

DUBLIN CYCLING CAMPAIGN

Annual report 2017- 2018



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Summary - Introduction

2018 is the 25th birthday of the founding of the Dublin Cycling Campaign (DCC). DCC, the leading member of Cyclist.ie - the Irish Cycling Advocacy Network, is now well recognised as representing everyday cyclists by Local Authorities, Department of Transport, Tourism and Sport (DTAS), other government departments and agencies, other NGOs and the media. This enables us to work on behalf of existing and potential cyclists in moving to our vision of *'Dublin as a Living City where people of all ages can enjoy cycling'*.

Cycling numbers have continued to increase in the city year on year. Dublin City Council's Canal Cordon Counts, recorded each November, show an increase of cycling year-on-year with 12,500 cyclists recorded in November 2018 as travelling into the city during the morning peak (07:00 to 10:00). This represents a doubling of cycling numbers since 2010.

DCC has continued to campaign for a range of measures including:

- 10% of the total land transportation budget to be allocated for cycling
- improved infrastructure for cycling
- lower safer urban speed limits and 30km/hr zones
- more secure bike parking,
- better enforcement of traffic regulations,
- cycling training for school children
- driver education on how to interact with cyclists and
- passing of the Minimum passing distance law (MPDL)

Using our network of volunteers DCC continues to make detailed and highquality formal submissions on a variety of plans and consultations, so that the views of cyclists are understood. Dublin Cycling Campaign is a recognised stakeholder with the Local Authorities and the voice of cyclists. There are major projects in various stages of planning taking pace across the four Dublin Local Authorities such as the Royal Canal Greenway, North Strand cycle route, Liffey cycle route, East Coast Trail, Dodder Greenway, Fitzwilliam square segregated cycle lane, College Green and Luas Cross City. All of these projects are slow to get to final construction stage for various reasons, but often mainly due to local opposition.

Sadly, there was a significant increase in cycling deaths in 2017 with 15 cycling fatalities nationally and in 2018 seven cyclists have been killed (as of 12 Sept 2018). Major protests and a 'die-in' were held outside the Dáil over the last year to highlight these tragic and completely unnecessary deaths, and to call for the provision of high quality cycling infrastructure and other interventions to radically improve conditions for people using bicycles. We also published a report on a range of cycling injuries that had occurred with the introduction of the new Luas Cross City. These campaigns and others have received great support from the broad cycling community.

A major recent success for DCC, in association with Dublin City Council, was the successful bid to host the 'Velo-city' conference, the world's largest cycle planning conference, which will take place in the National Convention Centre in June 2019. I would hope that the report below on our activities and organisation might inspire you to join us in helping to make Dublin a better, more liveable, cycle friendly city.

I want to take this opportunity to thank all the volunteers within DCC and beyond. This year's events would not have been so successful without your continued support and making

Dublin a safer place for cyclists. I look forward to continued improvements in Dublin's Cycling Network, and general conditions for cycling, and working with you into the future.

Dr. Paul Corcoran
Chairperson of Dublin Cycling Campaign

12 September 2018

About us

The Dublin Cycling Campaign is a voluntary advocacy organisation that has been promoting cycling and the benefits of cycling for the past 25 years. Dublin Cycling Campaign is a member of Cyclist.ie, the Irish Cycling Advocacy Network, through which we are an active member of the European Cyclists' Federation (ECF).

Vision

Our vision of Dublin is of a vibrant Living City where people can safely enjoy cycling and walking.

Mission

Our mission is to affect and support change for Dublin as a better city by:

- Promoting cycling as an activity with significant health, social, environmental, cultural and economic benefits
- Being a Champion (The Voice) for cycling and cyclists in Dublin

Dublin Cycling Campaign's Activities 2017-18

In 2017 we in DCC worked on developing a Strategic Plan - see illustration - (<https://www.dublincycling.com/cycling/strategic-plan-2017-2020>). The sections below reference our Strategic Plan in reviewing our activities and progress over the period July 2017 to July 2018 against our aims and goals as set out in the Plan. The four aims and total of 31 goals are first of all listed immediately below.



AIM# 1. Improve our roads and public spaces to enable and encourage Active Travel.

1. Ensure best-practice designs on all cycling routes.
2. Redesign 10 most hostile junctions.
3. Implementation of iconic cycling routes, e.g. Liffey Cycleway, Dodder Greenway, S2S etc.
4. Implementation of all primary routes in the NTA's Greater Dublin Area Cycle Network Plan.
5. More high-quality bike parking throughout the city.
6. Each of the Dublin councils to pilot at least one Quietway (Route with reduced traffic).
7. Expansion of public bikes schemes to all areas of Dublin.

AIM#2. Improve Public Policies and law enforcement for the benefit of people who walk and cycle.

1. Minimum 10% of transport funding to be allocated to cycling.
2. Key elements of the National Cycle Policy Framework completed so that >10% of trips are made by bike by 2020
3. Cycling integrated into public health policy.
4. Effective enforcement of road traffic laws.
5. EU Direct Vision design for HGVs to be adopted.
6. Law changes to make cycling easier, e.g left turn on red, contraflow etc.
7. Mandatory 1.5m minimum passing distance for vehicles overtaking.

8. 30km/h speed limits in all urban centres and in the vicinity of schools.

AIM#3. Acceptance of cycling as a normal, joyful aspect of everyday life.

1. Make it easy for people to choose the bike for short journeys.
2. Promote the many benefits of cycling and actively challenge myths and misconceptions.
3. Increase cyclist awareness in driver training standards.
4. Promote safe routes to schools using pilot programmes.
5. Promote diversity in the cycling population especially under-represented groups such as women, children and older people.
6. Promote respect among all road users.

AIM#4. Grow Dublin Cycling Campaign as a strong voice for people who want to cycle.

1. Ensure appropriate and transparent governance.
2. Engage more meaningfully with new and existing members.
3. Improve organisational structure and develop effective tactics to achieve aims.
4. Increase membership to minimum 1,000.
5. Build & enhance alliances with key groups.
6. Increase the Campaign's funding.
7. Communicate effectively via print, broadcast and social media.
8. Create a vibrant and convivial cycling campaign community.
9. Maximise exposure from social events.
10. Develop a paid professional dimension to include a public office and employee(s).

Working Groups were then set up for each of the Aims above, as illustrated below

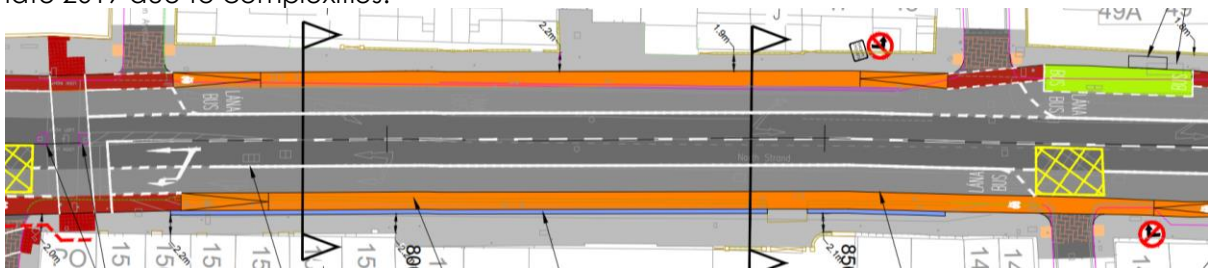


Aim #1: Improve our roads and public spaces to enable and encourage walking & cycling

Dublin Cycling Campaign Representation and Cycling Standards

DCC is represented on the Transport Strategic Policy Committees (SPC) and Cycle Forums, where they exist, in all Dublin LAs. This is all done on a voluntary basis, and the Campaign welcomes interested volunteers who may be able to help. Through these channels we promote the interests of cyclists and pedestrians, and campaign assiduously for high quality cycling routes and lower speed limits. Last year alone in 2017, we made nearly 30 submissions related to Dublin issues, and a further 30+ submissions on national issues and other projects nationwide.

We are particularly satisfied with the revised design of the Clontarf to Amiens St cycle route project, which was a long battle with Council officials and project designers. The revised design will see cyclists completely segregated from motor traffic with a one-way, kerb-protected, two-metre wide cycle track on each side of the road. The design also keeps cyclists and buses apart at bus stops with the use of bus stop islands, also known as bus stop bypasses. This agreed updated design compares to those - in Dutch cities, and will be template for future on-road cycle routes and for Bus Connects cycle design, although actual construction will not begin till late 2019 due to complexities.



Many other routes and greenways remain to be designed for safe and segregated cycling in Dublin County, and Dublin Cycling Campaign will be there to ensure high quality standards prevail.

Lower - 30km/h - Speed Limits

The Love 30 group continues to campaign for the introduction of lower speed limits, both in Dublin and across the country. All Local Authorities have introduced some limited form of 30km/h limits and Love 30 has made submissions on proposals to a large number of these LAs. In each case we advocated expanding the scope of 30 km/h limits to cover all residential estates, town and village centres, outside schools and other places of public assembly.



During the past year we have also been working in partnership with An Taisce's Green-Schools programme. This included producing posters and stickers for distribution to schools and an Awareness Day at Culmullen National School, Co. Meath. We have also organised speed awareness and speed detection events in different locations.



Demand a Stand

The Demand-a-Stand project to map bike parking locations in Dublin is a collaboration between the Campaign and Space Engagers in developing an app to enable individuals to locate and identify existing and possible future bike parking locations.

[https://www.dublincycling.com/cycling/demand-stand-](https://www.dublincycling.com/cycling/demand-stand-survey)

[survey](https://www.dublincycling.com/cycling/demand-stand-survey)

Luas Tracks and Cycling Injuries



Over the past 18 months, since the installation of the new Luas Cross City project, Dublin Cycling Campaign has received multiple messages from people who've fallen while cycling on or near the new tram tracks. While many of the falls resulted in relatively minor injuries, some have been more severe and have had life-changing consequences for the victims. Dublin Cycling Campaign

has been calling for better integration of cycling into Luas Cross City since the project's inception. As a result of representations, and meetings with the Campaign, TII and the NTA agreed to fund initiatives to improve the cycling experience around the LUAS tracks, and to remove the impediment to cycling along the LUAS tracks between College Green and Dawson St.

Liffey Cycles

As illustrated in our cover image, DCC led cycling protests on a monthly basis from April to September 2018 to protest at delays in progress on planning a segregated cycle routes along the Liffey. Many families attended these events thus demonstrating the desire of people of all ages to see a high quality and safe route along the Liffey corridor. DCC secured great media attention from these events and hopefully they will have the desired effect of giving Dubliners the type of high quality cycle route they deserve. We understand that announcements are imminent.



Aim #2- Improve public policies and law enforcement for the benefit of people who walk and cycle.

#Allocate4Cycling

In 2018 Dublin Cycling Campaign together with other advocates in Cyclist.ie groups around the country began a major Campaign to increase funding for Cycling from its present paltry 2% of transport funding to a more acceptable 10%, and to seek improved policies. This Campaign is only really beginning and we are calling for specific investment in a wide variety of initiatives. Check out our website at

<https://www.dublincycling.com/cycling/cyclistie-calls-increased-cycle-funding-budget-process> We will be doing a major launch on 20th September 2018 and we want all Campaign members to contact their local TDs.

Minimum Passing Distance Law (MPDL)



DCC / Cyclist.ie supported Phil Skelton, the lead figure of this 5 year long targeted campaign for a safe MPDL, and were present when Minister Shane Ross made his commitment to an MPDL earlier in 2018. Phil deserves the thanks of all cyclists for his unstinting efforts in making this development happen. It now appears that a law supporting a Minimum Passing Distance will not be feasible, however we are hopeful that another legislative solution can be found and

continue to support Phil Skelton's efforts to see this through: <http://www.safecyclingireland.org/>.

The Role of The Garda and the Health and Safety of People who Cycle

DCC made a detailed submission to the policing authority entitled "The Irish Police & The Health & Safety Of People Who Want To Cycle". The submission identifies issues regarding community safety, bicycle security, accountability, equality, understanding, the needs of vulnerable road users, supporting cycling and improved quality of life, keeping people who cycle safe from abuse, and upholding laws that protect people who cycle. The submission can be found here: <https://www.dublincycling.com/cycling/role-irish-police-health-safety-people-who-want-cycle>

Mandatory Use of Cycle Lanes

For well over 10 years, DCC (and Cyclist.ie) has been campaigning for the removal of this regulation which has obliged cyclists to use cycle tracks irrespective of their design quality. The regulation was finally removed in 2018; we hope that this will lead to increased safety for people who cycle.

Women on Wheels



In early 2018, the Policy Aim group received funding from the Community Foundation to support research into street harassment. During summer 2018, planning started on a range of activities which will examine the link between the low level of women who cycle and gendered harassment of women who cycle.

Seeking Legislative Changes to Support Cycling

Dublin Cycling Campaign/Cyclist.ie meet on a regular basis with DTTAS officials seeking legislative changes - other than MPDL referred to above - such as:

- Turn left on red light
- Simultaneous green lights for pedestrians and cyclists (with caution) at all pedestrian crossings
- Contra- Flow Cycle lanes
- HGV Cab design
- Bicycle Streets
- Review of Zebra Crossings

So far we have had limited success. The wheels of bureaucracy move slowly

Shaping Political Parties' Cycling Policies.

DCC met and liaised with Fianna Fáil (FF) transport spokesperson Robert Troy in 2018 and we explained our overarching aims and objectives. The published FF cycling policy contains many of our suggestions, but falls short of giving more meaningful commitments on the actual spend that needs to be committed to cycling. See <https://www.fiannafail.ie/wp-content/uploads/2018/08/Fianna-F%C3%A1il-Cycle-Policy-August-2018.pdf>.

AIM #3 Acceptance of cycling as a normal, joyful aspect of everyday life.

Media Profile

Dublin Cycling Campaign and Cyclist.ie are the main go-to organisations for media outlets in relation to cycling issues. We have regularly appeared on national TV and radio as well as in multiple local radio stations, to champion the role of cycling as an everyday transport and leisure mode. Unfortunately these appearances often relate to tragic events, but more and more there is a realisation that cycling has a role to play in the transport equation.

RTE Late Late Show Cycling Controversy

In January 2018 the RTE Late Late Show ran a segment where three studio guests were asked to talk about their “pet hates”. One of the guests, TV presenter Maura Derrane, chose “inconsiderate cyclists” as her pet hate. Dublin Cycling Campaign used its social media channels to call out this casual cyclist hatred and RTE received over a hundred complaints about the segment. We were not satisfied with RTE’s response so we pursued it to the Broadcasting Authority of Ireland, which ultimately rejected our complaint. The campaign was successful in raising awareness of anti-cycling bias in the media. The RTE Late Late Show also aired at least two pro-cycling pieces of content in the remainder of its season.

Official Bicycle for Dublin’s Lord Mayor

In August 2018 Dublin Cycling Campaign called out Dublin’s Lord Mayor, Nial Ring, on Twitter for parking in a cycle lane. We then decided to give the Lord Mayor an official bicycle to help him avoid parking in cycle lanes. The money for the bike was raised via GoFundMe in under 24 hours. The Dutch Bike Shop provided a top-of-the-range Dutch city bike for this initiative and the bike was handed over to the Lord Mayor at an official ceremony in the Mansion House which was also attended by City officials, Dutch Embassy representatives, and RTE Weather presenter Joanna Donnelly.

Local Authority (LA) Development Plans

DCC has worked to ensure that the role of cycling in everyday transport has been recognised, particularly in all the LA development plans. This has also been done with the support of many pro-cycling councillors in the Councils.

Promotion of Cycling Officers

DCC campaigned successfully for the re-installation of a full time Walking and Cycling Officer in Dublin City Council a few years ago. Cycling officers have since been installed on a job share basis in DLRCC and SDCC, but Fingal CC has yet to appoint one.

Dublin Cycling Campaign Public Meetings and Events

DCC runs regular public meetings on all aspects of cycling, including technical and leisure topics, bringing experts and local officials and politicians to ensure that cycling advocates get to learn more of what cycling development is about. We also run many large mass participation cycling events and protests such as The Dáil 'die-in', the regular Liffey Cycles, the Midsummer Astronomy Ireland Cycle and others. See Appendices I and II below. See Appendix 1 for further details

National Bike Week

The Campaign has run the equivalent of a Bike Festival over the past few years, throughout the 9 days of National Bikeweek. This festival highlights everyday issues and fun cycling.

<https://www.dublincycling.com/events/dublin-cycling-campaign-bikeweek-festival>

St. Patrick's Day Parade



The Campaign has participated in the Dublin City St. Patrick's Day parade over the past few years, highlighting everyday cycling topics. In 2018 we were featured on RTE's parade broadcast. DCC volunteer Donna Cooney's wonderful work with the #Freedom Machine project celebrated 100 years of the achievement of the right for women to vote and how the bicycle was a tool for women's emancipation was the featured topic.

Velo-City 2019

DCC supported Dublin City Council's successful bid to host the 2019 international Velo-city cycling conference. This will be a big project for campaigners over the coming year to help to ensure its success. DCC are part of the planning team for the conference, and the hope is that hosting Velo-city in Dublin in 2019 will accelerate the efforts by local and national authorities to invest in cycling in a much more meaningful way.



Light Up Your Bike Campaign

In October 2017 we organised the Light Up Your Bike campaign which coincided with the clocks going back and the evenings getting darker. We sourced more than a thousand free bike lights from the RSA and NTA and our volunteers handed out the lights at the major cycling junctions across Dublin. This campaign was successful in indirectly challenging one of the common accusations made against cyclists - "They all cycle without lights at night."

Cycling Book Reviews

Throughout the year Dublin Cycling Campaign has procured copies of cycling books from various authors and publishers. Our volunteers (primarily Louise Williams) have reviewed the books and posted those reviews on our website. Over time, we hope to compile an anthology of reviews which cover a variety of cycling topics: Urbanism, society and leisure.

AIM #4 Grow Dublin Cycling Campaign as a Strong Voice for People who want to Cycle.

Dublin Cycling Campaign Strategy

The body of the report above has outlined the Strategy Plan developed in 2017, which guides how we now operate. Setting out a strategy helps us to be more targeted in how we campaign, and this strategy is supported and reviewed by our Executive Committee who meet on a monthly basis. Membership of our Executive Committee is open to activists in all our Aim Groups as outlined above.



Dublin Cycling Campaign awarded Charity Status

In 2018 Dublin Cycling Campaign achieved charity status, after a number of years working to get it. This now enables us to move forward on the fundraising front, but should also open a number of doors in other areas. Great work was done on this by our Treasurer Paschal Comerford, and a Skerries member, Michael McKenna. Our Registered Charity Number (RCN) is 20102029

Membership

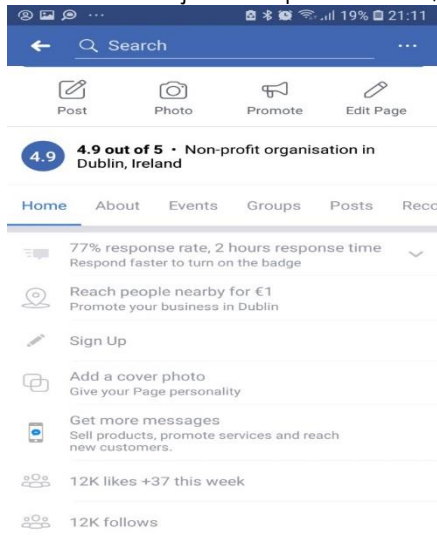


In January 2017 we had just over 300 members and finished in December with nearly 600. This is nowhere near the level that we should be at for a City of over 1 million people. For comparison San Francisco, with a similar population has a bike coalition membership of well over 10,000 members! We continue to seek new members and need to grow in membership to increase our influence even further. A new

design of our membership cards was issued in 2017 for members.

Social Media

Our Twitter feed currently has nearly 8,000 followers. Our Facebook Page currently has 12,500 followers and over 100 reviews on the Facebook page with an overall rating of 4.9 out of 5. We also got a verification mark this year which makes the page more official as a community page within Facebook. A new private group with Facebook for more detailed discussions on cycling issues has nearly 700 members. But we need to turn our Facebook followers into joined up members, in order to grow the organisation, and support the work of campaigning for proper cycling facilities.



Velo-City 2018

Following receipt of a grant to DCC, five representatives from DCC / Cyclist.ie attended the Velo-city 2018 conference and met up with a delegation from Dublin City Council and private companies such as SeeSense and Liberty Bell which are involved with SmartCities initiatives for Dublin. It was a fruitful experience with the lessons learnt feeding into the planning for the 2019 event in Dublin. All DCC delegates to Velo-City 2018 are working to make the Dublin 2019 conference a great success.



Dublin Cycling Campaign, Cyclist.ie and the European Cyclists' Federation (ECF)



Dublin Cycling Campaign continues to be the lead member of Cyclist.ie, the Irish Cycling Advocacy Network (<http://cyclist.ie/>), which focuses its advocacy efforts on national level politicians and officials, and on national media. The new Cyclist.ie brochure summarises its activities and impact - <http://cyclist.ie/wp-content/uploads/2018/05/Cyclistie-A3-Brochure-V5.pdf>

Two members of DCC sit on the Cyclist.ie Executive Committee (EC). The EC comprises:

- Colm Ryder (DCC), Chairperson
- Gerry Dorman (Maynooth Cycling Campaign), Vice-Chairperson
- Dr. Mike McKillen (DCC)
- Adam D'Arcy (Cork Cycling Campaign)
- Stephan Koch (Cork Cycling Campaign)
- Dr. Dean Venables (Cork Cycling Campaign)
- Michael McKenna (Skerries Cycling Initiative)
- Catherine Swift (Sligo Cycling Campaign)
- Dr. Damien Ó Tuama (National Cycling Coordinator with Cyclist.ie / ex-officio member of the EC)

Cyclist.ie has expanded steadily over the last 12 months and now comprises approx 25 groups (all island), spanning urban and rural cycling campaigns, greenway groups and cycling festivals. These can be seen on the Regional Groups map - <https://cyclist.ie/map/>.

It is mainly through Cyclist.ie that Irish cycle campaigners interact with the European Cyclists' Federation (ECF). The ECF promotes cycling as a sustainable and healthy means of transportation and maintains that the bicycle is a solution to many of the worlds' woes (<https://ecf.com/>). Much of ECF's advocacy work is focused on legislative processes within the European Commission and European Parliament - while it also supports its many members throughout Europe with their own national advocacy work. ECF has continued to grow over the last 12 months and is having a real impact on how the bicycle is perceived at an international level and, crucially, is making a significant impact on the funding provided to cycling through the European institutions. The ECF is a lead member of the World Cycling Alliance which focuses its efforts on influencing global bodies such as the World Health Organisation and United Nations (<https://ecf.com/community/world-cycling-alliance-updates-soon>)..

In May 2018 at the ECF AGM in Milan, Damien Ó Tuama was re-elected to the ECF board for a three year term (<https://ecf.com/news-and-events/news/successful-ecf-annual-general-meeting-held-milan>). This will help to ensure that the best ideas from DCC and Cyclist.ie inform the work of ECF, and also ensure that DCC and Cyclist.ie have their fingers on the pulse of the latest thinking and initiatives from Europe in regard to sustainable transport initiatives. Damien

is now the ECF board representative on the ECF Scientists for Cycling Advisory Board. Additionally, Dr. Mike McKillen is a member of ECF working group on cycle helmets.

APPENDIX I – Dublin Cycling Campaign Main Events July 2017 - July 2018

<u>Liffey Cycle Protest</u>	30/07/2018
<u>A Night of Cycling and Stargazing</u>	06/07/2018
<u>Liffey Cycle</u>	22/06/2018
<u>Meet the Fawns, Tour 2 - A close-up Bike Tour to meet the Phoenix Park Deer Herd</u>	07/06/2018
<u>Phoenix Park Heritage Bike Tour</u>	07/06/2018
<u>Meet the Fawns! - A close-up Bike Tour to meet the Phoenix Park Deer Herd</u>	07/06/2018
<u>Phoenix Park Biodiversity Bike Tour - Nature on Your Doorstep!</u>	07/06/2018
<u>Freedom Machine Bike to the Bikefest!</u>	07/06/2018
<u>Cycling Campaign at Dublin Cycling Village</u>	07/06/2018
<u>Screening: Why We Cycle - Dutch Film</u>	06/06/2018
<u>Liffey Cycle Route Protest Cycle</u>	06/06/2018
<u>Community Gardens Cycle</u>	06/06/2018
<u>Cycling Photo Exhibition</u>	06/06/2018
<u>Dublin Cycling Campaign Bikeweek Festival</u>	06/06/2018
<u>Lessons for Cycling Advocates from 'Velo-city' Rio International Conference 2019</u>	06/06/2018
<u>National Bike Week Planning Workshop - Join With Us!</u>	22/04/2018

<u>Bikes and The LAW!</u>	05/04/2018
<u>Spring into Cycling!</u>	16/03/2018
<u>Closing the gender gap - what are the barriers to women cycling?</u>	18/02/2018
<u>Standing on the line with I BIKE Dublin</u>	21/01/2018
<u>Volunteer Workshop</u>	22/12/2017
<u>Luas Cross City and Cycling</u>	04/12/2017
<u>Bicycle Christmas Party 2017</u>	06/11/2017
<u>Activist Workshops - Get Involved in the Campaign!</u>	24/10/2017
<u>Air Pollution and Cycling as a Commuter in Dublin</u>	18/09/2017
<u>200 Years of the Bicycle - Culture Night</u>	12/09/2017
<u>We are Dublin Town - A Particular Vision for Dublin City</u>	15/08/2017
<u>Liffey Cycle - One Final Push!</u>	10/08/2017
<u>Cycling Images - Photo Exhibition</u>	13/06/2017
<u>Lessons for Cycling Advocates from the 'Velo-city' International Conference 2017</u>	07/06/2017
<u>LAUNCH of Euro Velo Cycle Route in Wexford</u>	02/06/2017

APPENDIX II - List of Monthly Meetings from July 2017-July 2018

10 TH July 2017	AGM- Annual General meeting
14 th August 2017	Lessons for Cycling Advocates from the 'Velo-city' Conference 2017
13 th September 2017	Richard Guiney - 'We are Dublin Town'
9 th October 2017	Air pollution and cycling as a commuter
13 th November 2017	Activists workshop
11 th December 2017	Luas cross city and cycling
8 th January 2018	Volunteer workshop
12 th February 2018	Standing on the line with I BIKE Dublin
12 th March 2018	Closing the gender gap - what are the barriers to women cycling
9 th April 2018	Bikes and The LAW!
22 nd May 2018	National Bikeweek planning workshop
11 TH June 2018	BikeWeek, Screening of Dutch movie, Why we cycle
8 th July 2018	<u>Lessons for Cycling Advocates from 'Velo-city' Rio Conference 2018</u>