



CAMCYCLE

Cambridge Cycling Campaign

Registered Charity Number: 1138098

Trustees' Annual Report & Financial Statements for the year ending 30 September 2021

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CAMBRIDGE CYCLING CAMPAIGN

LEGAL AND ADMINISTRATIVE INFORMATION

Status: Cambridge Cycling Campaign (known as Camcycle) is an unincorporated association. It was formed in 1995, and in 2008 the organisation registered as a charity operating in England and Wales, with registration number 1138098.

Governance: Camcycle is governed by our 2010 constitution which can be read at camcycle.org.uk/about/constitution.

The following served as trustees of the Charity for the year ended 30 September 2021 and up to the date of the report:

Name	Office	Appointed	Resigned
Robin Heydon	Chair	Dec 2009	
Willa McDonald	Secretary	Dec 2016	Jan 2021
Chris Howell	Treasurer	Dec 2016	Jan 2021
Peter Gotham	Treasurer	Jan 2021	
Alessandra Caggiano	Trustee	Sept 2020	
Matthew Danish	Trustee	Dec 2016	
Sue Edwards	Trustee	Nov 2014	
Finlay Knops-Mckim	Trustee	Jan 2020	
	Secretary	Jan 2021	
Martin Lucas-Smith	Trustee	Sep 2010	
Tom McKeown	Trustee	Nov 2014	
Alec Seaman	Trustee	Jan 2020	

Registered and Operating Address: The Bike Depot, 140 Cowley Road Cambridge, CB4 0DL

Website: www.camcycle.org.uk **Email:** contact@camcycle.org.uk **Phone:** (01223) 690718

Names & Addresses of Advisors

Role	Name	Address
Bank	The Co-operative Bank plc	PO Box 250, Skelmersdale, WN8 6WT
Bank	Saffron Building Society	1A Market Street, Saffron Walden CB10 1HX
Honorary Independent Examiner	Brian Corbett	38 Chesterton Hall Crescent Cambridge CB4 1AP

Names of Senior Staff with Delegated Responsibilities

Name	Role
Roxanne De Beaux	Executive Director

CAMBRIDGE CYCLING CAMPAIGN

TRUSTEES ANNUAL REPORT 2021

The trustees present their annual report and financial statements for the year ended 30 September 2021

Objects of the Charity

The charity's objects are:

to promote cycling for the public benefit in and around Cambridge as a means of furthering the following charitable purposes:

1. the promotion of public health,
2. the promotion of the conservation and protection of the environment,
3. the promotion of cycling for the public benefit, by promoting, assisting, facilitating and protecting the use of bicycles and similar vehicles on public roads and publicly accessible routes,
4. the promotion of public safety, particularly on the highways,
5. the promotion of healthy recreation in the interests of social welfare, and
6. the advancement of education

by whatever means the Trustees think fit, including the provision of cycling facilities, services, training, educational activities, and lobbying and campaigning in matters relating to cycling and other forms of transport.

Statutory Declaration on Public Benefit

The trustees declare that they have complied with their duty to have due regard to the guidance on public benefit published by the Charity Commission in exercising their powers or duties.

Organisation

Cambridge Cycling Campaign is governed by its board of trustees who meet regularly throughout the year. Trustees who served during the year are detailed above.

Executive Summary

Each year our membership grows because people in and around Cambridge can see the results of our work on their local streets. Since 1995, the Cambridge Cycling Campaign, now known as Camcycle, has been working hard for more, better and safer cycling for those who work, live and travel in our region.

Many facilities across Cambridgeshire such as cycleways, cycle parks, low-traffic streets and walking and cycling bridges would not exist without the efforts of our dedicated team of volunteers and staff, the support of over 1,600 members and the collaboration of many others who have worked with us.

At the end of 2021, the Chisholm Trail opened up new opportunities for thousands of people to walk, cycle and access green space, and showed just what a small group of committed campaigners can achieve. Now it's time to empower even more people to work for change in their communities and together create the thriving, sustainable places of the future.

Chair's review of the year

The new Abbey-Chesterton bridge is wonderful and, with over 2km of new or resurfaced paths either side and an underpass beneath Newmarket Road, the Trail opens up thousands of safe journeys for people walking and cycling in this area. We're extremely grateful to Jim Chisholm and other campaigners within our organisation for their hard work and dedication to this project over the past two decades.

Better cycling routes have also been achieved in other parts of Cambridge: the first CYCLOPS junction in Cambridgeshire was installed on Histon Road this year (following our successful campaign for this protected design in 2018) and six experimental low-traffic schemes were made permanent including Luard Road, Nightingale Avenue and Storey's Way.

2021 was the year that LTN 1/20, the name of the government's cycling design guide, became common terminology in local authorities' transport meetings. Our biggest ever election survey engaged voters across the county. The new Mayor, Dr Nik Johnson, said that the Cambridgeshire & Peterborough region could not fail on active travel and pledged support for schemes including Mill Road, where the removal of the bus gate was one of the year's significant low points.

We continue to work hard to engage and inform local people, supporting new groups and empowering individuals to share their voices. Our consultation guides encouraged thousands to have their say and Save Our Cycles helped many more protect their cycles from theft. Over £35,000 was raised for our new Zero Carbon Streets campaign enabling us to recruit a new infrastructure campaigner. Their input will help us grow our impact even further in the coming year.

Activities, Achievements & Performance

The Chisholm Trail

Congestion, climate change, inactivity: back in 1998, Jim Chisholm (right) realised that a safer route across the city from north to south would help more people choose walking and cycling for their everyday journeys and reduce traffic on the roads. In 2021, the first part of his vision was made a reality.

Contractors were busy on the Chisholm Trail throughout 2021 following the installation of the Abbey-Chesterton bridge in 2020. In December, the first section (from Cambridge North to Coldham's Lane) opened to the public: a wonderful Christmas present for local residents.

Camcycle staff and volunteers keenly followed progress, sharing photos with members, putting up posters to inform residents about diversions and meeting with contractors and decision-makers to advise on the design of sections such as Fen Road and Coldham's Lane.

While it has been wonderful to see so many people enjoying the Trail already, we continue to work for improvements to aid accessibility for all and to ensure that the second section of the Trail provides a safe, direct and inclusive route to Cambridge station.

Thanks to everyone who has helped us bring this dream to reality including Sustrans' John Grimshaw, Cycling England, local cycling officers Clare Rankin and Patrick Joyce and the Greater Cambridge Partnership.

Zero Carbon Streets

If 10% of the UK population were to replace one car trip each day with a journey by cycle, overall transport emissions would decrease by about 10%. On Earth Day 2021, we launched a new campaign to empower communities across Cambridgeshire to work for the active travel improvements needed for a sustainable future.

"What fights climate change? Bikes fight climate change!" Riders of all ages cycled with us to sound the climate alarm in November as global decision makers met in Glasgow for COP26.

In Cambridgeshire, local groups aren't waiting for leaders to act; they are already setting to work. Zero Carbon Streets is Camcycle's new campaign to help support and empower more communities to deliver improvements for walking and cycling in their neighbourhoods. A 2021 report from the Cambridgeshire & Peterborough Independent Commission on Climate revealed that transport makes up 44% of Cambridgeshire's carbon footprint (higher than the UK average), so rapid change is needed now.

Groups like Hunts Walking & Cycling and Milton Cycling Campaign are already benefiting from our support; Milton volunteers have spoken out strongly for safer facilities along the A10 and installed hundreds of new cycle parking stands. In 2022, our new Infrastructure Campaigner will take the lead on this campaign and help increase our impact across the county.

Cycling for All

This ongoing campaign calls for a commitment from local decision-makers to invest in and deliver cycling for all ages and abilities. As we continue to widen our regional focus, we quadrupled the size of our election campaign and rode to a meeting at Alconbury on pool bikes from Huntingdonshire District Council.

In 2021, the government reiterated its support for active travel, with ‘Increasing cycling and walking’ the first of six commitments in its Decarbonising Transport report.

Therefore, it has been even more important for us to keep up the pressure on local transport authorities, ensuring they put cycling at the heart of their strategies and receive the maximum funding they can from national sources. In August we wrote to Transport Minister Chris Heaton-Harris following the revelation that Cambridgeshire & Peterborough was the only combined authority to have funding halted on its active travel ‘Capability Fund’. Following reassurances from Mayor Dr Nik Johnson, the money was unlocked by the Department for Transport later in the year.

We invited over 400 candidates to share their views in our 2021 election survey – our biggest ever – and hosted a Mayoral hustings. We continue to speak at as many council meetings as we can. We are also dedicated to increasing engagement in transport consultations, for example, helping over 2,000 people respond to Cambridgeshire County Council’s survey on the second round of experimental active travel schemes.

Consultations, surveys and petitions we promoted to our members in 2021 include:

<ul style="list-style-type: none"> ● Traffic orders for five new School Streets ● Cambridgeshire & Peterborough policing priorities January 2021 ● Experimental order allowing EVs in bus lanes ● A14 bridge barrier petition ● DfT consultation on use of longer lorries ● University of Cambridge Let’s Talk Transport ● East West Rail route options ● GCP Foxton Travel Hub ● New vision for Cambridge Biomedical Campus ● GCP second phase of measures in Newtown ● Cambridgeshire Local Cycling and Walking Infrastructure Plan ● Changes to Cambridge Market Square ● Transport improvements around St Ives ● Queen Anne Terrace Cycle Park survey ● Cambridge Biomedical Campus wayfinding ● Wheels for Wellbeing annual survey ● Cycling UK’s campaign for road justice ● Smarter Cambridge Transport GCP petition 	<ul style="list-style-type: none"> ● Cambridgeshire & Peterborough Police and Crime Plan ● Living Streets ‘Cut the Clutter’ campaign ● GCP Cycling Plus ● Cambridgeshire Active Travel Schemes ● Oxford-Cambridge Arc ● Sidney Street/Hobson Street buildings/passage ● Camcycle member survey 2021 ● Camcycle Safe Junctions petition ● Greater Cambridge Local Plan First Proposals ● Cambridge & Peterborough Local Transport and Connectivity Plan ● GCP Making Connections ● GCP Eastern Access ● Soham Active Travel ● Camcycle Windsor Road cycle route petition ● Fenland Walking, Cycling and Mobility Aid Improvement Strategy ● Cambridgeshire County Council budget plan ● Cambridge North development consultation ● Transport and Travel in Godmanchester
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Camcycle events

We made a cautious return to some in-person events this year while hosting a wonderful range of speakers at our online meetings.

When we asked our members for the highlights of their year, the Camcycle social ride for a picnic in Eddington made the top of one person's list. "It was so nice to see everyone," he wrote.

After too many months of social distancing, when we were able to get out and about, members and supporters were eager to join us. We talked non-stop about the Chisholm Trail when we took our stall bike to the Stourbridge Medieval Fair and we encouraged people to register their cycle frame numbers at a stall outside the Guildhall in July.

After September's social ride, we joined the A10 Corridor Campaign for their annual awareness ride in October, took part in the national 'Pedal on COP26' event in November with a ride from Mill Road to a climate march in Cambridge city centre, and gathered for a glittering festive lights ride in December.

In 2022, we're hoping pandemic conditions mean that we can continue to meet more in person for social and campaigning events. We're particularly keen to welcome back our famous Reach Ride!

Spaces to Breathe

We believe that local people need safe spaces to walk, cycle and spend time outdoors, during the Covid-19 pandemic and beyond. We celebrated in 2021 as several trial measures were made permanent, but also experienced sadness and frustration as Mill Road became a dangerous route once more.

We are grateful to everyone who has helped us campaign for Spaces to Breathe since Spring 2020: sharing suggestions for improvements, responding to consultations, counting traffic, delivering leaflets, writing to local newspapers and showing your support on social media.

The many months of hard work paid off in November when eight experimental active travel schemes were made permanent, including six modal filter schemes in Cambridge.

Some residents (such as those on Storey's Way and in Newtown) had called for these changes for many years, others (such as those on Luard Road) were new to campaigning, but all made a vital difference in achieving safer routes for people walking and cycling and more pleasant streets for those who live and work in them.

As the low-traffic schemes were approved, Cllr Mark Howell said he was pleased that evidence showed they had been successful in their aims, but the county council must be bold from the beginning of such schemes and willing to innovate for public safety. It is therefore frustrating that many communities are still waiting for the results of the summer consultation on the second tranche of Active Travel Fund measures which included proposals for Arbury Road and Coldham's Lane.

Another disappointment was the removal of the Mill Road bus gate in July: this led to a boost in Camcycle membership from those dismayed to be losing the clean air and pleasant street it had delivered (top right). We continue to work hard for a road that is welcoming and accessible to all.

Inclusive Design

Wouldn't it be nice if every active travel journey felt as joyful as the first ride around the new CYCLOPS junction? In 2021, we've been campaigning for routes that are safe, direct, coherent, attractive and comfortable.

They should prioritise people walking and cycling over drivers and be inclusive and accessible to all. The path to a high-quality joined up cycling network does not run smooth. In 2021, we've reiterated the need for local authorities to adopt Local Transport Note (LTN) 1/20 when designing and upgrading cycle facilities and we continue to comment on planning applications, speak up in council meetings and encourage our supporters to sign petitions when needed to make this point.

Nearly 700 people signed our petition against the dangerous and exclusionary barriers installed near the new A14 active travel bridges at the start of the year. In July the council finally promised to remove them, but we're still waiting. We've also been campaigning against electric cars in bus/cycle lanes, dangerous crossings on new National Highways projects, unsafe cycle routes, unsuitable cycle

parking, car-dependent housing developments, threats to the Chisholm Trail and anything else that gets in the way of a safe and accessible journey for all types of rider and cycle.

It's immensely rewarding when the work pays off: riding on the new CYCLOPS junction at Histon Road that we helped design in 2018 was one of the year's top highlights!

Camcycle supporters

We couldn't do what we do without our staff, trustees, volunteers, members, partners and donors.

In 2021, Camcycle people delivered over 25,000 leaflets, wrote over 9,000 posts on Cyclescape (our campaigning discussion forum), created inspiring content for 204 pages of our magazines, wrote 64 newspaper columns, spent 10 hours talking to visitors at Camcycle stalls, cycled 29 miles to inspect the route of the 2022 Reach Ride and so much more! Camcycle gained 124 new members and 272 individuals donated to our work.

We set up new subgroups to work on the issues of cycle theft, cycle parking and traffic reduction and gained funding through City Changer Cargo Bike, a Horizon 2020 Cycle Logistics programme delivered in partnership with Cambridgeshire County Council, to host a new internship. One respondent to our member survey said we 'punch above our weight' in terms of influence: this is only true because of all of you. Thank you!

Safe Junctions

Too many people lost their lives cycling and walking in 2021. We mourned with those who grieved and determined to work even harder to ensure that no more lives were lost, no more families left suffering. We called on local authorities to make junctions safe.

Some of our campaigns are planned long in advance and some arise out of a pressing need to take action. That's what happened in October 2021, when Anna Garratt-Quinton, a young physiotherapist working at Addenbrooke's, was killed cycling near the roundabout just outside the hospital. United in grieving with the Cambridge community, Camcycle decided to place a white 'ghost bike' in her memory and begin a new campaign for safe junctions across the county. Nearly 700 people signed their names and shared stories of the junctions they thought most needed improvement. Junctions like the BP roundabout near Ely (above), where motor traffic flow has been placed above the needs of people walking and cycling, or the Catholic Church junction in Cambridge, expensively refurbished from an active travel budget just a few years ago, but which still feels unsafe.

By the end of the year, the Addenbrooke's roundabout had been added to the scope of the Greater Cambridge Partnership schemes in this area. Safer designs are also proposed to be installed on two of the worst junctions on Newmarket Road.

Save Our Cycles

Cycle theft costs Cambridge residents an estimated £3 million a year and its impact on people's lives and livelihoods goes far beyond cost. The Save Our Cycles campaign was just one part of the extensive work we put in to tackle this issue in 2021.

Cycle theft has been an issue we have campaigned on since our organisation's formation in 1995 and, after several recent frustrating years, it feels as if progress is finally being made.

Camcycle is pleased to be collaborating with stakeholders including the police, city and county councillors and officers, Greater Anglia, Cambridge University, Anglia Ruskin University and the business community (via Cambridge Ahead) on a number of initiatives aimed at tackling cycle theft across enforcement, infrastructure and education.

We launched the campaign to 'Save Our Cycles' in May, encouraging local people to 'lock it and log it' to reduce the risk of theft. BikeRegister tell us the number of people who have registered their frame number has significantly increased and the police report that cycle theft is down and recoveries are up.

We work closely with Omar Terywall and his 'Stolen Bikes in Cambridge' team as well as participating in two regular cycle theft stakeholder groups in the city and hosting our own subgroups on cycle theft and cycle parking design.

Camcycle in the media

We gained a broad spread of media coverage in 2021 including several cover stories, raising the issues local cyclists cared about.

2021 was one of our best years for media coverage, with cycling stories frequently making the front pages of our local newspapers.

We've given interviews for regional TV news on potholes, Mill Road, the Busway cycleway and the Chisholm Trail, and spoken on the radio about topics including King's Parade, Arbury Road and e-bikes. Our team has a monthly column in the Cambridge Independent and our Chair, Robin Heydon, has a weekly column in the Cambridge News. We were particularly pleased to expand our regional coverage this year when we launched our Zero Carbon Streets campaign across Cambridgeshire.

In addition to driving the conversation in traditional media, we have over 11,500 followers on our social media channels, which often leads to lively discussions on the latest cycling issues.

Publications and outlets that have shared Camcycle stories this year include:

<ul style="list-style-type: none">● Cambridge Independent● Cambridge News● Cambridge Network● Cambridge Matters● Cambs Times● Ely Standard● Fenland Citizen● Hunts Post● Royston Crow	<ul style="list-style-type: none">● The Telegraph● BBC Radio Cambridgeshire● Cambridge 105 Radio● BBC Look East● ITV News Anglia● Road.cc● Thisismoney.co.uk (part of the Daily Mail group)● Cycling UK
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Financial Review

Despite the challenges the pandemic has created, the last two years have been financially stable for Camcycle. We have managed to maintain income at a consistent level and built up enough reserves to sustain an additional staff member. This means we are now able to recruit an Infrastructure Campaigner, who should join us in spring 2022.

While sponsorship and event income have reduced, our strong campaigning during this time inspired more donations and grants. We're pleased to see that our income is becoming more diversified, but we would like to further reduce reliance on key major donors and increase income to support the investments we are making in our staffing and infrastructure. The pressures of climate change, ongoing development and increasing investment in active travel infrastructure in the Cambridge region make investments in growing our impact very timely.

Reserves

We target a minimum reserves level sufficient to meet 6 months of staff and office costs and 12 months of membership servicing costs.

At the end of the 2021 financial year, we had total general, unrestricted, reserves of £99,742 (2020: £106,009, 2019: £80,594). In addition we held future funding, largely for staff costs, represented by 'restricted reserves', of £41,599 (2020: £27,152, 2019: £27,534).

The reserves are higher than our target minimum, although with the increased costs of staffing we are expecting them to fall.

Going Concern and Covid-19

The Charity's reserves policy is designed to ensure that it holds sufficient reserves to meet obligations as they become due, and trustees are confident that in the event of a significant fall in income, the Charity can reduce expenditure in a controlled manner whilst continuing as a going concern. Whilst Covid19 has posed significant operational challenges to the Charity, and impacted in-person events, falls in event-related income have been offset by an increase in individual donations, and through effective working from home, has continued to deliver the Charity's objectives as described above.

Particulars of Any Outstanding Guarantee Given by the Charity

The Trustees declare that the charity has given no guarantee where potential liability is outstanding at the date of the statement of assets & liabilities.

Particulars of Any Outstanding Debt

The Trustees declare that the charity has no outstanding debts which are secured by an express charge on any of the assets of the charity at the date of the statement of assets & liabilities.

Trustee Selection Methods:

Trustees must be members of Camcycle and are elected at our AGM each year or can be co-opted during the year by the board of trustees.

How New Trustees are Inducted and Trained:

We conduct a skills audit each year to determine areas to focus on when recruiting new trustees. We aim to conduct open recruitment with advertising on many relevant sites, on social media in our magazine and through our membership communications.

Declaration

The Trustees declare that they have approved the above report and authorised that it be signed on their behalf.

Approved by the trustees on 21 Jan 2022 and signed on behalf of the charity's trustees by:

Robin Heydon
Chair
Date 21 Jan 2022

INDEPENDENT EXAMINER'S REPORT TO THE TRUSTEES OF CAMBRIDGE CYCLING CAMPAIGN

I report to the charity trustees on my examination of the accounts of Cambridge Cycling Campaign for the year ended 30 September 2021 which are set out on pages 10 to 17.

This report is made solely to the Trustees, as a body, in accordance with regulations made under section 154 of the Charities Act 2011. My work has been undertaken so that I might state to the Trustees matters I am required to state to them in an Independent Examiner's report and for no other purpose. To the fullest extent permitted by law, I do not accept or assume responsibility to anyone other than the Trustees for my independent examination work, for this report, or for the statement I have given below.

Responsibilities and basis of report

As the charity's trustees you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ('the Act').

I report in respect of my examination of the charity's accounts carried out under section 145 of the Act and in carrying out my examination I have followed all the applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

Independent examiner's statement

I have completed my examination. I confirm that no matters have come to my attention in connection with the examination giving me cause to believe that in any material respect:

1. accounting records were not kept in respect of the charity as required by section 130 of the Act; or
2. the accounts do not accord with those records; or
3. the accounts do not comply with the applicable requirements concerning the form and content of accounts set out in the Charities (Accounts and Reports) Regulations 2008 other than any requirement that the accounts give a 'true and fair' view which is not a matter considered as part of an independent examination.

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached

Brian Corbett MBA

38 Chesterton Hall Crescent
Cambridge

CB4 1AP

Date: 21 January 2022

CAMBRIDGE CYCLING CAMPAIGN

STATEMENT OF FINANCIAL ACTIVITIES

For the year ended 30 September 2021

	Notes	General Fund 2021 £	Restricted Fund 2021 £	Total Funds 2021 £	Total Funds 2020 £
INCOMING RESOURCES					
Membership Subscriptions		22,044	-	22,044	20,933
Individual Donations		10,142	5,082	15,224	8,797
Corporate Donations		5,000		5,000	5,318
Major Donations		13,837	35,256	49,093	62,405
Gift Aid		10,628	1,292	11,920	8,111
Grants, non-governmental		4,500	9,554	14,054	3,700
Government grants		-	3,000	3,000	10,000
Charitable trading	3	2,240		2,240	3,208
Interest Received		186	-	186	273
TOTAL INCOMING RESOURCES		68,577	54,184	122,761	122,745
RESOURCES EXPENDED					
Cost of sales	4	103	-	103	235
Staff costs	5	52,922	38,737	91,659	77,867
Office costs		5,220	-	5,220	4,770
Campaigning		997	1,000	1,997	1,392
Advocacy and Education		3,121	-	3,121	3,830
Events		210	-	210	867
Member Servicing		1,243	-	1,243	771
Training, Conference, Affiliations		2,557	-	2,557	570
Depreciation		2,989	-	2,989	3,236
Other Overheads	7	5,482	-	5,482	4,174
TOTAL RESOURCES EXPENDED		74,844	39,737	114,581	97,712
Net incoming/(outgoing) resource before investment gains/(losses)		(6,267)	14,447	8,180	25,033
Net income/(expenditure)		(6,267)	14,447	8,180	25,033
RECONCILIATION OF FUNDS:					
TOTAL FUNDS BROUGHT FORWARD		106,009	27,152	133,161	108,128
TOTAL FUNDS CARRIED FORWARD		£ 99,742	£ 41,599	£ 141,341	£ 133,161

CAMBRIDGE CYCLING CAMPAIGN

BALANCE SHEET

As at 30 September 2021

	Notes	£	2021 £	£	2020 £
FIXED ASSETS					
Tangible assets	8		2,436		4,815
CURRENT ASSETS					
Debtors	9	10,250		12,259	
Cash at bank and in hand		144,779		118,128	
		<u>155,029</u>		<u>130,387</u>	
CREDITORS: amounts falling due within one year	10	(16,124)		(2,041)	
NET CURRENT ASSETS			<u>138,905</u>	<u>128,346</u>	
TOTAL NET ASSETS			<u>£ 141,341</u>	<u>£ 133,161</u>	
FUNDS					
Restricted funds	11	41,599		27,152	
General fund (unrestricted)	11	99,742		106,009	
			<u>£ 141,341</u>	<u>£ 133,161</u>	
		-	-		

The financial statements were approved by the Trustees on 21 January 2022 and signed on their behalf by:-

C:\

ROBIN HEYDON, Chair

PETER GOTHAM, Treasurer

The annexed notes form part of these financial statements

NOTES TO THE FINANCIAL STATEMENTS

For the year ended 30 September 2021

1. ACCOUNTING POLICIES

a. General information and basis of preparation of financial statements

Cambridge Cycling Campaign is a charitable unincorporated association, established in the United Kingdom. The nature of the charity's operations and principal activities are described in the Trustees' report.

The charity constitutes a public benefit entity as defined by the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102). The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) published in October 2019 (SORP 2019), FRS 102, the Charities Act 2011, and UK Generally Accepted Practice as it applies from 1 January 2019.

The financial statements are prepared on a going concern basis under the historical cost convention, modified to include certain items at fair value.

The significant accounting policies applied in the preparation of these financial statements are set out below. These policies have been consistently applied to all years presented unless otherwise stated.

b. Fund accounting

Unrestricted funds are available for use at the discretion of the trustees in furtherance of the general objectives of the charity and which have not been designated for other purposes.

c. Income recognition

All incoming resources are included in the Statement of Financial Activities (SoFA). When the charity is legally entitled to the income after any performance conditions have been met, the amount can be measured reliably and it is probable that the income will be received.

For donations to be recognised the charity will have been notified of the amounts and the settlement date in writing. If there are conditions attached to the donation and this requires a level of performance before entitlement can be obtained then income is deferred until those conditions are fully met or the fulfilment of those conditions is within the control of the charity and it is probable that they will be fulfilled.

Gift Aid receivable is included in income when there is a valid declaration from the donor. Any Gift Aid amount recovered on a donation is considered to be part of that gift and is treated as an addition to the same fund as the initial donation unless the donor or the terms of the appeal have specified otherwise.

Whilst membership subscriptions give members the right to participate in meetings of the charity, they do not give the member rights to any services or other benefits from the Charity, so are received in the nature of a gift are recognised when received, in line with our other income recognition policies.

No amount is included in the financial statements for volunteer time in line with the SORP 2016. Further detail is given in the Trustees' Annual Report.

NOTES TO THE FINANCIAL STATEMENTS

For the year ended 30 September 2021

d. Expenditure recognition

All expenditure is accounted for on an accruals basis and has been classified under headings that aggregate all costs related to the category. Expenditure is recognised where there is a legal or constructive obligation to make payments to third parties, it is probable that the settlement will be required and the amount of the obligation can be measured reliably.

e. Tangible fixed assets

Tangible fixed assets are stated at cost (or deemed cost) or valuation less accumulated depreciation and accumulated impairment losses. Cost includes costs directly attributable to making the asset capable of operating as intended.

Depreciation is provided on all tangible fixed assets, at rates calculated to write off the cost, less estimated residual value, of each asset on a systematic basis over its expected useful life as follows:

- Computers and IT - 3 years
- Office and Other Equipment - 3-5 years
- Vehicles (Bikes) - 4 years

f. Investments

Investments are recognised initially at fair value which is normally the transaction price excluding transaction costs. Subsequently, they are measured at fair value with changes recognised in 'net gains/(losses) on investments' in the SoFA if the shares are publicly traded or their fair value can otherwise be measured reliably.

g. Debtors and creditors receivable / payable within one year

Debtors and creditors with no stated interest rate and receivable or payable within one year are recorded at transaction price. Any losses arising from impairment are recognised in expenditure.

h. Going concern

The financial statements have been prepared on a going concern basis. The trustees set a minimum reserves policy designed to ensure the charity can meet all obligations as they fall due, and have sufficient time to respond to any reductions in income to allow costs to be reduced and continue as a going concern.

Reserves remain above the minimum target level.

i. Judgements and key sources of estimation uncertainty

The Trustees do not believe that any significant judgements or estimates have been needed in compiling these financial statements

CAMBRIDGE CYCLING CAMPAIGN

NOTES TO THE FINANCIAL STATEMENTS

For the year ended 30 September 2021

2. GOVERNMENT GRANTS	2021	2020
	£	£
In the year ending 30 Sep 2020, the Charity received £10,000 under the Government's Coronavirus Small Business Support grant scheme.		10,000
Cambridge City Council (CCC), and South Cambs District Council (SCDC).		
CCC - Cycle theft project	1,000	
SCDC - School Streets Project	2,000	
	£ 3,000	£ 10,000
3. CHARITABLE TRADING INCOME	2021	2020
	£	£
Advertising	2,005	2,685
Corporate Subscriptions	125	225
Merchandise	10	298
Event Income	100	0
	£ 2,240	£ 3,208
4. COSTS OF CHARITABLE TRADING	2021	2020
	£	£
Cost of Merchandise	103	235
	£ 103	£ 235
5. STAFF AND VOLUNTEERS	2021	2020
	£	£
Wages and salaries	85,608	72,081
Social security costs	3,209	3,162
Pension costs	2,166	1,916
Other employee costs	676	552
Volunteer Development	-	156
	£ 91,659	£ 77,867

NOTES TO THE FINANCIAL STATEMENTS

For the year ended 30 September 2021

The Charity operates a defined contribution pension scheme in compliance with auto-enrolment obligations. The contributions to this scheme recognised as an expense in the SOFA are the pension costs shown above.

The pay policy is set out within the internal policies in the website - www.camcycle.org.uk/charity-policies

No employee received remuneration in excess of £60,000

Average numbers of staff employed during the year	<u>3</u>	<u>2</u>
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6. TRUSTEES, KEY MANAGEMENT PERSONNEL AND RELATED PARTIES

The trustees have identified Executive Director Roxanne De Beaux as key management personnel.

Benefits Received by Key Management and Trustees	<u>£ 45,862</u>	<u>£ 44,161</u>
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No trustees were remunerated by the charity for their work. Reimbursed reasonable expenses incurred in carrying out their duties for the Charity were as follows - travel costs:

<u>£ Nil</u>	<u>£ 100</u>
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Number of trustees with expenses reimbursed	<u>2</u>	<u>2</u>
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8 trustees (2020: 5) made donations to the Charity, totalling £11,558 (2020: £12,450): none had significant conditions attached to them. This is in addition to routine membership payments made by all trustees.

7. OTHER COSTS

	2021	2020
	£	£
Bank Charges	777	322
Computing & IT	1,630	843
Insurance	1,936	1,712
Professional Services	1,087	1,267
Telephone	52	30
	<u>£ 5,482</u>	<u>£ 4,174</u>

CAMBRIDGE CYCLING CAMPAIGN

NOTES TO THE FINANCIAL STATEMENTS

For the year ended 30 September 2021

8. TANGIBLE FIXED ASSETS				2021	2020
	Computers and IT Cost	Office and Other Equipment Cost	Vehicles (Bikes) Cost	Total £	<i>Total</i> £
Cost					
At 1 October 2020	3,292	4,004	4,657	11,953	10,863
Additions	609	-	-	609	1,089
At 30 September 2021	<u>3,901</u>	<u>4,004</u>	<u>4,657</u>	<u>12,562</u>	<u>11,952</u>
Depreciation					
At 1 October 2020	2,379	2,041	2,717	7,137	3,901
Charge for the year	851	974	1,164	2,989	3,236
At 30 September 2021	<u>3,230</u>	<u>3,015</u>	<u>3,881</u>	<u>10,126</u>	<u>7,137</u>
Net book value					
At 30 September 2020	<u>£ 913</u>	<u>£ 1,963</u>	<u>£ 1,940</u>	<u>£ 4,816</u>	
At 30 September 2021	<u><u>£ 671</u></u>	<u><u>£ 989</u></u>	<u><u>£ 776</u></u>	<u><u>£ 2,436</u></u>	
9. DEBTORS				2021	2020
Due within one year				£	£
Trade debtors				10	£ 1,000
Prepayments				1,935	4,873
Other debtors - Gift Aid claims receivable				8,305	6,386
				<u>£ 10,250</u>	<u>£ 12,259</u>
10. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR				2021	2020
				£	£
Trade creditors				2,307	23
Subscriptions - to be reimbursed				96	30
Conduit Funding for Milton Cycling Campaign				12,343	-
Social security and other taxes				1,378	1,343
Accruals				-	645
				<u>£ 16,124</u>	<u>£ 2,041</u>

CAMBRIDGE CYCLING CAMPAIGN

NOTES TO THE FINANCIAL STATEMENTS

For the year ended 30 September 2021

11. STATEMENT OF FUNDS

Current year	Brought Forward £	Incoming Resources £	Resources Expended £	Transfers £	Carried Forward £
RESTRICTED FUNDS					
Staff costs	25,152	34,755	(36,737)	-	23,170
Cycle theft project	-	1,000	(1,000)	-	-
School Streets	-	2,000	(2,000)	-	-
Cycle parking guide	2,000	-	-	-	2,000
Infrastructure campaigner post	-	16,429	-	-	16,429
	-	-	-	-	-
	<u>£ 27,152</u>	<u>£ 54,184</u>	<u>£ (39,737)</u>	<u>£ Nil</u>	<u>£ 41,599</u>

In addition to the specific grant towards staff costs, the cycle parking grant was used to meet £2,000 of the staff costs of this project

General fund	106,009	68,577	(74,844)	-	99,742
Restricted fund	27,152	54,184	(39,737)	-	41,599
	<u>£ 133,161</u>	<u>£ 122,761</u>	<u>£ (114,581)</u>	<u>£ Nil</u>	<u>£ 141,341</u>

<i>Prior year</i>	<i>Brought Forward</i> £	<i>Incoming Resources</i> £	<i>Resources Expended</i> £	<i>Transfers and investment gains/(losses)</i> £	<i>Carried Forward</i> £
General fund	80,594	82,871	(57,456)	-	106,009
Restricted fund	27,534	39,874	(40,256)	-	27,152
	<u>£ 108,128</u>	<u>£ 122,745</u>	<u>£ (97,712)</u>	<u>£ Nil</u>	<u>£ 133,161</u>

12. ANALYSIS OF NET ASSETS BETWEEN FUNDS

The Restricted fund is represented entirely by the cash at bank; the General fund is represented by all other assets and liabilities.