



DRAFT

Annual General Meeting

Saturday 30th March 2019, 2:00-4:30pm

Commercial Union House, Newcastle upon Tyne

Minutes (DRAFT) – to be reviewed and approved at AGM 2020

Present (37 including 35 members): Paul Adams, Grace Adams, Tom Bailey, Ian Babelon, Robert Campbell, Scott Dawson (committee member), Tim Dowson, Jo Ellis and Alexander, Julie Hall, Jenny and Sam, Jack Harvie-Clark, Rebecca Say, Danny and Zeb, Ruth Hayward, Roderick Jones (committee member), Peter Macdonald, Rita Mendelson, Mark Nelson, Tim Parsons, Claire Prospert (Secretary, committee member), Cath Scaife, James Stanton, Armelle Tardiveau, Ines Tardiveau, Andrew Thorpe, John Watson (Treasurer, committee member), Sally Watson (Chair, committee member), David and Lizzy Watson, Jim Woodlingfield, Marianne and Josephine Woodlingfield, Graham Grant (Newcastle City Council), Heather Burton (Arts Class)

Apologies (11): Katja Leyendecker, Alistair Ford, Tony Waterson, Cllr Marion Talbot, Simon James, Tim Binks, Laurence Taylor, Liz Bray, David Down, Suzanne Thompson, John Litherland

1. Welcome

Sally Watson, Co-chair of NewCycling welcomed and thanked everybody for coming today.

2. Minutes of the last meeting

Claire Prospert, NewCycling's Secretary, introduced the formal part of the AGM, starting with the minutes from last year. The minutes of the last AGM held on 25 March 2018 at Jesmond Library were approved as a true record with no matters arising.



3. Reports (for information)

Claire Prospert presented the 2018/19 annual report, which is now on the Campaign's website and briefly outlined the highlights of the year. 2018 marked the eight year of the Campaign. It was a transition year which saw Katja stepping down as Chair and Sally taking over. We have continued to lobby for better walking and cycling infrastructure and a safer built environment enabling people of all ages and abilities to cycle. Sally wrote to Cllr Arlene Ainsley, Cabinet member for Transport and Air Quality, raising concerns about cycling infrastructure in the city centre: plans have stopped, infrastructure is being removed, and there is no clarity about the overall mobility plan within the area and how cycling fits in it. The infrastructure team led by Scott replied to a number of consultations throughout last year, championing cycling and walking and how it has to be prioritised over motorised traffic, as well as the importance of avoiding conflicts between road users. More detail in the report. Building on our experience, knowledge and expertise, we submitted a response to the Newcastle Local Cycling and Walking Investment Plan (LCWIP) and proposed a comprehensive city cycling network for the city. This is a first step towards an inclusive cycling plan and we hope the council will put it at the heart of its investment and wider city plans. Claire thanked the Committee, and everybody else helping us, thumbs up for James with the Infrastructure team and Tim with the Newsletter, our sponsors (Apex Acoustic, Cycle Hub and Saddle Skedaddle), everybody who has donated and keep doing so. Many thanks too for all the messages of support we have received!

John Watson, Treasurer, summarised the financial report which shows a healthy balance of £4,233.14 at the end of our financial year on 8 March 2019. In terms of outgoings (total: £946.80), training & conference and meetings costs represent most of our expenditure. With regards to income, we are grateful for all the donations made this year, a total of £1,500.34. Finally, we received a £175 grant from Waitrose Community Giving.

4. Management Committee 2019/20

Claire Prospert introduced the process to appoint the Management Committee. As there were less nominations than places available on the committee, it will not be necessary to hold a formal election.

Existing committee members have expressed an interest in staying on the committee and in addition, there are three new committee members to be appointed.



Claire Prospert asked for members in attendance to second them:

- **Sally Watson** – seconded by **Tim Parsons**
- **Scott Dawson** – seconded by **Per Macdonald**
- **John Watson** – seconded by **Mark Nelson**
- **Roderick Joyce** – seconded by **Julie Hall**
- **Claire Prospert** – seconded by **Andy Thorpe**
- **Julie Hall** – seconded by **Jack Harvie-Clark**
- **Tim Dowson** – seconded by **John Watson**
- **Beccy Say** – seconded by **Sally Watson**

The constituted posts (e.g. Chair, Secretary and Treasurer) and roles will be discussed and appointed at the first (newly formed) Committee Management meeting in April.

5. Campaign plan 2019/20

Sally Watson presented the Campaign plan 2019-20. Last year we didn't see much support and progress towards cycling infrastructure from the Council and we would like them to "get back on track". We want the Council to start deliver a comprehensive cycling network in stages and we want to be involved in this long-term process with other groups too – clarity is important and having a plan then supports investment decisions. We continue to see bits of infrastructure (cycleway near high level bridge which doesn't lead to the station) being built with no attempt to work with us and other groups, creating confusion and frustration.

The campaign is committed to work with Councillors and officers, continue to champion inclusive cycling infrastructure and collaborate with other groups to amplify the voice to create space for cycling and walking in the city. This year we would like to organise actions for members, please tell us your ideas later today.

Sally opened the floor for questions.

Robert from ZMove, new Cargo bike delivery company, spoke about the unique opportunity to do something different and embrace change – the Council is under pressure and will be held to account if air quality does not improve in the city. There are schemes where there was strong opposition (i.e. Acorn Road) initially against cycling infrastructure and traffic reduction and there has been a change of mind and a realisation that changes brought benefits to local people and shop owners. Now is the time to re-stimulate campaigning by making a strong and bold case for cycling and walking and collaborating with other groups is absolutely essential.



Tim asked whether the funding from DfT had been all spent effectively and in a transparent way on cycling. There was indeed limited information publicly available about the £15m or so programme of cycling infrastructure in Newcastle.

Jo asked what the Campaign's position is in relation to Extinction Rebellion. Currently, the link is fairly informal and Sally re-iterated that she is keen to meet with any groups to build support and a joined-up message.

6. Inclusive cycling – speakers from home and away

The first speaker was **Mark** who writes the Ranty Highwayman blog (<https://therantyhighwayman.blogspot.com>) – Mark who lives in London couldn't be here today but he sent us a great video for us to show today. Here it is: <https://youtu.be/BpZXz2F61dY>

The video shows great examples in London of protected cycleways, filtered neighbourhoods and high streets where more space for cycling and walking has been provided.

Tim Parsons, then gave us an update from the local Cycling without Age group. Cycling without Age is an international movement enabling the elderly and less mobile to experience the thrill of being back on a bike. Each local group is a separate voluntary sector organisation and the Newcastle group is the first presence in the North East. Each group fundraises for triobikes (see picture on the presentation: <https://www.slideshare.net/newcycling/cycling-without-age-presentation>) which are used by volunteers to take people out on a ride. There are a range of benefits for the passengers (and the ride pilots too!) and formal research in Denmark has begun to assess long-term health benefit too. The group has links with an existing homecare and continues to reach out to partner with dementia and care organisations. Infrastructure matters when riding the triobikes – bollards are not great, surface and width are important. Traffic free rides are best. Older people really enjoy riding and triobikes can be used with blind people too. Tim said that they were interested in working with groups which have access to other kinds of adapted bikes. They are also looking for volunteers to be pilots, and are still fundraising for their triobike. Tim's presentation was followed by a lively discussion; main points made were:

- Same infrastructure problems exist with cargo bikes – developing routes with protected infrastructure / traffic free is very important
- East-West routes are tricky due to the central motorway and sharing knowledge of routes could help



- Advocating inclusive cycling means challenging the council about sub-standard cycling infrastructure – this will enable people of all ages and abilities to cycle.

Before moving on, **John Watson** presented **Tim** with a £500 cheque from the Campaign on behalf of the Committee to help the Newcastle group with its fundraising. Best wishes for the future, and let's combine our efforts!

As we were running late, we didn't show the videos from **Isabelle Clement** from Wheels for wellbeing (<https://wheelsforwellbeing.org.uk>) in London. Here are the links though:

<https://vimeo.com/235095500>

<http://www.1000londoners.com/londoners/isabelleclement/>

Sally then introduced our next speaker: **Nick Hubble** from the new Walk Ride Greater Manchester campaign who couldn't come but kindly agreed to skype and tell us more about this brand new campaign.

Nick started his talk by setting out the context – Greater Manchester brings together 10 boroughs and has 2.8m inhabitants. It is a major urban conurbation with all associated issues, e.g. congestion, air pollution etc. Andy Burnham became the elected mayor for Greater Manchester in 2017 and one of his pledges was to appoint a commissioner for cycling and walking. Chris Boardman was appointed in this position within a few months in September 2017. Following discussions with council leaders, a methodology emerged and resulted in the development of a full network across the entire area (Beelines network). This process was consultative and involved rolling out a bid map of each borough and looking at busy roads, dangerous intersections and junctions, and making them safer. The aim was to connect neighbourhoods and it was about people not just cycling. Nick showed the map and reported that about 250 million trips a year made by car are under 1 kilometre – it is a big problem. Car free travel (foot/bike/scooter) is the solution. Chris Boardman finalised the plan through an iterative process and launched a call for projects to fund schemes to build parts of the network. There was £160m set aside, as part of the Government's Transforming Cities Fund won by GM, for cycling and walking infrastructure. There have been 4 rounds of bids and so far Salford and Rochdale are amongst the front runners, having submitted the most ambitious proposals. Within other local authorities, there were still issues to address and less commitment from officers and councillors to design for change. Chris Boardman also organised training sessions for Councillors and issued a Design Manual. There are concerns about the pot of money being allocated quickly and that the Government also need



to put their hand in the pocket. So far, 2 years in, expectations are quite positive although delivery of projects is slower than hoped.

Nick then moved on to talk about the local cycling campaigning landscape which is quite vibrant. Combining cycling and walking was different though and when a group of people asked the question whether another group (championing the car free travel agenda) was needed, there was a lot of interest and support. Walk Ride GM is not a traditional cycling campaign, it is more about designing cities for people, it's about places. And it's not about being defined by a single mode of transport. The group is interested in addressing broader issues and providing more inclusive and appealing alternatives supporting car free travel within an urban context. The campaign has 4 goals:

- Traffic-free Deansgate
- Crackdown on pavement parking
- Trial of bikes on trams
- Civilise the school run

The younger generation drive less and communities value their local facilities so the campaign nurtures the sense of place, the “hyperlocal”. Activities include street audits carried out in groups to develop filtered neighbourhoods (like the mini-Hollands in London).

Another aspect of the campaign is that they don't claim exclusivity – other organisations also campaign for similar things, e.g. Sustrans and their school streets, Living Streets and their pavement parking campaign. We want to add value to other campaigns. We are active on social media, we attend meetings and keep the debate going. We want walking and cycling to be at the heart of urban transport.

Sally facilitated the Q&A session:

Tim – pleased to hear about bikes on tram. Integration is important. What about bike share? Nick said that the whole bikeshare system needs more thoughts put into it. (Boardman is working on launching one hopefully in early 2020).

Sally said that in Newcastle, the campaign helped organise technical training with Brian Deegan two years ago and we have asked the Council to run another session, making use of the training manual put together for GM. **Nick** stressed the importance of training for officers and councillors. Engineers have been trained to build roads for cars and it is important to update knowledge and practice.



Nick asked whether NewCycling would consider becoming a walking and cycling campaign. **Sally** said that we are doing quite a lot of campaigning for walking as well as cycling infrastructure but it's not reflected in our name, and that's something we'd like to consider going forward. Our focus is on places for people, streetscape and urban planning. We were involved in the Streets for People programme (similar to mini Holland) which had mixed results. **John** also said that we want to see new infrastructure which will enable people who don't currently cycle to take up cycling. So we're not a campaign for cyclists. **Nick** said that Chris Boardman doesn't use the term "cyclists". Sally told Nick that today we had 11 children at our AGM doing other activities in another room and for us it is absolutely essential to involve families and kids.

7. Update from Newcastle City Council

Graham Grant (Head of Transport Planning) gave an update from Newcastle City Council focussing on three key elements: Network plan, Plans for the Transforming Cities bid and Governance. He indicated that they are committed to addressing issues about poor design.

In relation to the network plan – the LCWIP is being formalised but they didn't have the time to model the impact of such network on air quality. They are looking into organising another technical training with Brian Deegan. The next step with the LCWIP is to put in place a phased delivery programme. But it is already clear that there will not be segregated cycleways everywhere.

In terms of the funding, Graham stressed that the whole transport budget for GM (transforming cities) was ring-fenced for cycling and walking. In the NE, it's different, and the transforming cities bid will include a range of schemes but not all will be about cycling. An element that will be included is cycling infrastructure linked to metro stations to support multi-modal transport.

The governance after the elections is unlikely to change with Labour still in power; there may be change within the cabinet though so watch this space. There has been changes within the Council and Graham said he was acting up Head of Transport for the next three months. He acknowledged that there is limited expertise within the council about cycling design and that there should be a design team within the council with such specialist expertise.

Sally said that she would want to see Campaign groups involved in the early stage of design, before plans go to the Technical Advisory Group (TAG). **Scott** explained that for some schemes, it is essential to be part of the early conversations.



Beccy expressed her disappointment in the plans set out, which seem to focus on commuting trips and ignore women and children's trips including the school runs. It should be a priority for the Council to civilise the school runs.

Graham said it's important to have a positive message, such as the walk and ride campaign as cyclists can have a negative image. There will be changes across the wider area, with a new elected mayor for the North of Tyne area and such role could invest in infrastructure. They will be working with NECA on a new transport plan. There are different angles that the campaign can use to apply pressure (e.g. public health, air quality, economic growth) and he advised to focus on one for maximum impact.

Ruth said that with the air quality consultation closing in May, the LCWIP consultation now closed, it would be timely to consider broader plans for transport involving other forms of travel such as buses. **Graham** indicated that they are looking to organise a public debate about transport.

8. Conclusion

Sally thanked everybody for coming and their input. She concluded the meeting and invited members to make comments about future actions on the flipchart sheets and join the children for cakes.