

Bicycle Victoria Annual General Meeting
Monday 13 November 2006
Members Questions and Answers



No.	Member	Date / Time	Question	Response
Costs, City Location, Little People				
1	Phillip Blanc.	5.10.06 11:49AM	<p>As a member, I would like some response from the 7 candidates regarding the implementation of cost saving measures at BV. If you have a look at the current financial report, you will find that some expense items are too high for a body of this size (two examples are the high rental and legal fees).</p> <p>BV made a big mistake by moving into the city where everything is dearer than anywhere else. We cannot park our bicycles anywhere!! It is high time BV moved back into the " burbs"!!</p> <p>I suspect BV management is trying to operate like a corporation and they forget about the "little people" who form the core of this organisation.</p> <p>Are you going to ignore this Email as you did at the last election or are you going to pull your finger out and get real!!</p>	<p><u>Response on 5.10.06:</u></p> <p>Bicycle Victoria advised:</p> <p>“We will accept this as a question to be addressed in the Q&A session of the Annual General Meeting. If you wish this question to be addressed by individual candidates you will need to contact them individually, as per the contact details which they provided on our website www.bv.com.au (search election).”</p> <p><u>AGM response:</u></p> <p>Management and the Board carefully manage the organisation to maximise the return for each dollar of expenditure.</p> <p>Our CBD location (on which we have recently renewed for a further 5 years) is appropriate for a number of reasons:</p> <ul style="list-style-type: none"> • It provides central access to Members and Staff and makes it easier for Bicycle Victoria to attract and retain staff from all areas in Melbourne. • At the time of moving the rent of a modest and aged office building in the CBD was considerably cheaper than, for example, the rent near the Smith Family in Collingwood.

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				<ul style="list-style-type: none"> • The majority of our services to Members are delivered remotely via the internet and mail and very few of our 40,000 Members need to visit the office. • There is on-street bike parking and regular volunteers and staff have the use of a bike cage in the building. <p>Legal Fees are not separately itemised in the accounts, rather they are included under “Audit Legal and Consulting” and the majority of this expense category relates to consultants. Bicycle Victoria uses consultants where appropriate to deliver services (often for specific programs) rather than hiring permanent staff. Legal fees are slightly higher this year, but are not considered by the Board or Management to be excessive.</p> <p>Bicycle Victoria needs to operate like a “Corporation” as we have a large and complex organisation with revenue of around \$10 million p.a. This does not preclude us from working well with individual Members and Stakeholders; rather it provides a stronger more stable platform for this to happen.</p>
	Rod Callander	AGM on the night	Occupancy costs increased by 20% (\$36,000 from 2005 to 2006. Simon said we have a good deal on the rent. Could you please elaborate on the current deal? Eg Split up between rent and other occupancy costs? Is the rent expected to increase in the 07 year? What suburbs were the city rent compared to?	The increase in the occupancy costs is related to providing (for the first time) for the cost of making good the premises at the expiration of the lease. This was a larger than normal amount as it included the expense for the already completed 5 years of the lease period.

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				<p>Alternative rental scenarios were analysed (in conjunction with an external consultant) in net present value terms and the current premises were the most attractive, even after rental increases in the new lease.</p> <p>Moving out of the city was not considered appropriate, as no single suburb would suit the multiple users of a CBD site. Relocating to the suburbs was considered, in general terms, and discussed with our property consultant.</p>
Road & Off-Road Facilities Balance				
2	Simon Day	13.10.06 6:05PM	<p>I am concerned there is a lack of recognition for the need for safe on-road cycle lanes and intersections, and that the fallback position for cycle facilities is building new off-road paths.</p> <p>The disadvantages of a bias towards paths include: Reducing the capacity of enhancing the cycle network as building fresh structures increases costs; Marginalising the legitimacy of cycle travel on the road system; & Increasing the perception road travel is unsafe and not for bicycles.</p> <p>The advantages of maintaining a push for all roads to be made safe for cycle travel are: Counterpoint to all the above disadvantages; & Increasing accessibility for all users, not just those with paths in their neighbourhood.</p>	<p>We support both on and off road facilities and see it as being horses for courses.</p> <p>Audience is a factor:</p> <ul style="list-style-type: none"> • fast riding ‘racers’ only ride on the road, • cautious traffic shy riders prefer the maximum separation from traffic • commuters pick and choose. <p>Cost is a factor:</p> <ul style="list-style-type: none"> • a painted lane costs a few thousand dollars a km • a concrete path costs up to \$700,000 for a km • on a new road, it is cheaper (dollars & energy) to build a path alongside rather than to add to the width of the full load-bearing road. <p>Space is a factor:</p> <ul style="list-style-type: none"> • if there is no space on road, you have to go off road.

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			<p>Reducing Australia’s dependence on car travel effectively means reducing the car carrying capacity of the road system – ie. reclaiming capacity/space historically taken from bicycle users.</p> <p>Just as the “build more” philosophy of road makers is ecologically unsustainable, we should aim at modifying what facilities already exist, rather than increasing the built environment with more pavement.</p> <p>Cycle advocacy is at the forefront of the low impact approach to human life on this planet. We must make “tread softly” a cornerstone in bicycle advocacy when helping society change to a healthier way of travel.</p> <p>My question to the Board is:</p> <p>“Can the Board please discuss its current approach and future intentions to the campaigning balance for road and off-road cycle routes?”</p>	<p>Land use is a factor:</p> <ul style="list-style-type: none"> • on road works in the ‘historic’ parts of town • off road works in a Greenfield development. <p>Based on these and other factors our focus is on getting facilities built that get More People Cycling More Often.</p> <p>We will always defend with all our strength the status of the bicycle as a vehicle and our right to be on the road.</p> <p>No matter how many paths are built, most riding will continue to be on roads.</p> <p>It is not our core mission to reduce Australia’s dependence on car travel, although that could well be one of the many positive environmental spin offs from the success of our mission – More People Cycling More Often.</p> <p>Ecological sustainability is however an important consideration. For example, we run the office on green power, we encourage schools to use recycled concrete ‘gravel’ in their bike sheds rather than pouring a new slab and we are investigating using bio fuels on the Great Victorian Bike Ride.</p>
National Issues				
3	Sharon Holmes	30.10.06 11:35AM	re the email about matters to be brought up at the agm meeting i won't be there because i live in Mt Gambier SA	Bicycle Victoria is about five times bigger than the next largest member group. There are Bicycle Victoria members all over Australia. Sometimes those members live in States

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			<p>I have two related questions for possible discussion at the AGM</p> <p>1 Does Bicycle Victoria have a special responsibility to take more account of the interests of cyclists outside Victoria because of its size, skill level, and proportion of interstate membership?</p> <p>2 If the answer to the first question is yes, does the membership supports a more national focus for Bicycle Victoria?</p> <p>As the biggest cycling organisation in Australia, Bicycle victoria has a lot of power and weight and i think some responsibility goes with this. I don't know what proportion of the membership comes from outside Victoria and what proportion of the funding comes from federal rather than state resources. I am also not sure whether there are any board policy guidelines about the priorities of bicycle victoria-victorian cyclists first, or cyclists around the nation. I do think that there is an obvious argument that Bicycle Victoria should first represent Victorians. I also think significant responsibility comes from being the largest and most powerful body representing cyclists in Australia, and towards</p>	<p>with a small local group, sometimes alongside a larger local group. Although the Fitness2live and insurance benefits apply across Australia, there is no doubt that the number one benefit of 'more places to ride' and programs like Ride to Work are not spread evenly and interstate Bicycle Victoria members are disadvantaged to some extent.</p> <p>Bicycle Victoria does not limit its operations to Victoria, we are working with cycling groups in other states where to do so would further the purpose of More People Cycling More Often.</p> <p>One example is Ride to Work. We piloted a small scale national Ride to Work this year (it went very well in Mt Gambier thanks to the tireless work of a local!). The other state groups have agreed for us to lead the national effort on Ride to Work. We hope to be able to draw in government funding and commercial sponsorship to enable the program to run as strongly in other states as it does in Victoria. The local groups will be the local contact in the national Ride to Work program. In this way we are fulfilling the responsibility you mention.</p> <p>Another example is the recent Great Western Australian Bike Ride. Bicycle Victoria ran the event with the local group the Bicycle Transportation Alliance. At the end we presented them with a cheque for \$108,000 to spend on their own programs. We are discussing similar arrangements with other State groups.</p>

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			<p>interstate members who fund and support the association, and as official organisers of national events</p> <p>For example, bicycle victoria was (as far as i know) nationally funded to run national ride to work day this year. The event was held during the school holidays in five states which meant that many Australians were absent from work on holidays and the event could not be promoted via teachers and lecturers at TAFES and schools in 5 states. In South Australia it was even scheduled on a date when the one of the key bicycle associations for the state was running its main event for the year, the bike sa bike ride, which must have been inconvenient for staff there . National Ride to Work day was a great success and a credit to the organisers. There are lots of issues in choosing the date for the event and it may be that national interests were given priority even tho the event was scheduled during school holidays. If victorian interests were paramount, there may also be good reasons for that.</p> <p>In general terms though, to what extent does Bicycle Victoria policy require decisions to take into account the interests of , and consult with</p> <ul style="list-style-type: none"> - cycling associations outside of victoria 	<p>Bicycle Victoria was not funded to run Ride to Work nationally. It was with people like Sharon who organized regional breakfasts across Australia that we were able to use this as a trial to assess what would be appropriate for next years National Ride to Work Day (which is still not funded!).</p> <p>The Ride to Work Day date for 2007 (17 October) does not fall in the school holidays of any state.</p> <p>As our mission is More People Cycling More Often we have to consider not only members (wherever they live) but also:</p> <ul style="list-style-type: none"> • non members who do things with us • people who ride who don't know us and • people who aren't riding yet. <p>We are consistently running surveys and other feedback systems to gauge the response of all stakeholders.</p>

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			<ul style="list-style-type: none"> - interstate cyclists who are not members of bicycle victoria - interstate cyclists who are members of bicycle victoria. <p>I am not sure of the answer to my question myself as there are conflicting principles for consideration.</p>	
4	Sarah Bending, Luke Fabish	3.11.06 4:27PM	I read in the last BV "Ride On" magazine that BV is planning on going national. What does this involve, and how will you ensure this supports rather than undermines other cycling organisations?	<p>Since the early nineties Bicycle Victoria has been running bike rides in New Zealand, Queensland, NSW, South Australia and Tasmania [See above].</p> <p>We are also working at a national level on projects such as Ride to Work [refer above] where we lead the project with the support of the other member groups.</p> <p>We are not so much 'going national' as recognising that we already have that scope. We prefer to work collaboratively and currently enjoy good relationships with all the interstate member groups with full time staff, notably Queensland, NSW, SA and WA.</p> <p>The extent to which such relationships develop with those groups and others will depend on: our capability to contribute; the local "climate" or preparedness to work with us; and the alignment of our objectives of More People Cycling More Often.</p> <p>Bicycle Victoria has not belonged to the Bicycle Federation</p>
5	Rob Eke	2.11.06 4:43PM	I read in the last BV "Ride On" magazine that BV is planning on going national. What does this involve, and how will you ensure this supports rather than undermines other cycling organisations? Since Bicycle Victoria has not aligned with the BiCycle Federation of Australia (Australia's peak body of cycling interests for safety and cycling infrastructure) and is not a member currently can the board explain a) when it will re-join BFA? and in the meantime b) what it will do to ensure it is not in conflict with the BFA and acting counter to the interests of Victorian cyclist members by activities in other states.	
6	Keirin Morrissey, Rick Barry,	3.11.06 4:42 PM	What does BV's strategy of "going national" involve, and how will you ensure this supports rather than undermines other cycling organisations?	

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	Gavin Wright, Chris Star.			<p>of Australia for over eight years for a number of reasons:</p> <ul style="list-style-type: none"> • We are trying to do different (though not unrelated things). ‘More People Cycling More Often’ is not the same as ‘the creation of a transport system that is environmentally sustainable, convenient, comfortable, coherent, safe and attractive for all users’. • Their rules are inappropriate for us. They promise to represent the members of member groups ‘directly’. This means they can formulate a policy and then say that all Bicycle Victoria members support it without consultation. • They have been unable to offer any value to us. For example, we asked them how they could help get Ride to Work to go national and they told us that they could talk to the other groups for us. Since we were already talking to the other groups this was not a high value offer. We have sought to help them to find a way to make a strong relevant contribution to More People Cycling More Often and have encouraged them to run conferences (Bicycle Victoria was a co sponsor of their first conference and promoted their second conference). <p>It is unlikely that we will join the BFA as the other state groups are considering their membership and for some time Queensland has been making a donation rather than paying a membership.</p>

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7	Rob Eke	2.11.06 4:43PM	Does the board not see that it is abrogating its obligations to Victorian members by committing valuable resources to pursuing a national agenda and interstate ride activities, where such could easily and competently be undertaken by those states for their greater benefit.	<p>No.</p> <p>Bicycle Victoria has Members and Stakeholders in every state and the pursuit of some matters nationally enhances the effectiveness of Victorian initiatives and other state cycling bodies actively seek Bicycle Victoria's help in running various programs and initiatives.</p> <p>Bicycle Victoria will therefore pursue an appropriate national agenda, the extent of which is yet to be determined.</p> <p>It is worth noting that:</p> <ul style="list-style-type: none"> • that we are the only group putting on nine day rides with more than 2,000 participants • only two other groups put on nine day rides, both are smaller scale events • some state groups have fewer than four hundred members • the BTA, our event partner in WA, has a strong policy about not putting on events themselves. <p>Bicycle Victoria putting on events in other states with local partners benefits both Bicycle Victoria and the local group, more than if they ran it themselves, as shown by the experience in WA.</p>

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	Peter Anderson	AGM on the night	<p>I read with interest recent indications in Rode On that BV is extending its horizons across the border</p> <p>(1) is BV considering a joint membership exchange with (say) Bicycle SA so I can get member discount for their events and vice versa?</p> <p>(2) Given more money now coming from the Commonwealth, what are BV's strategies for national lobbying ?</p>	<p>The Board has considered the issue of reciprocal rights with other cycling organisations and determined that at the present time the cost benefit was not justified.</p> <p>Bicycle Victoria has been able to start national behaviour change activities such as the National Ride To Work Day, it is anticipated that the collaborative approach (with other state based cycling bodies) will enable a coordinated national effort where that adds to the goal of More People Cycling More Often.</p>
Name Change				
8	David Leong	3.11.06 9:37AM	<p>Rather than repeat the annual question on the BFA, tell us more about BV's national cycling initiatives?</p> <p>Any plans to change the name from BV to BA (Bicycling Australia or similar?)</p>	<p>We have no plans to become Bicycle Australia.</p> <p>The geographical nature of our name is an issue the Board has discussed. Some products like Victoria Bitter can 'work' outside Victoria while other organisations like Westpac (previously the Bank of New South Wales) have removed geography from their name to reflect changing times.</p> <p>To use Ride to Work as an example, it makes sense for a national company to sponsor national Ride to Work. A national company will want to do the deal with one organisation and we have agreed a system with the other groups to facilitate this. If we were to change our name, it would have to reflect the collegiate system that is evolving.</p>

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				<p>We plan to:</p> <ul style="list-style-type: none"> • keep on running the Escapade nine day ride in Tasmania, WA, NZ, South Australia or any other place where it is appropriate. • keep letting people join from other States and overseas. • continue to develop interstate participation in Around the Bay in a Day.
	Jarrod Lenne	AGM on the night	Possible “brand” for the interstate consulting ride organisation – “Great Bike Ride Australia”	Thank you for the suggestion.
Relationship with other groups /organisations				
9	Rosemarie Speidel	2.11.06 9:07PM	<p>Bicycle Victoria states that "external relationships are vital to our goal of More People Cycling More Often"</p> <p>how does the Bicycle Victoria Board measure its corporate performance in establishing and maintaining effective external relationships with key stakeholders including the bicycle industry.</p>	<p>Our approach to external relationships is that we look to establish them with those who want to get More People Cycling More Often; this is not always successful.</p> <p>We don't have the relationship we would like with the cycling industry. For example, some retailers felt aggrieved by the Great Victorian Bike Ride free bike.</p> <p>We don't have a close relationship with the CPF. We have consistently offered roles for the CPF in Bicycle Victoria projects. When we told the CPF that we were going to take Ride to Work nationally and asked them if they would like to join in, we were told 'You won't be able to do it.' The offer is still open for the CPF to have a role in national Ride to Work.</p>

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				<p>In general, our external relationships are wide ranging and substantial. There are fifteen partners in our new multi million-dollar Ride2School program who have put their money behind our effort to get children riding to school again.</p> <p>Our productive relationship with the Victorian state and local government at many levels can stand as an example of the strength of our external relationships.</p> <p>One of the opportunities in the future is to establish a similar positive relationship with the cycling industry.</p>
10	Andrew Selby Smith	2.11.06 12:16PM	What criteria does Bicycle Victoria use to decide whether to collaborate with individual organisations to promote cycling? How does this fit with BV's interactions with the numerous Melbourne and Victorian bicycle user groups, interstate cycling associations and the Bicycle Federation of Australia?	<p>Bicycle Victoria collaborates with groups that will help get More People Cycling More Often.</p> <p>The number and variety of riding groups is even larger than you have outlined in your question. In any one suburb there are mountain bike groups, BMX groups, racing groups, informal clubs, formal clubs, early morning bunch riders... the list goes on.</p>
11	Rob Eke	2.11.06 4:43PM	How does Bicycle Victoria determine which organisations to pursue alliances with and which ones not to? Please respond in general and with respect to location based bicycle user groups, the Bicycle Federation of Australia and the Victorian Farmers' Federation.	<p>Most groups get on with their business of going riding without having much to do with Bicycle Victoria.</p>
12	Sarah Bending, Luke Fabish	3.11.06 4:27PM		<p>These riding groups are an important part of the cycling world and our "Ride Find a" on our website is a way that we can help these groups find new riders or help people (prospective riders) find them.</p>
13	Gavin Wright	3.11.06 1:07PM	How does Bicycle Victoria decide which groups it will be supportive of and aligned with? Could this be	

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			answered both on the level of local campaigning, such as with BUGs, and with broader ranging lobby groups, such as the Bicycle Federation of Australia.	We are also working on a ride leader accreditation program in which individuals, who can meet certain criteria and who can give certain assurances, can be covered by Bicycle Victoria.
14	Keirin Morrissey, Gavin Wright	3.11.06 4:42 PM	How does Bicycle Victoria determine which organisations to pursue alliances with and which ones not to? Please respond in general and with respect to location based bicycle user groups, the Bicycle Federation of Australia and the Victorian Farmers' Federation.	<p>In the area of bike facilities sometimes we clash with local riding groups. For example, our most vocal opposition to the Brighton Baths connection was a group called the Sandringham BUG. It was clear they were not interested in more people cycling more often.</p> <p>Many local groups get on with improving bike facilities in their area without having much to do with Bicycle Victoria. These groups can have steady success at a local government level – the Darebin BUG is one example.</p> <p>Some groups come to us for support when the project they are pushing has a big price tag. There have been great examples of local group projects ‘going all the way’. The recent commitment of several million dollars to the off road link to Monash Uni is a project that has been long pushed by the local group.</p> <p>The Ballarat BUG has been our local partner on the successful effort to get the link from the lake to the Rail Trail. Now that the state money has been approved, we will both work on getting the local government to pull its weight.</p>

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				<p>Rail trail groups are another example of the team game. We help them over hurdles like money and marketing and they get on with their trail.</p> <p>[The BFA has been covered above].</p> <p>We are always ready to help a group get a good idea across the line. We do however have limited resources and an overwhelming number of good ideas so we have to try to pick the projects that will give the greatest contribution to getting More People Cycling More Often.</p> <p>The VFF offered to put on breakfast for the riders on Ride to Work Day. We hope to build that alliance into every capital city breakfast around Australia.</p>
15	Keirin Morrissey Rick Barry, Gavin Wright, Chris Star.	3.11.06 4:42 PM	<p>Bicycle Victoria previously had a dedicated liason position for Bicycle User Groups. Unfortunately since about 1996/7, BV has been less than constructive with its relationship towards BUGs, which goes against the organisation's stated position that its external relationships are vital.</p> <p>BNSW on the otherhand, have a completely different perspective towards BUG's. They have a brilliant working relationship. Can BV do the same?</p>	<p>This question partly relates to the answer above.</p> <p>It is disappointing to hear that you think that the relationship we have with your groups is less than constructive.</p> <p>We do not use our insurance to cover the activities of local riding groups, as is done by Bicycle NSW. Their risk management is their own business but they are, in our opinion, putting their organisation cover at risk. We are working on ride leader accreditation that will include insurance cover. This will be relevant to some.</p> <p>Bicycle New South Wales and Bicycle Victoria do not attempt to control local groups. Local groups work on their</p>

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				<p>local councils and in both Victoria and NSW, make progress. However, in NSW, there is no State level facilities campaign and the local groups are unable to get the big bits of the network funded or constructed.</p> <p>At Bicycle Victoria we know many more people. A local group might have a hundred or two hundred contacts but we can survey thousands in most municipalities.</p> <p>At election time for example we have worked well with the local groups. We arm them with the views of the riders in that area and they as local voters get the views of the candidates. These projects are good for us, the local group and for getting More People Cycling More Often.</p>
16	Gavin Wright	3.11.06 1:07PM	Why does Bicycle Victoria hold meetings with such bodies as VicRoads and local city councils where major decisions are made concerning bicycle facility provision without consulting with (or inviting representatives from) local cycling groups?	<p>Bicycle Victoria is an organisation of individual Membership, not a constituent body of local cycling groups. Nonetheless, most Councils will involve a local rider in these decisions if they are prepared to go to the meetings.</p> <p>In many cases, we do involve local groups for example in trail audits we always include local riders. We do seek consultation from riders.</p> <p>In a recent example, we surveyed members, supporters and the public to find railway stations at which riders would like a bike cage. This broad community view is not always available through a local riding group.</p>

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Safety on Events				
17	Rob Eke	2.11.06 4:43PM	<p>Since Bicycle Victoria's big events - such as the Great Melbourne Bay Ride/s (Classic, Around the Bay and shorter variants) and the Great Victorian Bike Ride - introduce many people to cycling and/or to cycling with other people, how does Bicycle Victoria promote safe and effective riding practices through these events?</p>	<p>Bicycle Victoria promotes safe and effective riding practices through a variety of means including pages on its website, the publication of ride guides and RideOn and the production of DVDs on riding.</p> <p>As an example, every rider on the Great Victorian Bike Ride and the out of state rides gets a preparation DVD.</p>
18	Sarah Bending, Luke Fabish	3.11.06 4:27PM		
19	Keirin Morrissey	3.11.06 4:42 PM		
20	Rob Eke	2.11.06 4:43PM	<p>Bicycle Victoria's events seem to have outgrown the organisational capability to manage them safely and smoothly. How can logistics and safety be improved on Bicycle Victoria's events? For example, why wasn't the rural ambulance service visible at Around the Bay in a Day? Why were some intersections unsigned and without marshals? And why were some road surfaces deemed acceptable for the event when they were broken and narrow and forced riders onto a greater part of the roadway and into following motorised traffic, does not the organisation do an audit of the route and develop a management plan in concert with stakeholders and authorities to ensure a suitable and safe surface across the entire route? (eg: from Balcombe Hill to top of Mt Martha, road shoulder surface broken, the complete marked bicycle lane was broken, full of ruts, broken glass, gravel and rocks, and was a permanent narrow</p>	<p>The Board does not agree that Bicycle Victoria has outgrown the capability to manage safe and smooth events.</p> <p>A recent independent review of our event operations concluded that the Great Victorian Bike Ride for example "is organised in a professional and structured way".</p> <p>Mass participation events and indeed bike riding generally involves some degree of risk. Bicycle Victoria assesses, and individual participants need to assess, this risk against the gains. Bicycle Victoria constantly searches for ways to improve the safety on events.</p> <p>We disagree with those who would seek to eliminate bike riding and our events by citing safety concerns, or impose stifling conditions on the running / participation on events or bike riding generally, with the argument that the health benefits associated with bike riding far outweigh the risks.</p>

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			minimally marked shoulder/lane when the adjoining roadway for motorised traffic was of even fair surface up to to the bike lane margin.)	<p>The Rural Ambulance Service is used in rural Victoria and the Metropolitan Ambulance Service (MAS) is used in Metropolitan areas such as where the Around the Bay is conducted. Bicycle Victoria liaises with the MAS before and during the event, a representative of the MAS was based in the Bicycle Victoria control centre.</p> <p>A comprehensive traffic management plan and review is conducted in conjunction with the Police and VicRoads. Route Marshals are placed at sites as required by the traffic management plan.</p>
21	Sarah Bending, Luke Fabish	3.11.06 4:27PM	Bicycle Victoria's events seem to have outgrown the organisational capability to manage them safely and smoothly. How can logistics and safety be improved on Bicycle Victoria's events? For example, why wasn't the rural ambulance service visible at Around the Bay in a Day? Why were some intersections unsigned and without marshals?	
22	Keirin Morrissey	3.11.06 4:42 PM	How can logistics and safety be improved on Bicycle Victoria's big events? For example, why wasn't the rural ambulance service visible at Around the Bay in a Day? Why were some intersections unsigned and without marshals?	
	Keirin Morrissey	AGM on the night	Could Simon please name the independent report (+ its authors) he referred to in regard to event safety /management.	<p>It is probably not appropriate to name the author, however the independence and authority of the author was accepted by the meeting and the Member indicated his satisfaction with the response given.</p>
Media Management				
23	Rob Eke	2.11.06 4:43PM	Given the value of positive media coverage and vice versa, does Bicycle Victoria employ a dedicated public relations or media officer to proactively pursue	<p>Bicycle Victoria does not employ a dedicated media person; this function is handled by various staff depending on the matter.</p>

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			and manage media interactions? Why does the organisation feel it necessary to publicly condemn other types of cycling including the hell ride, critical mass and cyclists without lights? Why does not the organisation acknowledge the positive and long term contribution to cycling in Victoria by the likes of Yarra Bug and others who have called for cycling related questions on the Victorian drivers licence test for some time now when BV only now can seek to claim this as its initiative when that is not the case.	<p>Not everything a bike rider does is supported by Bicycle Victoria. You have mentioned several examples of that behaviour.</p> <ul style="list-style-type: none"> • The Hell Ride is condemned because it deliberately flouts traffic regulations and brings bike riding into disrepute. • Critical Mass inconveniences people going about their business for no stated purpose – such as increasing bike funding. We believe their actions, while possibly satisfying for the participants, make it harder to get more people riding. • Traffic regulations require riders to have lights at night. Riders without lights are the focus of much criticism by Bicycle Victoria members. This behaviour significantly increases the likelihood of a collision with a motor vehicle and lowers the reputation of bike riding. <p>Yarra BUG may be pleased to know that the drivers licence test has had questions about bike riding for a long time, however we would always be pleased to see more.</p>
24	Sarah Bending, Luke Fabish	3.11.06 4:27PM	Given the value of positive media coverage and vice versa, does Bicycle Victoria employ a dedicated public relations or media officer to proactively pursue and manage media interactions? Why does the organisation feel it necessary to publicly condemn other types of cycling including the hell ride, critical mass and cyclists without lights?	
25	Keirin Morrissey, Rick Barry, Kathy Brunning, Chris Star.	3.11.06 4:42 PM	Given the value of positive media coverage and vice versa, does Bicycle Victoria employ a dedicated public relations or media officer to proactively pursue and manage media interactions? Why does the organisation feel it necessary to publicly condemn other types of cycling including the hell ride and critical mass? How does the organisation determine its media strategy regarding cyclists without lights?	
	Kieran Morrissey	AGM on the night	I don't feel the Media question has been completely answered. What value does B V gain from attacking	Bicycle Victoria does not seek to deliberately attack other cycling groups.

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			the cycling fraternity (eg referring to the hell ride as “illegal dragsters”) and fuelling negative cycling press rather than just not commenting? Surely this is attacking minority groups, which Simon commented on	<p>Bicycle Victoria seeks to position bike riding as a cultural norm.</p> <p>We recognise a wide variety of views are held within the “cultural norm”, however, groups that adopt extreme views can sometimes disenfranchise the majority of bike riders and non-riders.</p> <p>Bicycle Victoria will always criticise extreme groups that threaten the broader audience of bike riders or endanger other riders through the creation of antagonistic attitudes towards riders.</p>
Driving licences				
26	Rob Eke	2.11.06 4:43PM	Will Bicycling Victoria seek that driving instructors and VicRoads License Examiners have appropriate skills testing to ensure they are competent to assess cycling related questions on any driving test assessment.	Our approach is to reduce collisions between motor vehicles and bike riders. We work on a number of projects to achieve this. Your suggestion is one that could be considered, however it is likely to be difficult to achieve and hard to evaluate its success.
Bicycle Australia Show				
27	Rob Eke	2.11.06 4:43PM	The Bicycle Victoria stand at the Bicycling Australia show was unattended for much of the weekend. a.	The stand was unattended while staff and volunteers worked on Around the Bay in a Day.
28	Sarah Bending Luke Fabish	3.11.06 4:27PM	Why are volunteers not involved in promoting Bicycle Victoria at other cycling and community events? b. Why were Around the Bay and the Great Bay Ride held on the same weekend as the Bicycling Australia show and Sun Tour?	The Show chose that date to benefit from the number of riders on Around the Bay in a Day. Show attendance was 4,500 on Saturday and 2,200 on Sunday.
29	Keirin	3.11.06	The Bicycle Victoria stand at the Bicycling Australia	Bicycle Victoria and the Herald Sun Tour plan to run the two events on the same weekend. This has a number of

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	Morrissey Kathy Brunning, Rick Barry.	4:42 PM	show was unattended for much of the weekend. It was undoubtedly a busy weekend for BV, but why were volunteers not involved?. Does Bicycle Victoria have a policy for volunteers to promote Bicycle Victoria at other cycling and community events? If yes, does that policy specify a minimum amount of background knowledge/training prior to the event, support while at the event, and constructive feedback to enable the development of improved policies and procedures?	benefits. One group of 150 riders from Tassie said ‘We wouldn’t have come over for either one, but since they were both on the same weekend, we did.’ Bicycle Victoria actively seeks volunteer involvement in many activities and these include running stands at events such as the bike show, which was run by a combination of staff and volunteers. Anybody interested in running stands at similar events should contact Bicycle Victoria.
Election				
30	Rob Eke	2.11.06 4:43PM	Could the returning officer please advise the date of their appointment for the 2006 election, detail any issues raised by any parties to the election and provide a statement on the conduct of the election including improvements for next year? b. Using an overseas election 'provider' prevents scrutineering and also causes problems such as being unable to vote from a mobile phone. Why does BV not utilise the services of the AEC?	The Returning Officer was appointed by the Board on the 29 th June 2006. Leaving aside the more routine “issues” such as lost voting forms, failure to follow voting instructions properly, request of returning officer details, web search difficulties and misuse of proxy forms; the more significant “issues” were: <ul style="list-style-type: none"> BV Management altered the 50-word candidate statement for four candidates to remove contact details that were not included on all statements. Three of those candidates objected, because the contact details were removed when they were advised at a candidates information session that they would be permitted One Candidate felt that the voting instructions were not
31	Sarah Bending Luke Fabish	3.11.06 4:27PM		
32	Keirin Morrissey Rick Barry, Gavin Wright	3.11.06 4:42 PM		
33	Rick Barry	3.11.06 9:37AM		

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			<p>information that was included within the designated word limit was omitted. There had been no restrictions previously placed on what could be included on the statement, and at the candidate information night, I recall one candidate specifically asking if they could include their contact details and being told that yes, they could.</p> <p>Speaking for myself (and after conversations with the other candidates), I carefully chose what to include in my candidate statement, and including my contact information was an essential part of my campaign strategy. As a result of this failure to follow process, I feel that I received fewer votes than I otherwise would have. Additionally, when I contacted the returning officer with my concern, no action was taken, nor was my correspondence even acknowledged by the returning officer</p> <p>One of the other candidates who included their contact information received an equal number of votes to another candidate, but was not elected after lots were drawn for the last available position (as described in the Constitution). Had her statement been printed as submitted, it is highly likely that at least one additional member may have contacted her, possibly affecting their voting decision.</p>	<p>clear enough to indicate that members could vote for up to four candidates.</p> <ul style="list-style-type: none"> • One Member reported difficulty (and one Candidate said that they had friends who had difficulty) in voting from a mobile phone. • One Member requested the vote be invalidated and another vote be held because they attempted to vote in the election by responding to the survey question at the bottom of the webpage “Did this page help you? No, Partly, Yes” with the accompanying vote button. • Candidates Catherine James and Ross Kilborn polled exactly the same number of votes. <p>The Returning Officer, the Board and Management have considered all the issues and concluded that the election was conducted fairly and in an unbiased manner.</p> <p>Specifically, in relation to the “issues” above:</p> <ul style="list-style-type: none"> • The nomination form and guidelines (regulation) were circulated to all candidates and are binding on all Members. Those guidelines were silent on the matter of contact details on the 50-word statement. Management formed the view (subsequently ratified by the Returning Officer and Board) that inclusion of contact details for some and not other candidates would unfairly advantage those candidates.

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			<p>Thus, this failure to follow due process has had a material impact on the results of the election, and on the future governance of the organisation.</p> <p>Can BV explain why the process was not followed, and what steps will be taken to prevent such an occurrence in the future? Also, I feel that it's appropriate for BV to make some type of formal recognition that their actions have affected the outcome of the election.</p>	<p>Furthermore, Management formed the view that, given the contact details were specifically required in the website publication and not required in the 50-word statement, the regulations implied that contact details were not permissible on the 50-word statement.</p> <ul style="list-style-type: none"> • The step by step voting instructions sent to all eligible Members clearly states “ you may enter up to 4 candidates before the #” • The 1800 number is a Sydney number. Management tested the service from Telstra, Optus and Orange mobiles with success. ElectioNZ did not know why difficulties were being experienced. Management concluded that difficulties were probably to do with “barring” on that Members phone. The Member was advised to use an alterative phone.
34	Keirin Morrissey	3.11.06 4:42 PM	<p>I understand and am very alarmed to hear that at least three board candidates had their ballot paper statements altered without consultation or permission; pecifically, their contact details were omitted. I am concerned that this belies a lack of - or disregard for - due process, and would have had a direct bearing on the outcome of the election, and thus the governance of the organisation. How does Bicycle Victoria justify this action, and how will it ensure that due process is upheld in future?</p>	<ul style="list-style-type: none"> • Management considers the step-by-step voting instructions sent to all eligible Members are clear in stating this is a telephone vote. • The place on the Board was determined by lot, as required by the constitution.
35	Gavin Wright	3.11.06 1:07PM	<p>Could the returning officer please give a full report on the board election, with specific reference to the performance of the overseas counting machine, the management of the election and any issues raised by the candidates?</p>	<p>The Returning Officer has an obligation to the organisation and the Membership generally, not individual Candidates. Election matters should be brought to his attention and unless the matter is significant enough in itself to nullify the election result, he will reserve his judgement until all votes</p>

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				<p>are cast, reports are filed and the Board opinion is delivered. Communication back to individual candidates will therefore be minimal.</p> <p>ElectionNZ are a large reputable independent organisation who Bicycle Victoria has used for the past 3 years. ElectionNZ's Australian customers include the Commonwealth Bank, Suncorp, ING and others.</p> <p>There are many reputable election providers, including ElectionNZ and many organisations use non-government providers. Bicycle Victoria will consider using the services of the Australian Electoral Office and the Victorian Election Commission for the conduct of next year's election and also consider all of the "issues" noted above and how they can be reduced or eliminated.</p>
	Catherine James	AGM on the night	What does the Board plan to do about the extremely poor response to Board election.	In 2006, 938 people cast their votes, compared to 1184, in 2005 and 157, in 2004. The Board, whilst mindful that sometimes a low voter turnout may be interpreted as a general satisfaction with the way the organisation is governed, will nonetheless consider ways to improve the voter turnout in subsequent elections.
Board Member Accessibility				
36	Rob Eke	2.11.06 4:43PM	How does the Bicycle Victoria board ensure that they are accessible to members and keep members informed about their work? Please respond including how members can contact their board, when the	The Board has a procedure whereby day-to-day matters are handled by management and only significant matters are brought to the Board's attention. All matters are made available for all Board members at each Board meeting
37	Sarah Bending,	3.11.06 4:27PM		

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38	Luke Fabish Keirin Morrissey, Gavin Wright	3.11.06 4:42 PM	minutes of the AGM will be available for members and confirm that all issues raised at the AGM will be minuted.	<p>including the original correspondence and any response.</p> <p>The Board is conscious that small minorities with particular agendas to promote seek to overwhelm the Board with unrepresentative views. The Board therefore works hard to ensure that it has broad understanding of Members and Stakeholders view by actively surveying and engaging its Members and Stakeholders for their views.</p> <p>So far this calendar year in excess of 29 surveys (41 last year) have been conducted with groups of Members and Stakeholders that enable the Board and Management to accurately understand the broader Member and Stakeholder views and to govern the organisation.</p> <p>The draft minutes of the 2005 AGM were published of the 8.11.06 on the website. Bicycle Victoria apologises for this late publication, the draft minutes of the 2006 AGM will be published after the Board approves them for publication.</p> <p>Material items will be minuted; these questions and answers will be published on the Bicycle Victoria website.</p>
39	Gavin Wright	3.11.06 1:07PM	Having been one of the small minority of members who voted in the board elections, apparently, can you tell me how is it possible to contact the board and be informed of their work?	<p>The Board and the organisation informs its Membership, through the Website, Ride On magazine, the In the Loop email newsletter, the Annual Report and the Annual General Meeting.</p> <p>The Board's correspondence procedure is outlined in the previous response.</p>

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Specific Route & Miscellaneous issues				
40	Faith Carter	18.10.06	I ride along Spencer St in the city every day. The problem as a cyclist is the merging of traffic from the intersection of Flinders and Spencer St's (heading north from the Yarra end) ... in front of the Grand Hotel...from 2 lanes from one side of the intersection, to one - so is dangerous as a cyclist. There are metred parks to the left ... possibly these could go to the left .. possibly these could go to give way to a cycle lined area [Diagram]. I hope this makes sense and can be addressed at the meeting.	Spencer St is a difficult street to ride on and recent changes in front of the station have made it even more difficult. We are working to develop paths along the NorthBank of the Yarra, and improve the existing lanes on William St. It has been promised that Docklands will get a better path.
41	George Schulze	7.11.06 5:28PM	What is the status of the crucial Gardiners ck link on the north side of the ck past the East Malvern golf club and under Warrigal Rd??	We are working on fixing the link. There is still disagreement about the best alignment and whether to go over or under Warrigal Road. Some works will be done in the next financial year but this looks like being one of the longer campaigns.
	Peter Anderson	AGM on the night	I had a serious accident on Heidelberg Road when I struck a large semi trailer at night, parked in a bike lane. VicRoads denied my claim saying as no driver of the semi was in the semi, then this was not a road accident! Ironically, if I had struck a tree on the footpath and died they would have made me an official road fatality. BVV aware of this ridiculous situation when a bike accident on the road can be ruled not to be a road accident?	There seem to be a variety of road laws and circumstances at play in this scenario. The Member was invited to speak with Bicycle Victoria Management after the meeting.

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	Frank Fisher	AGM on the night	When will BVV support the Swedish “sting pin” horizontal, carrier borne flag. Bike parking now available @ Sthrn Cross station costs \$10/night. This is the cost (per weekend) of my return train trip to Ararat. What can we do to reduce this + thereby encourage bike rail connections to V-Line	Bicycle Victoria will look into the sting pin concept. V-Line is not very bike friendly and Bicycle Victoria is working at the operational and state government level to improve their service to bike riders.
	David Berry	AGM on the night	I came down from Ballarat to register for ATBIADay. I was not able to pay cash and register at the Head Office. Why must it be done on line and what if you don't have a credit card.	Bicycle Victoria seeks to provide services which are tailored for mass transactions, individual order processing is expensive. In order to lower the costs, online electronic entry was the only form entry permitted for the 2006 Around the Bay in a Day ride. We continue to monitor this to provide the right mix of cost efficiency and customer service.
	Leo Ledwich	AGM on the night	Has any thought of a bike path along Lorimer St Port Melbourne on the disused rail line? It seems like a natural site.	This is a missing link on both the Metropolitan Trail Network and the Principal Bicycle Network is a high priority for Bicycle Victoria. Feasibility and economic viability studies are underway for the reinstatement of the railway line. We have been working with the Port of Melbourne Authority to ensure that a car free bike facility is constructed along Lorimar St. Unfortunately this is complex and the process is likely to take a number of years.