

BOARD OF TRUSTEES CANDIDATE MANIFESTOS 2023

STANDING FOR ELECTION:

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NOTES ON THE PROCESS:

There are three vacancies in this year's election to the LCC Board. The people elected will serve for three years between the 2023 and 2026 AGMs. Candidates are required to be nominated by two other LCC members and should provide a supporting statement of up to 500 words.

LCC is keen to encourage nominations from people from groups underrepresented in cycling and our organisation, so this year we would especially welcome nominations from younger people, women and people from London's diverse communities. We are also keen to receive nominations from people with professional experience and expertise in Human Resources.

You are particularly welcome to apply if you are considering becoming a trustee for the first time. We are recruiting for potential and learning in the role is expected. Training will be provided and all travel and reasonable out of pocket expenses will be covered.



NEDAH DARABI

Cycling has been the source of my greatest joy and pain. For many years I travelled everywhere in London on my bicycle and loved it - the freedom, the ease, and being active and outdoors. In 2022, whilst cycling to work I was hit by a lorry driver, I was seriously injured and my right leg was amputated. This life changing experience made me acutely aware of the cost to individuals and communities if we don't address road safety.

I'm part of a community of cyclists who have sustained life-changing injuries, and the circumstances that led to the collisions we were involved in are depressingly similar; dangerous junctions, HGV's that don't allow good visibility, lack of adequate cycling infrastructure and training around sharing roads with 'vulnerable road users' in London. In addition, there is often a lack of justice for victims in a system that fails to protect cyclists. All issues that the LCC has and continues to campaign for.



In a time where cycling is often used as a political football, I hope to humanise the issue of road safety and remind people that real lives are at stake. No death or injury on London's roads is acceptable or inevitable. Whilst road collisions are unintended, they are the result of choices made by organisations, individuals, and society, and I would campaign to influence those decisions. I have recently worked alongside a London council, advocating for their road danger reduction strategy.

My background is working as a GP in the NHS, and it is my role to promote a healthy environment for the community. Making roads safer is a public health issue. It would encourage people from different backgrounds, ages and abilities to cycle, which would improve health, improve our air quality, reduce emissions, and reduce inequity. More cycling would also make our city a more pleasant and social place to live by reducing congestion and allowing us to move around more easily. If elected as a trustee, I could strengthen the ties between active travel and the health sector, broadening the coalition of allies. Women, people with disabilities, and racialised people are under-represented both in cycling and the decisions made around it. I have personal experience of the barriers these groups face and would work to address these, provide representation and push to make cycling accessible to everyone no matter their age, gender, race, class or ability. For example, there is often an assumption that people with disabilities do not cycle, however, I am now aware that for some of us cycling can provide better mobility with the correct support. This year I worked with a London council to promote better accessibility to active travel through their 'kerbside strategy'.

Despite my experience I still believe that cycling can be extremely beneficial for us individually and collectively. My own journey getting back into cycling is ongoing and alongside this I hope to campaign for a London in which more people safely experience the joy and wellbeing of cycling.

Thanks for your consideration.

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ISABELLE DE PAUW

My name is Isabelle, I'm 29 years old, and I have been a cyclist for almost 26 years. As a Belgian, cycling runs through my blood; I am very lucky to have been born into a cycle-confident family and community. Cycling has always been my primary mode of transport, and one that I love with all my heart. That didn't change when I moved to London in 2016.



That also didn't change when, during my daily cycle commute from Cricklewood to Bond Street, motorists shouted at me on Edgware Road - not used to cyclists sharing the road with them. It didn't change when near-misses with taxis and buses were becoming increasingly common experiences. I moved from Cricklewood to Kennington, and from Kennington to Peckham. Nothing could get me off my bicycle, even when noticeably more irritated drivers filled the London roads - a rude awakening following the cycle dream that was the Covid lockdown.

I'm acutely aware that that isn't the case for everyone. Most London people are scared about facing London traffic by bicycle. In the rarer case where people are convinced to try and cycle in London, they are all too often put off by suboptimal cycle infrastructure, territorial motorists and a lack of confidence to navigate the London roads as a fragile cyclist. Most London people I know think I'm crazy to be cycling in Central London, and some of my London friends have never even been taught how to ride a bicycle. This lack of confidence and taught capability means that a (potentially, but very likely) depressingly large amount of the London population misses out on the health and environmental benefits of (getting into) cycling.

It is especially depressing knowing first-hand how empowering cycling can be. Those parts of London society who are generally already underrepresented and under-empowered suffer most from this cycling insecurity: women, ethnic minorities, and those from a lower socio-economic background. This poses a big and structural problem for London, and by expansion, society at large.

I am very passionate about instilling confidence in both cyclists and other road-users to ensure cycle safety and enjoyment in London. I have helped women into cycling via the Transport for London Women in Cycling campaign, and via various buddying schemes. London has the necessary wealth to create adequate infrastructure that instills confidence in aspiring cyclists, and in other road-users to safely share the road. But it needs a strategic, coherent and community-led approach to make that a reality.

As an LCC trustee, I would bring bottomless enthusiasm to the cause of empowering all road users to become cycling-confident, as well as a wealth of policy-making expertise. As an experienced civil servant, I have developed and implemented a variety of policies at the national level - from evidence gathering to evaluation. This has taught me to design policies that work in practice, and that are co-created through extensive consultation with experts and end-users in the field. For LCC, I would be delighted to tap into the fountain of know-how of the local LCC volunteering groups to create and support initiatives that work for local communities, and to make London a city where everyone has the necessary access and confidence to get into cycling. Thank you in advance for your consideration, and thank you for all of the great work you have already done.

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SARA DOWLING

Hello - I'm Sara and I'm applying to become a Trustee of London Cycling Campaign because I love cycling and would like to do all I can to help make London a safer and more enjoyable cycling city for everyone.

I've cycled all my life, and getting around by bike is my mode of choice. I've lived in Lambeth since the early 90's and I love the benefits and freedoms that cycling brings. For me, cycling is the solution to many of society's challenges, from public health, the climate crisis, air quality, inclusion, and the cost-of-living crisis, as well as a joyous and empowering activity that improves our quality of life.

I also cycle for fun and to keep fit with family and friends, most recently cycling to Paris via the Avenue Verte. The trip was a happy reminder of the possibilities that cycling offers but also some of the challenges we face in bringing world class cycling infrastructure and facilities to London.

I believe that fear and intimidation from road danger is the biggest barrier to cycling. I've had too many conversations with people who say they would like to cycle but are afraid. As a Trustee I would be a strong advocate for continuing to develop campaigns that focus on this issue.

I also bring over 30 years' experience working in the charity sector. I am currently the Deputy CEO, and Director of Operations at RoadPeace, the national charity for road crash victims. Through my work I have:

- extensive experience in charity leadership, strategy development and operational management
- a proven track record of developing and implementing fundraising campaigns across varied income streams including membership, corporate partnerships, community fundraising, and grants and trust fundraising
- a good understanding of the London policy and campaign landscape and road danger reduction and - a commitment to the importance of good governance and the vital role of the board to support the staff team to deliver on strategy.

LCC has played a huge role in the transformation of London over recent years towards a city that is safer for cycling. With my charity background, passion for cycling and experience working in a related area, I believe I can make a valuable contribution as Trustee - and it would be a privilege to do so - so that all Londoners who want to, can choose to ride a bike safely and enjoyably anywhere. Thank you for reading!

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SARA FREA

"Transforming London from a Car-centric City into a People-Centric Happy Oasis"

I've had the privilege of living in diverse countries, and wherever I've gone, my trusty bicycle has been my constant companion. For me, a bicycle isn't just a weekend pastime or a sporty plaything; it's an affordable, healthy, and joyful mode of transportation.



Born and raised in Turin Italy (the kingdom of FIAT) in the 70s, when the automobile industry was expanding, stealing space from people's lives, and changing the urban planning of our city. It was only when I moved to Germany in the final year of my university studies that I discovered there was a different way to commute. I was a latecomer to the revelation that bicycles are the ideal urban transport solution. Since then, I've explored all the places where I lived (Hannover, Milan, Bologna, Dubai, London) and worked (Amsterdam, Paris, Barcelona, Berlin, Basel). With first-hand experience as a dedicated cyclist (riding at about 10,000 miles/year, 30 miles/day commuting in all weathers in London) and enthusiast bike traveller, I've ridden all over Europe trying to document as much as I could in my [blog](#) and my [Instagram](#) profile.

My professional background is in Architecture and Urbanism, and coupled with my participation in courses at the University of Amsterdam and the EIT Urban Mobility Institute, I know what makes a cycleway, a bicycle infrastructure, or a cycling renovation plan effective. For the last few years, I've been working in exhibition and event design production and project management.

I'm also proud to be a co-founder of Wonder Ride, a non-profit organization that invites people to discover their local surroundings on two wheels, a co-founder of [HUG](#), an urban regeneration community hub, and a member of [Bike Coalition](#), an activation project for contents and services dedicated to sustainable mobility active in the area of Milan. But now London is my home, and I'd really like to make a contribution to the cycling community here.

As a design expert deeply committed to bold, people-centric ideas, I'm here to share my knowledge and [experience](#) and support others in crafting their vision for the ideal city. We might be powerless to transform our streets on our own, but together, we can make a lasting impact. Our streets, sidewalks, and public spaces should be treated as extensions of our homes. The term "public space" should serve as a constant reminder of this. We should reimagine them as vibrant, green, and inviting, just as we'd envision our own homes.

Cycling isn't just a mode of transport, is freedom, flexibility, and well-being. However, it often comes with challenges like inadequate infrastructure, poorly lit paths, and even harassment. To overcome these issues, it's crucial that we collaborate with decisionmakers, local authorities, and transportation agencies, alongside our fellow citizens, to guide them toward the sustainable transformation of London into a city designed for its residents.

By making London a haven for cyclists, we can reclaim our urban spaces for the community, and build a happier and more inclusive city for all. Together, we can turn this vision into reality.

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NATALIE LINDSAY

My name is Natalie Lindsay and I am a 53 year old Londoner. I moved to our wonderful city after graduating from university (PPE Oxford) and I've raised my family whilst living on a main road. I am a non-lycra wearing cyclist. Why do I make that statement? Because we have a perception problem in this country regarding cyclists that feeds into the supposed "war on motorists" and the very real "war on cyclists". I use my bike every day to get around my local area, as do all my family; except for my teenage daughter who refuses. She feels both unsafe cycling alongside vehicles and she hates the regular misogynistic abuse flung at her whilst doing so.



I have a vision – which I am sure is shared by many in LCC – of a car-free city. One where the default means of transport for all ages, all sexes & all socio-economic backgrounds is the bicycle. One where the air is clean (which involves more than just switching to EVs), children can travel safely to school on foot or by bike without fear of being flattened by a vehicle and where deliveries and services are met using cargo-bikes. This is achievable; with political courage and education. Therein lies my strength – as a public speaker, as a leader, as a communicator and as a person willing to talk to power and privilege.

As a passionate advocate for Active Travel, I work with local LCC branches in South West London as well as other groups such as Living Streets and Possible. I co-founded the [Wandsworth Bridge Road Association](#) for my own road which campaigns for active travel and the redesign of this main road away from cars towards pedestrians and cyclists. Sitting on the border of two new LTNs we have spent the past three years educating, nurturing and persuading; workshops, closing the road for a Fayre which attracted 14,000 people, newsletters, council meetings etc. Concerned about the unstoppable rise of air-pollution and the impact on my health and that of my family I served as a Pollution Commissioner with LBHF in 2016/2017. It was during this time that I developed in-depth understanding of traffic management, evaporation, induced demand etc and my family will attest that it has become somewhat of an obsession as I comment/criticise road structures wherever we go!

My background is varied having worked in the private sector (BP – a long time ago), the public sector (Treasury under Alistair Darling), as a free-lance consultant in the charitable sector and with local authorities and as an entrepreneur. I am a founder of London Youth Conservatoire which is now one of the largest non-selective music schools in London with 360+ students. We took a small after-school club and transformed it into a Saturday school, obtained charitable status for the organisation and created a successful school. For several years I was also the School Principal during which time I developed a growth strategy, implemented management systems and with the trustees created a management structure & team as well as managing the day-to-day duties of a school; parent interface, staff management, logistics, H&S, policies, safeguarding etc. Today the school has a staff of 40.

I am passionate, a good communicator, energetic and tenacious and would love to use my skills to progress cycling for all in our city.

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Three years ago, when I first ran for election as a trustee, I aimed to promote greater diversity and inclusivity throughout the London Cycling Campaign. We have made significant progress by collaborating with our staff and our members. But there is more to do.

At the behest of the LCC board, I founded the Diversity & Inclusion Working Group to oversee our organisation's commitment to representing all of London by increasing the involvement of women, black, asian, disabled and other minority groups.

Working with the LCC's senior management team, the D&I Working Group, which comprises trustees and cycling campaigners from diverse backgrounds, has ensured that the LCC overhauled its HR and recruitment practices so that it will be more welcoming to all of London's communities.

Moreover, diversity is more than ever at the heart of campaigning. As a British Asian, I rediscovered the joys of cycling more than ten years ago. I have been a passionate advocate and campaigner for more cycling and supporting infrastructure ever since. I joined my local cycling campaign in Redbridge and became active.

I have been a journalist for over 25 years, writing and editing several magazines and online publications. My background means I have an excellent network of contacts in media and politics. I have experience with charitable and campaigning organisations, and my skill set would continue to be valuable to the board of the LCC.

Before the pandemic, only 15 per cent of cyclists were black and asian, and only 27 per cent of London's cyclists were women. That number has subsequently swelled; we need to reflect that more in our campaigning.

We can only realise more generous community support for better cycling infrastructure and lower motor vehicle use by continuing to engage with our diverse communities. I'm happy to report that many of our borough chapters are increasingly doing this.

We simply cannot ignore the very different barriers facing people of colour and women wanting to take up cycling. We need to support expanding outreach programmes to help these diverse communities. More spending on its own does not equal more inclusivity. We must engage with all of London for the capital to see the full benefits of cycling.

In addition to the D&I work and serving on the board, I am also a member of the HR and business subcommittees. I also regularly attend campaigning strategy meetings. I would appreciate your vote to continue my demonstrable and valuable contribution to the London Cycling Campaign.

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SIMON SAVILLE



I have been a cyclist for as long as I can remember, have worked in London since 1992 and lived here for over 13 years. I joined Southwark Cyclists through their Healthy Rides scheme and became Climate Safe Streets Champion for the 2022 local election. I have been the Coordinator for Southwark Cyclists since Nov 2022.

Since then we have kick-started Southwark's cycle campaigning. We have forged effective relationships with key Councillors and officers and lobbied hard for faster implementation of good quality cycle infrastructure, especially LTNs. We now actively campaign on proposed new cycling and traffic schemes. While there is much to do, we have been able to make meaningful inputs to Southwark's Streets for People Strategy and Cycling Plan (currently in draft). The Cycling Stakeholder Group meetings have restarted (which I now chair) and we have regular 1:1 catch ups with the relevant Cabinet Member.

We have created a WhatsApp group for active LTN campaigners from Southwark Cyclists and we work closely with Southwark Living Streets, so that active travel is always considered as a whole.

I'm keen to get involved as a LCC Trustee, and my background means that I have a lot to offer. I have been a trustee of Butterfly Conservation (national charity, £6m turnover) for 6 years, where I Chair the trustees' Audit and Risk Committee. I am also a trustee of smaller charities - London Beekeepers' Association and Wild Clapham - and my experience as a trustee will be directly relevant to LCC.

Professionally, I worked at senior leadership levels in a large multinational company, focusing on marketing, communications and public relations. I led large teams, managed large budgets, delivered projects, and built expertise in leadership, risk management, strategic planning and organisational change.

I lived and worked for 6 years in The Netherlands, so I have first-hand experience of how cycling and walking can be made part of everyday life. It's mainly a matter of political will, as progress in some London boroughs shows - and we know that active campaigning makes a difference.

Since retiring early, in 2016, I have focused my time on the environment in London and become increasingly involved and concerned about climate change and our collective lack of action.

I am a founder member of Southwark Nature Action Volunteers, a group of people and organisations aiming to improve green spaces in Southwark for all wildlife - and people. I am a Ranger for London National Park City, which is a movement that seeks to make London greener, healthier and wilder. I am a supporter and volunteer for Extinction Rebellion (XR Southwark), lobbying the local council to take more action for climate change - especially active travel. In 2020, I cycled solo from Land's End to John o'Groats, raising over £30k for Butterfly Conservation in the process. This year I did a 2nd "Bike For Butterflies" in Scotland, raising another £5k for charity.

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CHRISTIAN WOLMAR

I am a lifelong cyclist who has watched facilities in London improve remarkably over the past couple of decades. Whereas once I would be able to say hello to every cyclist I encountered at the lights, nowadays I am delighted by the crowds of fellow two wheelers at every junction in central London. Much of this success is down to the tireless campaigning of the LCC. Those cycle lanes and 'superhighways' would not exist had it not been for decades of campaigns for cycling facilities which finally won round many local politicians to the cause.

Of course there is much to be done especially in outer London boroughs and that is why I am keen to seek re-election as a trustee. I have been on the board of trustees for the past five years, and am vice chair as well as chair of the Human Resources Committee. I have long been active in various cycling campaigns and was a founder member of Labour Cycles which seeks to ensure the party recognises the value of cycling as a key part of its transport policies. I was short listed to be the Labour candidate for the 2016 mayoral election, putting forward a series of pro-cycling measures as well as supporting the pedestrianisation of Oxford Street. Recently I have been working on a proposal for the LCC to take up bike theft as a key part of its campaigning, a rather neglected area but with some 700,000 thefts every year, a real deterrent to cycling.

With the London mayoral election and a general election coming up, this is a crucial period for cycle campaigning. We need to persuade all political parties to endorse pro-cycling measures and to recognise the value of cycling as part of a wider strategy to improve the urban realm and make London a more liveable city. My experience as a journalist, author and communicator can help in that endeavour. I hope you can support me to remain as a trustee on the LCC board.



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