

**CTC Northampton Group - Annual General Meeting
Wednesday 28th April 2021, 7.30 pm**

Meeting via Zoom

This is a great chance to see what the Northampton Group has done during this very difficult year and meet (in a virtual sense) some of the regular riders on Zoom. The formal business is brief and is followed by an illustrated talk to finish off the evening.

There is no need to pre-book, just follow the link below (or use the Meeting Number and Password on your Zoom App). Please join at 7.15 so Philip can admit you all in time for the start of the meeting.

Philip Gray is inviting you to a scheduled Zoom meeting.

Topic: CTC Northampton AGM 2021

Time: Apr 28, 2021 07:15 PM London

Join Zoom Meeting

<https://us02web.zoom.us/j/82033557163?pwd=bHZUNUQrVzg0a1o5eVBaRUh0MTY0UT09>

Meeting ID: 820 3355 7163

Passcode: 488647

The agenda is below and also attached. If you wish to add any items to the Agenda please reply to the Secretary.

This is an open invitation but only CyclingUK members can vote.

*Many thanks,
Peter Bayles, Chairman*

AGENDA

1. Apologies (7.30)
2. Notification of any other business
3. Minutes of 2019 AGM – approval and matters arising
4. Brief reports from officers: (7.50)

- (a) Chairman (Peter B)
- (b) Secretary (Phil J)
- (c) Treasurer (John W)
- (d) Rides Secretary (Peter B)
- (e) Publicity (philip G)
- (f) Webmaster (Tim)
- (g) Campaigns Officer (Phil L)
- (h) Media (Peter S)

5. Election of Officers and Committee (8.20)

Post	Committee Member	Eligible (3 year rule) and Willing to stand?
Chairman	Peter Bayles	Yes (2022)
Secretary	Phil Johnson	Yes (2022)
Treasurer	John Winn	No (2021)*
Rides Secretary	Peter Bayles	No (2020)*
Publicity	Philip Gray	No (2019)*
Webmaster	Tim Howell	Yes
Campaigns Officer	Phil Letts	Yes
Ladies Rep	Elsbeth Howell	Yes
Archivist	Dave Upton	Yes
Media	Peter Sexton	Yes
	Brian Tunbridge	
	Chris Duff	
New	James Cairncross	

* Willing to Stand for an additional year.

6. Talk by Gary Hill (8.50)
7. Open Forum and AOB (9.30)

Finish at 10.00

Secretary's Report for AGM, March 2021

Since the last AGM we have had 9 committee meetings at two-month intervals held after the rides planning meetings. This is due to the AGM moving to April from its previous time of year in October. This regular meeting has been good to generate ideas and discussion on the Group's activities. Minutes are generated for future reference. This joint meeting has also worked well in supporting the rides secretary and reducing the number of meetings. The most active role of secretary is to produce and distribute the minutes of meetings. As secretary there was no paper correspondence and little correspondence by email other than information and enquiries from HQ. We have provided annual data returns to CyclingUK to give them an accurate overview of club members and activity. There were a few general enquiries about the group either by email or telephone. There were few new riders this year, but we retained the majority of our core membership and encouraged some of them to become ride leaders. It is difficult to pick out any highlights this year except that we have kept riding as soon as it was possible. We have adhered to all the covid guidelines and that is all that you can expect, I was encouraged by around 20 cyclists coming out on a recent ride to Olney once we restarted rides once again. Clearly there is still enthusiasm for club rides, and this bodes well for the future. Reports from the various committee members complete the overall picture of this year. The minutes of the AGM meeting are sent to the CyclingUK Groups officer in lieu of the "Secretary's report" requested each year by HQ.



Campaign Officer's AGM Report for meeting 2021

As expected the bulk of campaign activity since the last AGM has focussed on the 'Active Travel/ Space for Cycling and Walking' during lock-down campaign but also the closing and final consultation stage of **North West Relief Road**. and **Local Cycling and Walking Infrastructure Plans**. There have been no further progress updates to report on since the last AGM on viz: Northern Orbital/Close Pass campaign/Operation Snap/Town Centre Master Plan/Cliftonville Road Corridor/Dallington Grange development. As always I have maintained a useful two-way communication link with Neil Holland (NH), the NCC Cycling and Walking Officer. Following the concern I expressed at the last meeting concerning communications with the wider group, our webmaster Tim H and committee member Brian T took action so that now when I circulate information about the latest campaign/consultation either national or local, a notification/article with links can appear on the local club website and the same piece is circulated via HQ to the wider group.

North West Relief Road-(NWRR)

Many of us who had responded earlier to the **NWRR** consultations, also received notice of a final consultation following earlier observations about projected difficulties caused by the design brief: eg. using BVW, negotiating the roundabouts, congestion, flood risk, environmental and climate concerns etc etc. Again all members were alerted and encouraged to respond before the closing date of 20th July. In particular some of us had been in contact with former Campaigns Officer, John Cutler for his advice on how to respond given that he is so experienced in these matters. After receiving John Cutler's a summary of observations and salient points, I circulated it to all members and urged folks to respond before the 20th July closing date. The final opportunity to comment/object to the **NWRR** proposals occurred on 22nd September when our good members Phil Gray and John Cutler gave virtual presentations to the NCC Development Control Committee. Despite everyone's efforts, the committee voted 7-1 to grant planning permission to the new road.

What happens next? (Northamptonshire Highways)

"Responsibility for the delivery of the project will pass from Northamptonshire County Council to the new West Northamptonshire Council in April 2021 and this is a significant commitment for the new Council. The final approvals have therefore been deferred until the West Northamptonshire Council Cabinet can meet to consider the scheme following the local elections planned for May 2021. Works will not start on site until approval has been granted. The scheme remains an important project to support growth in the local area however and whilst design work is effectively complete, work continues to secure the necessary land and ensure that all the necessary planning obligations are met to enable construction works to start as soon as possible. "

Local Cycling and Walking Infrastructure Plans (LCWIP)

In April, 2017 the Govt. announced its Cycling and Walking Investment Strategy (**CWIS**) setting out the admirable targets of doubling cycling and walking by 2025. Then in August 2020 the Govt. published **Gear Change -a bold vision for Cycling and Walking**, their Cycling and Walking Plan for England setting out how cycling and walking was to become the natural choice for moving around on shorter journeys by 2030.

To deliver such a vision and targets, the Govt. encouraged local councils to draw up their own LCWIPs which would set out the walking and cycling improvement required in a particular area and to identify the short, medium and long term measures needed as part of a network approach. Local councils with LCWIPs would be well placed to secure 'promised' Govt. funding for future investment in cycling and walking on the way to achieving the aim of making them the natural choice for shorter journeys. Originally, NH. had asked us to contribute our priorities as to where would we like to see cycle routes, what types and how to improve existing ones to develop a more comprehensive cycling network. So a sub-committee met NH. to sort our priorities for Northampton, Rushden, Higham Ferrers and Wellingborough areas, the idea being to have a local network plan in place ready for when funding is released.

Then along came the Pandemic with the need to stimulate Active Travel (see below)which in some ways coincided with these activities.

NCC has decided that any longer term suggestions which don't make the cut for immediate Active Travel solutions, will go forward to inform the LCWIP's process to which we have already contributed. A further consultation on LCWIPs was launched by NCC in September 2020 to update its original LCWIP of 2017.

With the ability to reach a wider group, I circulated details of the LCWIP consultation before the closing date of 23rd October. The Northampton LCWIP supports-quote: "an ambition for Northampton to become a leading centre for active travel, which fully embraces walking and cycling. The document outlines the walking and cycling measures that could be introduced to transform levels of walking and cycling in the town."

Active Travel-Space for Cycling and Walking during Lockdown campaign.

The outbreak of COVID-19 has in many ways re-shaped our society. In recent months people have been encouraged and taken the opportunity to explore their local area on foot and by bike, to shun public transport and travel by car and discovered the health and well-being benefits of being more active. With Govt. funding available councils were encouraged to submit schemes to encourage more active travel. NCC launched a map-based consultation tool called **Commonplace/Safer Streets** designed to allow members of

the public to submit temporary and permanent improvement suggestions for cycling, walking and social distancing where they feel it is needed. That went 'live' on 6th June and closed on 3rd July having received 1900 comments and 8,200 agreements. Again I circulated all members several times encouraging them to respond. The council was given initial 100% indicative funding of £351k by the Government from the Active Travel Emergency Fund. Respondents overwhelmingly supported the need for better walking and cycling links in and between urban and rural areas, with a desire for streets to be designed to safely accommodate all road users, whether they choose to walk, cycle, use public transport or drive to work, school or for shopping and leisure activities. There is considerable support for the need to provide safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic, serving the places that people want to go.

This first block of money was used for temporary 'quick win' measures to encourage people to cycle and walk rather than use public transport. The idea is to reduce the pressure on public transport, the capacity on which is restricted owing to social distancing guidance. The aim is also to encourage a long-term legacy of active travel. A list of potential temporary schemes across the county, ranging through pop-up cycle lanes, road closures, additional cycle parking, parking suspensions to enable better social distancing are being considered and analysis of the Commonplace data to categorise longer term measures has begun

The county council drew up a list of schemes which can be taken forward with the possibility of a total of £1.7million Government funding being available via the Emergency Active Travel Fund for all of the schemes.

For **Tranche 1 funding** the following schemes were agreed:

Countywide – cycle racks -Higham Ferrers, High Street - footway widening: Kettering, St Mary's Road - Segregated cycle way: Kettering, Silver Street - Footway widening: Northampton, Mercers Row – temporary bus stop: Oundle, St Osyths Lane – Footway widening: **Northampton**, Rushmere Road – Segregated cycle way: Northampton, St Giles Street - Footway widening: Northampton, Weedon Road and St James Road - bus lanes operating 24 hoursaday: Wellingborough, Cambridge Street - Footway widening:Wellingborough, Sheep Street and Silver Street - Footway widening:Wellingborough, St Barnabas Road – School Street

See: <https://www.northamptonshire.gov.uk/news/council-news/Pages/first-tranche-of-active-travel-walking-and-cycling-measures-start-to-take-shape.aspx>

The only new development regarding **Active Travel in Tranche 1** has been a further consultation by NCC on the **Rushmere Road** temporary cycle lane segregation whereby NCC were seeking the views of local residents, road users and other relevant groups on changes to the temporary light segregation on the southbound (downhill) cycle lane on Rushmere Road in Northampton. All members and the wider group have been circulated.

Tranche 2 funding - many original scheme ideas which were being considered for this funding were not eligible. NCC submitted a package of schemes which reflected their guidance, the technical work on Local Cycling and Walking Infrastructure Plans and comments received from the Safer Streets consultation via Commonplace platform.

The County Council submitted an ambitious bid totalling £3.8m and have been successful in securing £1.332m which will be used to fund and described as follows: **Billing Road Corridor, Northampton**"improved cycling facilities along Billing Road between York Road and Rushmere Road, light segregation provided on west/southbound cycle lane on Wellingborough Road (west of Church Way), Abington Park Crescent and Park Avenue South. "NCC are working up the proposals for the scheme in more detail ready for consultation to go live after the CC elections. Other schemes which formed part of the Tranche 2 bid, such as Cottingham Road, Corby and 'quick wins' in Northampton may be considered for further funding opportunities in the future. "

Rushmere Road scheme changes (the only outstanding element of **tranche 1** funding) were put on hold due to issues with the availability of materials for the scheme. It remains to be seen whether the revised Rushmere scheme does still go ahead, but it will likely be tied as part of tranche 2 works if it does.

Updates from Neil Holland, Cycling and Walking Officer: Cycle Lanes Billing Road/Park Avenue/ Wellingborough Rd- Public Opinion survey:

Neil Holland reports "On the Public Opinion Survey – this has taken place (I think the analysis of the results is currently pending). What I have been told will have to wait until after the elections is the engagement on the opinions of the local groups, which was planned to be undertaken separately to the survey. I will let you know if and when I hear further detail of this step."

Unitary Authority and cycling issues

Neil Holland also informs us initially there will be no change to how cycling issues are dealt with by Highways as his dept. will be working across the 2 new authorities at least for the 1st year, employed directly by West Northants but also providing services to the North.

For more details see: (<https://www.northamptonshire.gov.uk/councilservices/northamptonshire-highways/buses/Pages/emergency-active-travel-fund.aspx>)

Cycle Advocacy Network :

Members need to know that Cycling UK are planning to 'retire' the role of Right to Ride/Rights and Planning/Campaigns' Officer role in favour of Local Representatives on the Cycle Advocacy Network (|CAN) that they have been setting up for a while now. HQ want to better support local campaigners and are inviting people to join/form informal working hubs of 3 or more folk located geographically close to each other to offer mutual support/encouragement, act as sounding boards, sense -checkers etc. They are of course inviting existing Campaigns Officers/Right to Ride reps to join CAN and hoping most will accept this evolution of their role and carry on campaigning via CAN. The Cycling Advocacy Network is intended to develop as more of a hub for resources over time.

All local reps will join a new on-line Forum putting them in touch with like-minded people round the UK and their area, sharing ideas, giving and receiving support, gaining info etc etc. This is in the early stages of development with lots more work to be done. Currently there are about 150 local reps on board with 3 in Northants. The Local Representative role on CAN is broad in scope and all local campaigners will be supported. To date both myself and **John Crick** a long-standing CTC member and member of **Living Streets** have registered volunteered to be a local rep and having sat on several of our club sub-committees John seems ideally suited to the role. Although more than one Cycling UK member can join from any particular location, HQ recognises that different people bring different strengths and interests with each complementing the whole.

After learning of these developments, **I queried whether our club could retain the role of Campaigns Officer and to be told that is our choice but this would need to be registered centrally as Local Rep.**

So for the time being the committee of CTC Northampton intends to **retain the role of Campaigns Officer** whilst CAN develops and with John Crick also as Local Representative. In my view, until HQ 'educates County Councillors, MPs, Police reps and the like as to the remit of CAN and its reps, any communications will lack **gravitas as few of them will be heard of CAN!**

Bike-lane Backlash: The main campaign issue currently taxing HQ is what they are calling 'The Bike Lane Backlash.' Adrian Wills reports, 'Up and down the country, councils are tearing up pop-up cycle lanes in fits of fury fuelled by the anger of local residents and motorists who say they've had enough of the inconvenience and chaos they're causing.' **Matt Mallinder, Cycling UK director states, "It's time to fight back. Let your local council know how much you appreciate what they've done, even if it's not perfect.**

Action: So I am urging members to write in to councillors and local MPs to show them that local people support Active Travel measures. To this end I have arranged for a piece to be put on the club website and sent out to the wider members group, this being especially important with the change in council structure coming up and elections in the offing.

John Crick – Cycling Advocacy Network

Cycling UK has a new structure for its campaigning called the [Cycling Advocacy Network](#) (CAN). After discussion with Phil Letts I've taken on the role as local rep. Phil has been campaigning for many years for better cycling provision, and I've had some input in the last few years.

Last year 2,000 signatures on a petition (< 1% of the town's population) caused the council to abandon its consultation on the Billing Road cycle lane scheme, the only positive plan the council had put forward for cycling in many years. Next time we need to be able to respond with at least that number to make ourselves heard.

With this in mind I'm currently running the Twitter and Facebook campaigns for the recently formed Living Streets Northampton, focussing on both cycling and walking. Almost everyone walks for some part of their journey, so by including walking we can build a following from a bigger group of people.

Since the Facebook page was started at the end of January, we've gained over 300 followers – nowhere near enough yet but we aim to reach 1,000 by the end of the year. It's an active page and we're getting loads of really positive comments too – very many thanks to all the members that are contributing – please continue as much as possible!

The aim is to raise awareness among as many people as possible about things like:

- We can't just leave things as they are with the town growing at its current rate, increased car ownership and bigger cars – we'll soon reach grid lock.
- There are dangerous levels of air pollution in the town, which the council has repeatedly failed to address.
- Cycle lanes are not “for cyclists” – they are to encourage people who currently drive to cycle instead, which will make the town better for everyone.
- No-one pays “road tax” (it's surprising how many people think that car owners pay for the roads!). We all pay for the roads, so it's reasonable to expect space for people walking and cycling as well as for cars.
- Through FOI requests we're finding out what is happening with the unspent Active Travel grant

One of the benefits of the Cycling Advocacy Network is that it will enable me to link with reps in other areas. As you know, great things are being achieved in many parts of the country, so there are lots of people that we can learn from.

If anyone would like to get involved or has any comments or advice, please get in touch. For years people said that nothing would ever change in our car-dominated UK towns and cities, but great change is happening, and it will happen in Northampton too – how long it takes depends on us.

CTC Northampton

Treasurers Report 1st October 2019 - 31 March 2021

Needless to say there was very little activity on the Club finances.

Two Points To Note :

1 / Cycling UK have moved their Financial Year End and Club Reporting to the 31st March each year. Consequentially these accounts run from 1st October 2019 to 31st March 2021.

2 / Following a request From Cycling UK at the being of the Covid Pandemic we withdrew our application for £200.00 membership allocation. They were concerned that the cancellation of all fund raising events would have a significant impact on their finances.

In summary we started the year with £1116.71 and spent a total of £211.91 leaving a balance of £904.80 inclusive of Kettering's £263.67.

I will apply for our membership allocation again this year and see how we get on.

The accounts have been audited by May Cadman and submitted to Cycling UK.

John Winn - Treasurer CTC Northampton

CTC Northampton Accounts 1 Oct 2019 - 31 March 2021

Date		Income	Expenses	Skipton	Cash Float	Total Available Funds	Notes
	Skipton Building Society Opening Balance 1 Oct 2019			£1116.71	£0.00	£1116.71	Inc. £261.58 for Kettering
3/10/19	Hire Moulton Community Centre For AGM		£45.00	£1071.71			Invoice 1591 Paid by cheque
24/10/19	AGM Profit From Refreshments Etc	£21.00		£1092.71			Cash Passbook
31/10/19	Building Society Interest 1st Nov 2019	£9.09		£1101.80			£2.09 apportioned to Kettering
27/2/20	Hire Moulton Community Centre Frank Burns Talk		£49.50	£1052.30			Invoice 2084 Paid By Cheque
	CTC Subscription Allowance						Following a request from HQ the Committee agreed to withdraw its subscription allowance request
5/3/20	Phillip Grey "Meet Up" Subscription 6 months upto 23 April 2020. The use of this App has been ceased so there will be no further expense.		£92.45	£959.85			Paid by cheque
4/5/20	Refund From Moulton Community Centre Following Cancellation	£49.50		£1009.35			Passbook
25/9/20	Payment to Tim Howells for website costs		£53.60	£955.75			Paid By cheque
31/10/20	Building Society Interest 1st Nov 2020	£3.03		£958.78			Passbook
12/2/21	Payment to Tim Howells for website costs		£53.98	£904.80			Paid by cheque
	Sub Totals	£82.62	£294.53				
	Deficit for year		-£211.91	£904.80			
	Closing Balance 31 March 2021			£904.80			Inc. £263.67 for Kettering

CTC Northampton - Webmaster report - 2021

There have only been a couple of minor changes to the website this year, mainly in terms of announcements on the home page regarding the changing circumstances due to Covid-19 restrictions across the last year.

Following a change by Ionos (our website & email hosting platform) to their product set we have moved our domain to what is now called "Web Hosting Business". This is the most basic hosting package available and currently costs us £6 per month. In addition our domain name registration costs £11.98 per annum.

One area that has required significant change has been the removal from service (by Yahoo) of the Yahoo Groups offering. As a replacement we are now using Groups.io.

I have created 2 groups for us to use, namely ctc-northampton@groups.io and ctc-northampton-committee@groups.io. All members of the Yahoo Group were sent an email advising of the switch from Yahoo Groups to Groups.io. The [ctc-northampton](mailto:ctc-northampton@groups.io) group is used to publish ride details and share information by email and is currently subscribed to by 41 members.

If anyone wishes to be added to the [ctc-northampton](mailto:ctc-northampton@groups.io) group you can do so by sending an email to: ctc-northampton+subscribe@groups.io. Alternatively if you let me know your email address I can send an invite to join.

Tim Howell, Webmaster, CTC Northampton.

(Email: webmaster@ctc-northampton.org.uk)

CTC Nothampton AGM
Ride Secretary's Report, April 2021

2020 was CTC Northampton's Centenary Year and we had great plans for the ride programme, with long and short rides considered. Tim even started planning a route following the outline of "100".

Unfortunately, Covid hit us, so it was still a memorable year, but for all the wrong reasons.

Our rides have obviously been severely disrupted since our last AGM. We had 1 ride cancelled because of Storm Dennis, which we thought was disappointing at the time. Then we had 40 rides cancelled due to lockdown restrictions.

But at least we have managed to have 33 rides since our last AGM.

The last "normal ride" was one of Milton's way back in March 2020. Since then, we have had to comply with Covid restrictions, during the periods when we were allowed ride in groups. We appointed Philip G as our Covid officer. To continue with our rides, we had to ride in maximum groups of six, and follow social distance guidelines. Behind the scenes the Committee updated our procedures, introducing Risk Assessments and changing our sign-on processes.

To be able to comply with the six-maximum rule, whilst allowing as many riders as possible to take part, we introduced a rider pre-booking system, which enabled us to arrange more leader coverage for the day. This is perhaps a positive change; it at least allowed us to cater for a range of rider requirements, although it meant a significant increase in commitment for the ride leaders.

But we still managed to enjoy some of our traditional rides. We managed to keep the Boxing Day ride again this year, with Phil J leading the group, which was very welcome. We also managed to join Milton Keynes CTC for our Christmas Lunch in January 2020, but unfortunately not this year.

Thanks go as always to the Ride Leaders for their dedication, and without them we wouldn't have a rides programme. We had 11 ride leaders active since the last AGM, and almost all the rides were planned and published on RidewithGPS. Also, the majority of rides were published and reported on our blog and email.