEEGB, the CTC and other groups to put in place quality standards for cycling.

3. If money is drying up, local authority efforts will slow down. It is important to lobby for a **cycling budget** at national level with sustained levels of investment towards cycling infrastructure. Some funding has been moved to LEPs including transport resources.

4. Is it worth for local campaigns to lobby for better legislation at national level? Always worth writing to your MPs but national campaigning organisations are better placed to campaign for it. Local campaigns need to focus their energy on local schemes.

6. Campaign priorities and next steps

Katja ran through the presentation stressing the importance of action and mobilisation. Mobilising will bring out change. Key campaign plans include:

- Using Cyclescape to map hotspots
- Getting involved in Space for Cycling: go to the national campaigners meeting in Leeds, join bike rally on 17 May, write to your councillor (online tool from the CTC)
- Taking part in our cycle infrastructure safaris during the summer

Our new quarterly members' meetings will be more about listening to concerns and discussing plans rather than disposing information.

Members in the audience expressed their support to the plan.

Proper **enforcement** is also needed and the Police play an important role in protecting vulnerable road users, tackling the problems that matter and disseminating information in an inclusive way. Road Justice also matters – supporting the CTC Road Justice campaign and using social media to report issues and abuse.

PC Dave Gould introduced himself and PC Richard Groves. They are the new Police Liaison Officers for the campaign and they came to the AGM to make contact and better understand what the campaign is about. Dave spoke about the Operation Dragoon which targets dangerous and bad drivers. He stressed the importance of education and reporting (evidence is needed to take action).

The issue of **gender and inclusivity** was raised – We need to continue to lobby for improvements for all – currently only a small minority cycle and the voice of women and other under-represented groups in the cycling community has to get stronger. Social media is a powerful tool – reaching out people who don't cycle regularly but would like to – families in particular is particularly difficult (the silent majority). Campaigns need to show how streets and cities could look like when space is made for cycling and promote a people-friendly urban environment.

Members expressed their support to the Strategic Cycle Routes and the safaris planned for the summer. The concept of SCR and tube map is simple, powerful and well aligned with the Space for Cycling Campaign.

A member advertised the Newcastle Critical Mass Bicycle rides held on last Friday of the month at 5:00/5:30pm; she advised checking the Facebook group for more details including the meeting point.

7. Conclusion

Katja closed the meeting by thanking all speakers and everyone who came along and supported the Campaign's plan for 2014/15; it was a great turn out and discussions were excellent.

End

Statement from Cllr Marion Talbot and Cllr Ged Bell – read by Harvey Emms

Dear Friends

Thank you for inviting Marion Talbot and I to your AGM. We are very sorry that we can't be with you and have asked a senior council officer to deliver this on our behalf: as a fireman, Ged can't always change his shifts. Marion is pedalling round Cuba so although she's not there with you, she is certainly entering into the spirit of cycling. We have made ourselves available to attend your next Management Committee meeting so will look forward to that debate.

An AGM is an opportunity to celebrate and I hope you are looking back on the past year with justifiable pride in the achievements of you and your members.

The Campaign supported our bid to the Department for Transport's Cycle City Ambition Fund when we secured £5.7M towards an £11 million programme of cycling improvements and continues to support the programme through participation in the Technical Advisory Group and the Stakeholder Group.

Officers have asked me to mention in particular the contribution of Scott Dawson to the Technical Advisory Group: his contributions are always reasoned and

thoughtful and even when there are disagreements, he works with us in a spirit of trust and respect.

As the programme gathers pace I hope more of you will have the opportunity to be involved not just as members of the Campaign but as residents. As we reach out across the city to deliver strategic cycle routes, DIY streets, Retail schemes and public health work.

One of the memorable events of last year was the “Love Cycling Go Dutch” conference and we should place on record – again – that without the partnership with the Cycling Campaign and the work of Claire Prospert in particular, this wouldn’t have happened. It was a great success and a great showcase for cycling in Newcastle.

The other big event was the Sky Ride. Nearly 8,000 cyclists, a range of activities, Sir Chris Hoy, sunshine and a fly past. I’m sure you all enjoyed the day although probably not as much as Marion who has the photo of herself with Sir Chris Hoy framed and on the wall. We hope to be able to repeat the Sky Ride this year and will again be pleased to offer a platform for local cycling organisations such as the Campaign to be involved. We will also be supporting the Green Festival again when you will be welcome under our awning.

The relationship with the Cycling Campaign is not always an easy one but we welcome your contributions as a ‘critical friend’ and look forward to continuing to work with you in a spirit of mutual respect to make Newcastle a city fit for cycling.