

CTC Cambridge
A Member Group of Cycling UK
Minutes of AGM - Sunday April 21st, 2024

3pm, Whittlesford Memorial Hall, Mill Lane, Whittlesford

1. Attendees and apologies for absence

24 full members of Cycling UK attended the meeting, meaning that the meeting was quorate.

Apologies for absence were received from Andy, Sarah, Sharon, Belinda, and Eva.

2. Minutes of the previous meeting

The minutes of the previous AGM held on Sunday 23rd April 2023 were circulated before the meeting and had been accepted as an accurate record of that meeting. There were no matters arising to review.

3. Opening remarks from the chair

David opened the meeting by welcoming members who had attended and remarked upon another successful year for CTC Cambridge since the last AGM. The members of the current committee who were present briefly introduced themselves. David highlighted an omission from the Secretary's report relating to Camcycle – John S had forgotten to mention winning the coveted "Camcycle Volunteer of the Year" award.

4. Officers' reports

4.1 Secretary

John S summarised the appended report. The club had again put on a programme of around 200 led rides as its main activity. Membership numbers were stable, with around 1240 current members at the time of the AGM. John S noted that there had been some issues with the updated Cycling UK membership system, and thanked John J for the support he had given to Eva in getting these issues raised and resolved via Cycling UK. Safeguarding remains a priority for Cycling UK, and our Safeguarding Officer Peter had worked to summarise emerging guidance in a form that makes it easy for our ride leaders to know what to do when incidents and accidents occur during our rides. Angela, with support from Nigel, has made a welcome start on updating and simplifying some of the most frequently visited content on our website. Nigel has continued to maintain and develop our website and has recently added functionality to show how hilly rides in the route library are, and (working closely with Rupert) to highlight route issues that may exclude or cause difficulty for riders.

John S congratulated Nigel on his election as a Trustee of Camcycle, the local Cycling UK-affiliated cycling campaign. This link will strengthen our existing partnership with Camcycle. We continue to work alongside Camcycle on local campaigning issues: a recent focus has been the different Greenways projects. A new joint activity in the last year has been work with Cambridgeshire Police on cycle registration and security marking, which has involved volunteers from both cycling groups helping to register over 1000 cycles at 15 registration events held over the year.

John S mentioned the successful Birthday Tea and day of rides held in Haslingfield in September, and congratulated Mike S and Greta on their 90th birthdays, and the Gold Cycling UK Lifetime Achievement Awards they had both received at the event in recognition of their many decades of service to CTC both locally, and nationally via e.g. CTC Council and CTC Holidays and Tours. John S informed the meeting that a similar event was being planned for September 2024, and then thanked Sue and her team for the excellent tea provided at the 2023 event.

Another highlight of the year had been the Christmas Lunch held at The Chequers in Fowlmere. John S thanked Sarah for organising the successful and enjoyable event. The lunch had concluded with the announcement of the result of the Len Nice Award for 2023. Two candidates had been selected by members, so it was decided to make 2 awards – to Susan for her work supporting Ukrainian refugees with refurbished cycles, and local cycling advice, and to Ian for his work in maintain the programme of weekly social rides that were open to all through the pandemic.

John S then congratulated Yasmin on her continuing Audax UK Randonneur Round the Year (RRTY) achievements, with 60 rides (one per calendar month) of at least 200km completed over 5 years, as well as both Yasmin and Chris becoming Audax UK Super Randonneurs for the first time in 2023.

Other non-club cycling achievements were celebrated, including two tours along the pilgrimage route to Rome by Andy and Sarah (who also cycled from Vienna to the Hook), and by John J, Alex, and others. Nigel's growing tally of end-to-end crossings of different countries was also mentioned, along with some of the tours other members had completed in 2023.

4.2 Treasurer

Yasmin summarised the attached annual accounts which are in the process of being audited before submission to Cycling UK.

Two grants had been received from Cycling UK, for training first aiders, and for training in cycle maintenance skills. The way that the maintenance training is delivered will change for future courses, with the balance of the Cycling UK grant used to fund a joint training provision, open to our members, arranged through Camcycle. We plan to apply for a top up grant so we can offer fully funded first aid training to ride leaders who want

to do this. Yasmin also highlighted the ongoing offer of cycle bag-friendly first aid kits provided by the club for ride leaders.

Yasmin noted that our recurring spend on essentials, such as meeting room hire and various website-related subscriptions now exceeds the £200 annual allocation we receive from Cycling UK.

A highlight over the year had been setting up a new Metro Bank current account for the club, to run alongside the Cambridge Building Society account which is retained for longer term reserves. This at last allows the club to make and accept online payments and will make paying for events such as club teas and meals much more straightforward for members.

4.3 Runs

Rupert had previously shared the appended Runs Report, to allow members time to respond to the issues it raises at the AGM. The strong rides programme has been maintained, with around 200 led rides going ahead, in spite of a number of weather-related cancellations over recent months.

The weekly Saturday rides programme has evolved, so there is now a pool of 6 regular leaders drawn from the regular riders, which spreads the load and makes things more resilient if individual leaders are unavailable.

Across all ride types, leaders are making more use of the option / freedom to suggest different rides and new refreshment stops, rather than sticking with the initially suggested programme, which makes things more rewarding and varied for both leaders and riders.

Rupert noted that there have been a few recent instances where riders had been inadvertently dropped or left behind on rides and reminded us of the shared responsibility for all leaders and ride members to look out for riders who are at risk of being dropped.

The Sunday rides programme had been a bit of a problem, as it has sometimes been difficult to find people willing to lead these rides. Rupert reminded us that there is flexibility to offer rides of different lengths with later starting times to different stops if this makes leading these rides more appealing.

Rupert then invited contributions to a wider discussion about our Runs programme. Niall highlighted the difficulty he now has in finding intermediate rides that offer sensible progression from our Saturday social rides. In the past, Ray's Sunday afternoon rides had offered a good stepping stone towards longer rides, but these rides of around 35-40 miles at a more leisurely pace had not continued when Ray had moved away from Cambridge. This meant that there is now a bigger gap between the 25-mile social rides, and most of the other rides, which are typically 50+ miles.

Lalli amplified Niall's point and said that it was hard to get back to joining longer and slightly faster paced rides if you had a break from regular riding. The issue was more one of the ride ethos, with some rides seeming less able and willing to slow down or wait to accommodate people who are having a bad day. This could lead to a perception that people who are slightly slower are not really welcome on some of our rides.

John S encouraged people who want new kinds of rides to consider leading some of the desired rides themselves: there is a perhaps an incorrect perception that leading rides is something very difficult that only a few people can do. He highlighted that it was now much more straightforward to become a ride leader, as there is free online ride-leader training from Cycling UK, and we also now have a library of good routes than can be used or adapted by new leaders. 4 new leaders have come forward from among the regular Saturday riders over the year, and the same thing could happen for other types of rides that people are keen to see. Support and mentoring is available for new leaders.

There was then a discussion about the issues with offering year-round Sunday afternoon rides, because a lot of refreshment stops now close earlier on a Sunday, and there are also no commercial stops that are able to put on the traditional club teas that used to be the mainstay of our Sunday rides programme. Sunday afternoon rides in winter months are also less appealing, and they can involve riding back from a tea stop in darkness.

Ian suggested that more use could be made of the once-popular home tea option, which could offer more options and flexibility on Sunday afternoons. Mike CC asked if there were plans to start having more of the longer 2 or 3 stop summer rides that could end with a home tea stop. Rupert confirmed that these were all options / possibilities.

Mike CC noted that there has been a lot of changes in the availability of cafes since the pandemic, and that while some old haunts have closed down, there are also new options which may have more helpful opening hours that have started up. Mike suggested that we could have an informal network of local members in different areas who could help update our lists of refreshments stops, with a focus on finding new places that could offer later Sunday afternoon options.

5. Election of officers

John S informed the meeting that all of the current committee had said they were willing to stand again for election to the committee, and that he had received no other nominations or expressions of interest in standing for any of the current committee posts.

John then asked for nominations for David to continue as our Chair. David was nominated by Mark and seconded by Lalli and was duly appointed.

David then asked for nominations for the remaining committee posts:

- Yasmin Emerson was elected as Treasurer – Proposed Mark, Seconded Susan
- John Seton was elected as Secretary – Proposed Susan, Seconded Mark
- Peter Wilson was elected as Safeguarding Officer – Proposed Mark, Seconded Susan.
- Rupert Goodings was elected as Runs Secretary – Proposed Susan, Seconded Mark
- Eva Alldritt was elected as Membership Secretary – Proposed Julia, Seconded Susan
- Angela Wright was elected as Web Content Officer – Proposed Mark, Seconded Susan
- Nigel Deakin was elected as Web Technical Officer – Proposed Mark, Seconded Seb

John then informed the meeting that Sarah Carlyle has been approached by David and had said that she would be willing to join the Committee. This is a welcome development that will allow village group riders' views to be more directly represented at Committee meetings.

- Sarah Carlyle was elected as a Committee Member, proposed John S, Seconded David S

John S then recorded our thanks to Alex, for his help as our Honorary Auditor over the past year. Yasmin will find out if Alex is prepared to continue in this role once this year's accounts have been finalised and submitted.

6. Presentation by Cycling UK Trustee, John Jackson

David then welcomed and introduced Cycling UK Trustee John J, who had kindly offered to give us an update on the Cycling UK's future plans and strategy.

John started by saying that CTC Cambridge should be proud of its success, and that ours is one of the stronger Member Groups compared to the average Cycling UK group. This strength is manifested both in the strong programme of regular rides, and in the campaigning activity we get involved in. John passed on thanks from Cycling UK HQ to all of the local volunteers who contribute to the continuing success and strength of CTC Cambridge.

Cycling UK has been through quite a few changes recently. The growth in cycling at the start of the pandemic has proved to be short-lived, and this has in turn meant that Cycling UK membership numbers have not grown as much as had been hoped, with the total number of members still hovering around the 70000 mark. The external environment has also changed, with a stronger anti-cycling culture becoming more prominent. Cycling UK has had to adapt and change to face up to these new

challenges, which has led to a number of significant changes, including redundancies, at Cycling UK HQ.

Cycling UK has consulted widely to help it develop a new strategy. There have been stakeholder interviews and an all-member survey, along with more in depth focus groups. John thanked any / all local members who had contributed to these activities. In the past, Cycling UK had lacked a clear focus on exactly what it would do, and tended to try and do a bit of everything to do with cycling. The consultation aimed to help Cycling UK home in on what it could do best, and what it would drop or leave for others to do.

The consultation has highlighted the need for more attention to be paid to Member Groups, and to improving and facilitating Member Group interaction with Cycling UK HQ. To this end, the HQ teams that link with Member Groups – mainly the Membership and Volunteering teams – have been strengthened.

The Cycling UK membership is not very representative of the wider cycling population. The average age of all members is around 58, with an unrepresentative male-female balance. There is a need to do more to engage younger members, and families and children. A welcome recent trend is that the average age of new members is coming down slowly (down to an average age of 51 for members joining in the last two years) but there is more to do on both diversity and demographics. There is also an awareness that “everyone is not a racer”: while British Cycling has a focus on elite sport, Cycling UK should open itself up to new audiences, so the brand becomes recognised as the champion for everyday non-competitive cyclists of all types.

Cycling UK is also looking to partner with other non-cycling organisations whose members share similar interests and challenges to those faced by Cycling UK members. These might include those who care about improving people’s health, reducing pollution, and reversing/slowing climate change.

Another issue for Cycling UK is that it has a low proportion of active cyclists / group members amongst its membership. Typically, only around 10% of Cycling UK members are active in their local group (this situation is reflected in CTC Cambridge, where the number of people who ride with our group at least once a year is around 10% of the total local membership). So, part of the strategy is to try and inspire more people to cycle more regularly and increase active participation by a wider and more diverse range of members in Member Groups.

Cycling UK has realised that there is a largely untapped resource of knowledge and expertise about cycling and other matters in Member Groups that could be helpful to HQ staff if it could be recognised and accessed.

Cycling UK has depended a lot in the past on unpredictable sources of short-term grant funding for specific projects from Government and similar sources. This has funded activities for short periods – e.g. a year at a time, and this in turn leads to taking on staff who are on short term contracts. There is an aim to move the away from unreliable

stop-start funding streams, through different kinds of more sustained partnerships with commercial and other organisations.

Overall, Cycling UK has the following strategic objectives.

- Increase transport choice by enabling and encouraging more people to cycle.
- Improve the perception of cycling so that everyone sees the benefits.
- Boost the number and diversity of people who cycle.
- Make cycling an even more positive experience.

The process of working towards these objectives will also make Cycling UK become a better and more clearly focused cycling charity.

Cycling UK will continue with its campaigning and lobbying activities, becoming more clearly the advocate for everyday cyclists, and promoting things like changes to the Highway Code. As above, in the past, Cycling UK has been less clear what the priorities should be for its campaigns, and should move to focus on a smaller number of issues that really matter.

Cycling UK plans to continue with the development of new routes, like Rebellion Way in Norfolk, and will do more to promote off-road access for cyclists. Another initiative is to re-launch the “Cyclists Welcome” scheme for cafes,

John mentioned that the Trustees play a role in guiding the Senior Management Team at Cycling UK, and that others should consider seeking election as Trustees, so they can help with this process.

John then invited questions and comments based on his presentation.

Mark asked about the relatively small sum Member Groups receive annually from Cycling UK, given the large number of members we have. John confirmed that we are one of the larger groups in East of England, with 1250 / 7000 of the Regional membership. The fixed sum received from Cycling UK had been mentioned earlier during Yasmin’s presentation. John said that some groups don’t need or use this money, and that it was unlikely that this sum would be increased. Instead, there will be a move to making grants for Member Groups more common, so that additional funding is made available to the Member Groups that need it to fund specific local activities.

Niall raised the issue of the increasing use of fast e-bikes and e-scooters on shared paths. Non-approved e-cycles were a hazard, and enforcement was rare, and difficult, as it is hard to tell the difference between legal and non-legal e-bikes. John agreed that this was an issue which should be addressed & said that Cycling UK was also against the proposed increase in power and type of e-bikes that formed part of the current Government’s consultation.

David thanked John for his presentation and suggested that further discussion could take place over tea.

7. Campaigning

Rupert briefly summarised his appended Campaigning report, which mainly focuses on the lack of ambition and disappointing progress that has been made on the different Greenways projects around Cambridge, with only a small proportion of the City Deal funding deployed so far, and a limited time remaining to complete the projects.

Julian asked why Rupert had not mentioned Sustrans as a local campaigning partner, along with Camcycle. Rupert explained that we had worked with them in the past when there had been two active local contacts but did not have much contact now.

8. Any other business

David thanked Sue, Julia, and Yasmin for preparing the club tea which was to follow the AGM.

Mike CC kindly proposed a vote of thanks to all the outgoing (and duly re-elected) CTC Cambridge committee for their work over the last year.

David declared the formal AGM closed, and invited people to continue informal discussions over tea and cake.

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Secretary's report to the CTC Cambridge AGM April 2024

This is the second AGM held at the new regular time of the year to line up with Cycling UK's new financial year end.

1. Day-to-day club activities

The report mainly covers things that will not be covered in more detail in the Treasurer, Runs and Campaigning reports from Yasmin and Rupert. These are just the highlights – further details are available in the appended Officers' Reports.

The club has had another good year, offering a full programme of around 200 led rides over the year to March 31st 2024. A big thank you to Rupert, and to all the Ride Leaders who made this possible.

Eva reports that our membership numbers remain roughly stable at 1238 members. Our rides are encouraging a number of new / guest riders to join the club. Cycling UK's website and membership systems have been upgraded over the year, and this has led to a few teething problems with keeping track of membership records. These are being resolved, and we would like to thank John J for his help in raising these issues with Cycling UK HQ, which has helped in getting them fixed.

Our new Web Content Officer, Angela, has reworked a lot of the material on the most frequently accessed parts of our own website. This has simplified and streamlined the content, which had been written by lots of different people over the years and is starting to give our website more of a consistent "house style".

Safeguarding remains an important topic for Cycling UK, and our Safeguarding Officer Peter has been active in tracking the evolving safeguarding guidance produced by Cycling UK, and interpreting this to make the process of reporting safeguarding incidents and accidents simple to understand and follow for our ride leaders.

Our Web Technical Officer, Nigel, has continued to improve the website. Two key enhancements have been the addition of functionality to give an idea of "route hilliness" for different routes in the library, as well as adding details of "route issues" that might make a ride tricky or inaccessible for some, such as the footbridge over the A11.

2. Club Birthday Tea and Christmas Meal

Two notable events over the year were a day of rides and a club tea held at Haslingfield Village Hall, and a Christmas Lunch at The Chequers in Fowlmere. Over 50 people attended the Haslingfield event in September, with many members joining different led rides of between 14 and 100 miles to get there. A highlight was the presentation of

Cycling UK “Gold” Lifetime Achievement Awards to Mike S and Greta for their many decades of service both to the club, and to CTC at a national level. The event was enjoyable and successful, bringing past and current riders from across the club together. We plan to make this an annual event and have booked the same hall again for 15th September 2024. A big thank you to Sue and her team, including Angela T, David T and Hilary, for producing and serving teas, cakes and sandwiches at the event.

In December, around 35 people attended the club Christmas lunch at The Chequers in Fowlmere. This proved to be an excellent choice, and I'd like to thank Sarah for finding the venue and organising all the bookings. The highlight of the event was the announcement of the result of the 2023 Len Nice Award, decided by popular vote. Two nominees stood out, receiving the same high levels of support, and as the award had not been awarded for 3 years due to the pandemic, it was decided to make a double award to Susan and Ian. Susan was nominated for her work supporting Ukrainian refugees, by providing them with refurbished bikes that had been donated by members, as well as offering informal led rides to show safe routes to work / school. Ian was nominated for keeping the Saturday rides going throughout the pandemic (supported by other ride leaders) and ensuring that there was always a weekly ride suitable for new riders.

3. Working with Camcycle

We have continued to work closely with Camcycle. We are very pleased that Nigel has become a Camcycle Trustee, which will help strengthen the relationship. We have continued to campaign alongside Camcycle, and where appropriate have made joint / aligned submissions on issues such as GCP's plans for Sidgwick Avenue, where a significant re-think was provoked. We also worked with Camcycle and Cambridgeshire Police on cycle theft, through bike security marking events. Volunteers from both cycling groups helped at these events, including CTC Cambridge members Alan, David G, David S, Jacs, John S, Ken, Mark, Rachel and Yasmin.

Camcycle's Festival of Cycling will return this September. We plan to offer some led rides as part of the Festival programme, as we have done in previous years.

4. Non-club rides and tours

There have been some notable cycling achievements beyond our led rides. Yasmin completed a 5th successive year of Audax Randonneur Round the Year (RRTY) rides (which involves completing a ride of at least 200km in each and every month of the year), having already broken the club record for multiple/ successive RRTYs some years ago. Yasmin and Chris also both gained the coveted Audax “Super Randonneur” award by completing Audax events of at least 200, 300, 400 and 600km within a single year. Our team of regular Audax riders has recently been augmented with the arrival of new member Dace.

Club members completed two separate tours to Rome, with Andy and Sarah closely following the Via Francigena pilgrimage route after starting from Hook of Holland, and John J, Alex, Glyn and Bill following a broadly similar route from Canterbury to Rome. The latter ride was written up in no less than 17 ride reports. Nigel has continued his series of “end to end” rides across parts of Europe, adding 4 more crossings to his tally. Andy and Sarah rode from Vienna to Hook of Holland, and Phil B participated in multiple tours, in New Zealand, from the source to the sea along the River Rhine, and from the Channel to the Med across France. This is, of course, just a sample of the epic rides our members have done over the year!

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CTC Cambridge 2023-2024 AGM Treasurer's Report
Statement of accounts for 1 April 2023 to 31 March 2024

	This year 2023 to 2024	Last year 2022 to 2023
Income		
Social events: Haslingfield club tea Sun 17 Sep 2023	£216.05	£215.00
Grant from HQ (last year was for bike survival skills workshops)	£0.00	£400.00
Annual subscription from HQ	£200.00	£200.00
Donations: clothing (last year was First Aid courses)	£20.00	£180.00
Legacies		
Interest	£119.29	£27.14
Total income	£555.34	£1,022.14
Expenditure		
Event expenditure – event hire/accom/room hire: Haslingfield club tea	£144.00	£101.00
Event expenditure – food, refreshments: Haslingfield club tea, Christmas dinner service charge	£322.52	£163.19
General expenditure – trophies, medals, prizes: Len Nice engraving	£20.00	
General expenditure – website	£213.29	£127.28
General expenditure – training: First aid kits (last year was first aid courses, bike survival skills workshops)	£91.51	£485.88
Total expenditure:	£791.32	£877.35
Profit or loss for year:	-£235.98	£144.79

Metro opening balance on 2 November 2023	£0.00	
Metro closing balance on 31 March 2024	£554.81	
Cambridge Building Society opening balance on 1 April 2023	£5,827.94	£5,683.15
Cambridge Building Society closing balance on 31 March 2024	£5,105.92	£5,827.94
Petty cash opening balance on 1 April 2023	£20.62	£20.62
Petty cash closing balance on 31 March 2024	£23.85	£20.62

Notes:

1. Metro bank account opened on 2 November 2023. This enables us to do normal online banking.
2. Now that things are back to normal post-covid, our main expenses (website at c.£250, Christmas dinner service charge at c.£100) are greater than our income (annual subs from HQ at £200). I will do a budget in the forthcoming year and would welcome thoughts.

Information about grants:

3. Grant First Aid received 2020: we have planned on using the grant to cover 50% of the cost of first aid courses, until it is used up. Grant First Aid remaining: £223.20
 However, Cycling UK now seems to be placing greater emphasis on first aid training. So we are planning on putting on further courses and applying for further grants. We may therefore be able to fund courses by up to 100%. Watch this space!
4. Grant Bike Survival Skills: these events weren't as popular as we had imagined. Our tutor no longer wishes to run such events. Camcycle are planning to run similar courses at some point, and were going to ask Cycling UK for a grant themselves. So we've offered Camcycle our remaining grant money to kickstart their course. They'll let us know when they're ready for it. Grant Bike Survival Skills remaining: £340

RUNS SECRETARY REPORT 2023/24

I think we've had a good year. We've operated a good range of regular rides and we've had a good number of riders on most of our rides.

I'd like to start with a big thankyou to all of our leaders - our led rides are our core club activity. We have a relatively large pool of leaders and they are all doing a great job. There is still a need for more volunteer leaders - some rides do struggle to get a leader and I encourage everyone to take a turn at leading.

There have been a few more bad weather cancellations than usual this winter. But I think these were for sensible and reasonable reasons: the weather was too poor or too dangerous for cycling.

I've added the usual summary data of our 2023/24 rides and leaders at the end of this report.

Let me start with a reminder of some of the changes since lockdown as we've recovered our rides:

- Leaders are now responsible for booking the stops for their ride. This has been welcome change for me and I think it is working well. Thank you to all the leaders for supporting this change.
- Saturday rides now operate as a weekly ride and I am delighted that we have recruited several new leaders to share the work of leading these rides. These are our most popular rides.
- We've introduced a monthly social meeting at a local café. I plan to continue with this event and I'd welcome any suggestions for a new stop to try.
- Thursday rides now mostly operate as separate rides, with separate stops. This was done to avoid overloading the coffee stop. I think this rationale is still valid so this will continue.
- The Thurs city ride are doing more 1-stop rides, which means longer legs and getting back to Cambridge earlier. I am planning to add some 2-stop city rides over the summer.
- Sunday rides are also mostly 1-stop rides. Again I am planning more 2-stop rides over the summer. We may also bring back some all-day 3-stop rides if there are interested leaders, but it could be a challenge to find a suitable tea stop for these rides (see next point).
- Sunday afternoon rides have not resumed. This was not a planned change and simply reflects a lack of leaders. But there is also a challenge to find suitable stops as most cafes now close early on Sundays so that these rides would either have to start earlier or switch to a morning ride.

I'd now like to highlight a few areas where I will be looking for changes in the way we operate:

- I am concerned that people are sometimes getting dropped on some of our rides. This should not be happening: all rides should go at a pace where everyone can keep up. I think this is an "everybody" issue: both leaders and all riders need to pay attention to the group dynamic and look out for any slower riders. I'll be encouraging leaders to consider appointing a back-marker on more rides to help with this issue.
- I'd like to see all leaders give a short pre-ride briefing at the start of their ride. I realise many already do this and I think it is good practice. I know that many riders have a Garmin route to follow, but it is a good idea to make sure everyone knows what to expect.
- I am considering making changes to the rider registration form, ideally to have an on-line version (as well as the paper version). I'll be looking for your help and ideas to take this forward.

- We still need more leaders, especially for our Sunday rides. I'd welcome your ideas on any changes that would help to support and reward our current leaders and how we can encourage more people to take a turn at leading.

Looking ahead, I'd like to discuss what you want from our rides. What rides would you like to lead and what rides do you want to try. I am looking for ideas to try and broaden our range of rides and other changes to encourage more people to lead and join our rides.

As an example, here are some thoughts about Sunday rides.

Current issues:

- Seem to struggle to get leaders for these rides
- Rider numbers lower than the Thursday rides on average

Possible changes:

- Consider having a separate city start and a village start some (or all) weeks.
- Have an easier "loiterers" ride as well as a moderate ride most weeks. Should this be a morning ride or an afternoon ride?

All of our rides can be similarly reviewed: what is working well and what we'd like to improve.

SUMMARY DATA:

Rides between Saturday 1st Apr 2023 and Sunday 31st Mar 2024

Ride type totals

Total rides (including dated announcements in runlist)= 186 (of which 17 were cancelled).

Ride type	No of rides
Saturday social booked ride	52
Midweek ride - city	51
Midweek ride - southern	51
Sunday light day ride	42
Midweek coffee meeting	11
Midweek social ride	7
Sunday full day ride	6
Special club tea ride	5
Sunday afternoon ride	5
Evening ride	4
<i>No ride type specified</i>	2
Sunday morning ride	2
Club Tea	1
Saturday short social ride	1
Sunday Loiterers	1

Leader totals

Number of rides led by each leader.

Leader	No of rides
John Seton	15
Liz G	14
Yasmin	13
Andy Carlyle	13
Susan Goodrich	12
Phil Beck	12
Simon Gough	10
Rachel	9
Ken Kelso	9
John Jackson	9
David Secher	8
Alan Ackroyd	8
Ian Wright	8
Greg Tucker	8
Rupert Goodings	8
Eva Alldritt	7
Sharon Jackson	7
Sheila George	6
Edward Elmer	6
Leader Needed (<i>what does this mean?</i>)	5
Simon FitzMaurice	5
Angela Wright	4
Ian Bamborough	4
Phil Norris	4
Peter Wilson	4
Neil Spenley	4
Peter Hutchison	3
Fiona Cornish	3
Julian Hickling	3
Sarah Carlyle	3
Alex Brown	1
Simon Gallaway	1
Mike Darsley	1

Membership Secretary's AGM Report – April 2024

This is my first year as Membership Secretary and my first report for the AGM. I have enjoyed serving as a committee member, and during the past twelve months have become familiar with the basics of the role and identified areas for development in the future.

First of all, I want to say a massive thank you to our ride leaders for completing and returning registration forms promptly. For insurance purposes it is a priority to keep track on who is riding with CTC Cambridge and to know who is participating as guest riders. The information provided enables me to check that we are covered by insurance. I am also able to contact guest riders to gain feedback on rider experiences and promote membership. Registration forms are only kept for a maximum of thirty days.

At present the CUK Cambridgeshire database shows 1238 members. We are aware that there are some inaccuracies with this data, but it is estimated that approximately 10% of members ride with CTC Cambridge. It will be interesting to do research to establish a clearer picture of this and consider ways to promote CTC Cambridge to the wider CUK community. This is something I would like to develop over the coming year.

During 2023/24, data collected from club registration forms showed that 77.6% of club riders were male and 22.4% female. The Saturday morning rides have continued to be extremely popular throughout this period. Out of the thirteen guest riders who joined CUK throughout this year, eleven had participated in Saturday morning rides. These rides also have a higher percentage of females participants (26.2%). I've attended several of Saturday social rides to gauge interest in progression to other club rides and there is a demand for rides of about 40 miles in length, perhaps on a Sunday afternoon, at a slightly more leisurely pace than our current Sunday morning rides.

My main challenge this year has been accessing information from the CUK database which, after some re-modelling, has thrown up a few teething problems especially when retrieving data of people living in counties other than Cambridgeshire. I am very pleased to report that with the assistance of CUK Trustee John Jackson, a contact from CUK has been identified who responds swiftly to membership queries. I look forward to working with CUK in the coming year and would like to thank John for his help.

Eva Alldritt

Membership Secretary

CTC Cambridge AGM 21 April 2024

Web content officer report

Since taking on the role of web content officer at the AGM last year, I have reviewed and updated several parts of the website. My main aims in reviewing the website content have been:

- to appeal more to new members, taking into account that there are two different audiences for the website, new and existing members
- to update out-of-date information
- to simplify content and reduce redundancy.

With these aims in mind, the first change I made was to review the 'Come and ride with us' section and put it on the front page of the website to make potential new members welcome and help them understand what to expect. 'Our next rides' section still remains on the front page so that both new and existing members can easily find what options are available.

This was followed by updates to the following sections:

- About us
- Committee and AGMs (separated out from 'About us' as it aimed at members rather than people who are new to the club)
- Riders under 18
- How to join
- Contact us
- Club history (with a new introductory page linking the 5 existing sub-pages)
- Guidance for riders (<https://ctccambridge.org.uk/ridingguide>). There was also a section called 'Key guidance for riders' which has been removed, with some of the content integrated into the new guidance page.
- Hand signals and warning calls (<https://ctccambridge.org.uk/calls-and-signals>). This is a new page, updating information that was previously included as part of the guidance for riders.
- Ride types (<https://ctccambridge.org.uk/ourridesprogramme>). This page was very out of date and has been changed to reflect the most frequent types of rides being run at the moment.
- Ride grading (<https://ctccambridge.org.uk/ridegrading>)
- Guidance for leaders (<https://ctccambridge.org.uk/leaderguide>). There was also a section called 'Key guidance for leaders', which was mainly related to Covid and has been removed.
- Safeguarding and complaints (<https://ctccambridge.org.uk/safeguarding>) – references to 'welfare' and 'welfare officer' have been removed or changed to 'safeguarding' and 'safeguarding officer' across the website, in line with Cycling UK guidelines.
- What to do if there's an accident (<https://ctccambridge.org.uk/whattodo>) – this has been added as a new section on the website as a quick link in case a leader needs to check (it follows the wording on the rider registration form).

In collaboration with other committee members, I have also posted several news articles, including:

- Announcement of and report on September's club tea in Haslingfield
- Announcement of and report on the Christmas lunch and Len Nice award
- An article encouraging members to lead rides
- An announcement of the AGM and agenda.

All the main sections of the website have now been reviewed, with just a few sections still to be looked at, as well as a further review of the ride types and ride grading sections. I also plan to put together a basic house-style guide to ensure consistency (e.g. 21 April vs 21st April, Safeguarding Officer vs safeguarding officer, etc.).

I would like to thank Nigel for his support and expertise, and Rupert, John and Peter for their guidance and input. I welcome any suggestions from other club members for improvements or ideas.

Angela Wright

Web technical officer report 2023-2024

Since the AGM in April 2023 the post of web officer has been divided into two.

My post is called "web technical officer" and is predominantly a technical role (in the sense of "computer technical", not "bicycle technical"). I continue to manage the website and the technology that lies behind it (particularly the rides database and the diary manager tool that Rupert uses to edit it). I also edit, convert to HTML, and deploy web content written by others.

I share the role of managing the website with the "Communications and web content officer". This is a new post; for the past year this has been Angela. The holder of this post focusses on the actual words on the website, particularly the general advice and information pages. Angela writes the words and I put them on a web page.

Inevitably there is an overlap between the two roles. I continue to edit ride reports and ad-hoc news items provided by others.

Over the past year, Angela and I have worked together on updating and improving the website, and have updated most of the main pages on the website. Angela has provided a separate update on this. There's always more to do, and we expect this work to continue over the next year. Overall I think our website is still a bit overwhelming and complicated, and a lot of web pages are very long. But this is an excellent start.

New technical features

In general the website just "works" and doesn't require a lot of technical work. However the website in its current form is nearly fifteen years old and some of the underlying technology has needed updating over the past year. This has kept me busy but has in general been invisible to website users. There have been a few issues (e.g. booking requests occasionally not getting through), which I have been working to resolve, but in general the website works well.

Route hilliness: I have made a few detailed changes to the route library, in conjunction with Rupert. Our goal is to improve the information we provide about each route. One change is to display information about how "hilly" then route is. I decided it's not enough to display "number of metres climbed", we need to give an indication of how steep the climbs are. So beneath every route map there is now a coloured bar which is intended to give an indication of how much of the ride is at each level of steepness.

Here's an example of a ride into Essex (<https://ctccambridge.org.uk/routes/43>)

Elevation gained: 519m over 88km.

Steepness:



[Show distance covered at each grade...](#)

If the user clicks or taps on "Show distances covered at each grade" they see some information about how to interpret those colours:

Elevation gained: 519m over 88km.

Steepness:



Distance covered at each grade:

<1%: 71km



1%-3%: 12km



3%-6%: 4km



6%-9%: 0.39km



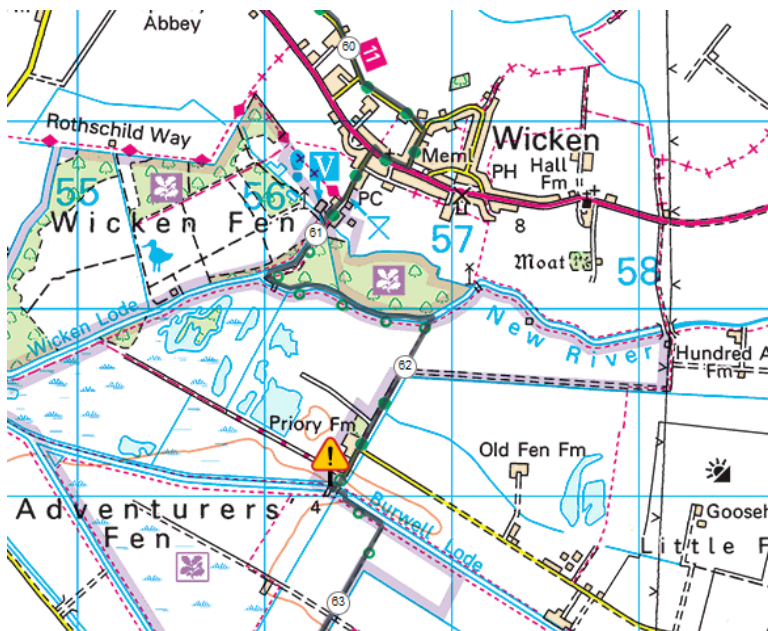
9%-12%: 0.11km



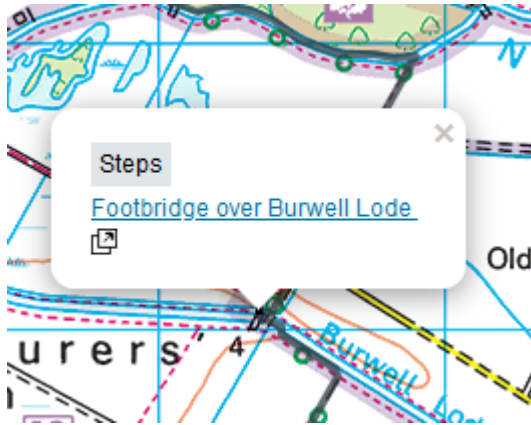
Comments on the website are always welcome. Is the information on climbing useful? Does it tell you what you need?

Route issues: Another new feature is allowing Rupert to display "trouble spots" on our routes. We call these "route issues". These are problems on our routes which we want potential riders to become aware of. So far Rupert and I have focussed on warning riders about locations which pose "accessibility issues", such as stepped bridges which we know some of our members simply can't use, or poor surfaces which may make a route unusable or unpleasant during the winter. We've also had to cover various places where routes were blocked or diverted. There is a new page which lists all these "route issues" in a single list. <https://ctccambridge.org.uk/routeissues>. However there is no need for anyone to ever use this page as the route library automatically includes warnings of issues on each route.

For example all routes which use the stepped bridge over Burwell Lode now look like this.



The user can click/tap on the warning sign for more information.



Again, comments are always welcome. Is the information about "route issues" useful? Does it tell you what you need?

Increase in costs

Inevitably the cost of running the website has increased over the years, and last year was no exception. Over the past year the website cost £213. We pay about 60% of that to a company called Ionos, who provide basic web hosting, and about 40% to Google, who provide the technology that lies behind the website, such as the rides database. That's quite a lot of money but our website is quite a sophisticated one, and it is our main promotional tool.

Nigel
Web technical officer
April 2024

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CYCLE CAMPAIGNING REPORT

This report is mostly focussed on the work of the Greater Cambridge Partnership (GCP) as they are responsible for most of the major bus and active travel projects. My overall “OffCUK” assessment from a cycling perspective is “Requires Improvement”. There are some good schemes, but there are too many poor quality elements, and their current plans will still leave us with a fragmented and incomplete cycle network.

GCP has a wider remit than transport (also includes skills, housing and innovation). But the bulk of their income is spent on transport and this report is only concerned with that transport spend.

Greater Cambridge Partnership (GCP) – running out of time and money.

The GCP appear to be running out of time and money to make the substantial changes to transport in this area that are needed. In my understanding they only have 6-10 [out of 15-20] years left and they will have insufficient funds to complete all their unfinished projects. As a reminder here is the official statement of their planned 15 year lifespan, which could be extended by another 5 years (albeit with no extra money):

The Greater Cambridge Partnership, one of a number of ‘city deals’ signed by central government in 2014, is worth up to £500 million in funding to 2030 for infrastructure improvements to boost economic growth.

Funding is being released in stages –£100 or £200 million of government funding every 5 years – and this is expected to be matched by an equivalent amount of local funding (mainly from developer section 106 contributions with some from council budgets). So far there have been 2 tranches of funding - £100m in 2015 followed by £200m in 2020. The 3rd and final tranche of £200m is due in 2025/6. The GCP currently predict a total budget of about £700 million, suggesting that the matched funding has fallen short.

Greater Cambridge Partnership (GCP) – a cycling perspective of their projects

NOTE: The budget figures quoted in this report are taken from the GCP public figures as presented at their March 2024 meeting. I understand that a significant increase in all the future project budgets is predicted, but these increases are not yet formally recognised in these figures.

From a cycling perspective the GCP money has funded three groups of active travel projects:

- The Chisholm trail, excluding the Abbey-Chesterton bridge (which was funded separately by the County Council). GCP funded all the rest of Phase 1 and will fund Phase 2.
- New sections and improvements to parts of all 12 Greenways – rural cycling routes into Cambridge.
- A series of small “cross-city” improvements, with some more cross city improvements planned as part of the “Cycling Plus” project.

Cyclists have also benefitted from improvements to Histon Road and will benefit from significant improvements to Milton Road. There are also early stage plans for similar improvements to Madingley Road.

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I think there is a big gap between the implied ambition of their policy and strategy documents and the detailed design of these projects which contain too many poor quality sections. And overall there are too many missing links which will result in a fragmented and incomplete cycle network.

In terms of funding, the GCP continue to prioritise bus transport and expansion of the P&R sites, with most of the funding being reserved for a series of projects for new busways and new P&R sites:

- Cambourne to Cambridge (C2C) – a new busway from Grange Road to Cambourne via Coton, Hardwick and Bourn Airfield. This includes a new P&R site at Scotland Farm (Dry Drayton).
- Waterbeach to Cambridge (W2C) – a new busway from the existing northern busway to Waterbeach new town. This includes a new P&R site to the west of Waterbeach new town. The busway also connects to Milton P&R (which will remain).
- Cambridge South East Transport (CSET) – a new busway from Addenbrookes to a new P&R site on the A11 east of Babraham (located on the western side of the Abington footbridge).
- Cambridge Eastern Access – improvements to Newmarket Road from Elizabeth Way in the west to Airport Way in the east. This includes a new P&R site near the airport. The existing Newmarket Rd P&R is expected to be closed – replaced by the new P&R.

There has also been work to expand Babraham P&R and Trumpington P&R and there are plans for a second P&R site between Hauxton and Trumpington. Plans to create a new travel hub at Foxton have now been “paused” due to lack of funds and this scheme is unlikely to proceed.

All the new busways will also include a good quality cycle track alongside the busway road and this is a welcome element: these will all be useful cycle routes. But the busways are very expensive projects - especially the CSET and C2C busways which are estimated to cost between £100m and £200m each - and there is not enough money to do them all. Most recently the CSET busway and Foxton Hub projects have been paused. But the predicted overall budget is still higher than the available income and more “pauses” are likely. I think that W2C – which has a smaller budget of £52 million - might be the only one to be completed.

And lastly we should not forget the big failure of GCP with their “Making Connections” proposals. This was a proposal to introduce road charging as a way to fund bus improvements and also to fund more active travel improvements. For me, the main benefit for cycling would have been the reduced congestion because this would improve cycling conditions on all our city roads: fewer motor vehicles should reduce conflicts and queues and make the roads safer for cyclists. It would also create the space to allow some road space to be reallocated. This failure means that the congestion will continue to get worse because the rapid growth in employment and housing will continue. Cycling within the city will get worse, unless they manage to rescue or replace these proposals.

A key part of the “Making Connections” proposal was setting the road charges in way that would significantly reduce congestion in Cambridge City. This led them to propose a charge for all day time journeys (including both morning and afternoon peaks) anywhere inside the city. There were several exemptions for disabled drivers and others but most motor vehicles – both city residents and visitors – would have to pay. Despite a late change that introduced a shorter charge period and added many more exemptions, it failed to get political support and has been stalled. The messy endgame was a failure by our councillors but that failure was ultimately a failure of GCP. More on this below.

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GCP Greenway projects –good in parts but too many compromises.

All of the Greenways have all progressed to an initial consultation where GCP presented their outline design for the routes. In most cases, the plans are for modest improvements to the existing routes and many of the more expensive elements have been removed. Work has started on parts of several routes, generally improving short sections where the planned improvement is relatively easy to deliver (e.g. widening a path within the existing highway boundary).

The plans appear to be constrained by the decision to deliver all 12 Greenways with a total budget of £76 million. This gives an average budget of just over £6 million for each Greenway and this is why most of the expensive infrastructure elements (such as underpasses) cannot be included. For reference, the Abbey-Chesterton bridge alone is reported to have cost more than £7 million – which is comparable to the budget for each complete greenway. And Histon Road, which is just 2km in length and has no major infrastructure, had a budget of about £12 million.

There has been one welcome exception to this pattern: the GCP have recently agreed to add a new A505 cycle and pedestrian bridge to the plans for the Melbourn Greenway to complete the connection to Royston. This will be joint project with Herts CC. The plans are at an early stage, but the latest Greenway plans suggest that construction could start by 2026/27.

A similar constraint is their unstated policy of minimising land acquisition due to the costs and delays (especially for contested acquisitions) so the plans opt for pinch points and similar compromises in many places where there is too little space for the full LTN1/20 compliant width to be realised.

[Local Transport Note 1/20 (LTN 1/20) provides detailed guidance on the design principles for high quality safe cycling infrastructure in the UK. The standards defined in LTN 1/20 are only recommendations and do not have any statutory backing and hence substandard designs can still be constructed.]

Chisholm Trail – a trail of two halves.

Phase 1 of the Chisholm Trail (the first section) has now been completed. This includes a new river bridge (Abbey-Chesterton bridge) and a new underpass on Newmarket Road. The route has been delivered to a reasonably high standard with just a few poor elements. My main concern is that the route currently ends at Coldhams Lane with no good onward routes. Phase 1 has cost about £18 million – more than the original budget. This figure does not include the £7 million for the bridge (so about £25 million in total).

Phase 2 is intended to connect from Coldhams Lane to Cambridge station but the original vision for this route has now been badly compromised by recent developments. A particular disappointment is the possible loss of one or both of the planned routes under Mill Road bridge due to a failure to reach agreement with Network Rail. The original vision was for two routes - one on each side of the railway - but it looks like the eastern route through Petersfield may be abandoned and only the western route through Romsey will be built. The result is now likely to be a rather poor quality and incoherent route mostly using existing residential roads. The planned budget of £5 million for Phase 2 illustrates the lower level of ambition for this section.

Making Connections – road charging is unpopular, but what is the alternative?

It is hard to know where to start when discussing the failure of the Making Connections proposals. In the end it feels like an inevitable “Grand old Duke of York” event, riding up to the top of the hill and riding

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down again. The County Council have been looking at ways to manage the traffic congestion in the City for decades and the plans have always ended in retreat and failure to grasp the nettle of congestion. This time we hoped it would be different: this was presented as a well-designed proposal that would finally deliver a workable and deliverable plan.

In the event, there was a clear political failure as Councillors who offered conditional and lukewarm support during the consultation, rejected the scheme and even refused to consider the last minute compromise scheme proposed by GCP. I can only assume that they got spooked by the vocal opposition and started to fear for their council seats. Of course, a large element of blame should fall on the Conservative Government and the Conservative County Councillors who offered no support and offered no alternative. But it is disappointing that Labour and Lib Dem Councillors, who accepted the need for these proposals and strongly supported the bus improvements, also rejected this scheme without offering any alternative. In the end, the only party that supported the scheme while also suggesting improvements and alternatives was the Green Party.

For me, the wider disappointment was the way GCP chose to shape and present their plans. They opted to try and disguise the core requirement for road charging and instead focus on the bus improvements and to use the euphemistic title of “Making Connections”. The road-use charge was always going to be the headline sticking point so this should be centre stage. But their obscure approach also led to the absurd proposal that they would improve the busses before introducing the charge.

I call this “absurd” for two reasons. Firstly, because this is a logistical impossibility – you cannot operate an efficient and attractive bus service on congested roads. And there is also long standing evidence [from other places] that an improved bus service alone does not create a significant modal shift by drivers – you need the “stick” of a charge to encourage that modal shift. Secondly, it also creates a potentially catastrophic cash flow because you have a large early funding requirement [to fund those bus improvements] and if there is no road-charge income in the early years this creates a long tail of debt that slows any later improvements as income is diverted to repay that debt. And if the introduction of the road charging is delayed or opposed, if [when] for example those bus improvements fail to deliver on time, that debt rapidly spirals out of control.

I think London understood this all those years ago – they introduced the charge first with no preconditions, and the reduced congestion plus that extra income allowed them to improve both the busses and the cycling infrastructure over the following years.

Cycling Plus – isolated schemes that will help but don't create a network.

The “Cycling Plus” label refers to a report that identified 13 schemes for active travel improvement within Cambridge City based on analysis of where maximum benefit could be delivered. This total includes 5 schemes outside of the city such as improvements on Butt Lane Milton. I focus here on the 8 schemes that were proposed to improve the cycle lanes on major roads inside the city, mostly on the ring road.

Each scheme would individually improve an existing route, but collectively they would still just be isolated schemes and this will not result in a fully connected cycle network (“no more than the sum of the parts”).

Two of those schemes have been selected as the top priority to progress:

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- Active travel improvements for the A1134 North-South (Perne Road, Mowbray Road and Fendon Road), including considering how a scheme could improve provision for cyclists at the Addenbrookes roundabout;
- Active travel improvements for Hills Road from Hills Road Sixth Form College to the junction with Regent Street/Gonville Place/Lensfield Road.

There has been a first consultation on outline ideas for the Hills Road scheme and they are now progressing to more detailed designs. GCP claim to have allocated a budget of £20 million to deliver both these schemes, which suggests a rather low level of ambition. Both schemes are constrained by the limited road space and the requirement to maintain traffic capacity. And the limited budget will restrict the scope of junction redesigns that are possible.

More of these schemes were planned to be gradually funded using the Active Travel portion of the road charging income (i.e. they were included in the Making Connections proposals). It is not clear if any more of them can be funded without that extra income.