

Appendices: CTC Oxfordshire AGM Reports 2014

1. Officer's Reports (including Accounts)

Secretary – Robin Tucker

In the last year, CTC Oxfordshire has been developing in its role as a hub for CTC in the county. I think we have struggled a bit with the availability of time from Committee Members and other volunteers, but overall we have put on a broad and high quality programme of events and enjoyed lots of great cycling and socialising.

One person we will miss sadly is Helen Beane, who died of cancer in May. Helen served for a number of years on the CTC Oxfordshire committee, and more recently helped organise our very successful Tri-vets Century in 2013 and took the Minutes at this AGM last year. She was always willing to help out, and great company on rides. We will miss her.

CTC Oxfordshire continues, and over the year I have seen our activities develop in four areas. The first is in **helping cyclists** to find the right rides and groups for them – we do this through our website and emails, and through the occasional contacts that I get during the year.

The second role is to **help the local groups** to thrive and to establish new local groups. This year we have seen Wallingford consolidate as a group and it is now quite self-sufficient in organising and publicising rides. We've also helped the Witney group to produce a leaflet and run some half-day rides. We also help the local groups to promote particular events to the whole Oxfordshire audience – for example the Isis Group's Memorial Ride for Helen Beane and the Wantage-run Blowingstone Audax. It's fair to say that some of these events have been very successful, and other less so, but we'll continue to help all of the groups where we can. I've had a few promising contacts with CTC Members in Bicester, so we'll see if maybe 2015 is the year we get something going in the northern half of the county.

Thirdly, we have extended our **work for cycling** more generally. James Dawton (who will speak shortly), Kevin Hickman (from Witney) and Graham Smith (the Oxfordshire-based CTC Councillor for the South East) have continued a great job in prodding the county council towards more cyclist-friendly policies and actions. This year we have worked more closely with other groups such as Bikesafe of Eynsham, Cyclox, HarBUG and Sustrans to create the Oxfordshire Cycling Network as a forum where all the cycle-campaigning groups in the county can combine efforts to develop a vision and build a better future for cyclists of all abilities.

Finally, we have organised our own **programme of rides and events**. We arranged 4 'Explorer' rides this year, each covering ground that was new to many Oxfordshire riders. One each was hosted by Witney and Wallingford, one by Wantage riding out of Hungerford; and one from Banbury led by our Steve Swanton. We averaged 8 riders for these and plan to continue next year, including an overdue appointment with Bicester. We had 5 rides in our off-road programme, mainly in the Chilterns, with 2 to 6 riders. Our planned joint ride with CTC Cheltenham took a different turn when it turned out that they'd forgotten to put it in their calendar. But, we still brought together 12 riders from 3 locations and the day was enhanced by Huffkins buy-one-get-one-free offer on lardy cakes.

Our most popular ride of the year was the Century ride in June, with 27 riders setting off, 24 finishing (I'm glad to say that the other 3 planned to join us only for part of the ride), and 7 completing the first 100 mile ride of their lives – a fantastic achievement. The Pot Luck Supper in July was popular too – somewhere between 20 and 30 people enjoying ale, banoffee pie and the club's new gazebo in my back garden on a summer's evening.

But the biggest event of the year was appropriately our 90th Anniversary in September. We had rides coming in from Oxford, Wantage and Witney, and two circular rides from Standlake Village Hall. Over 60 of us then enjoyed tea, speeches and a very fine cake. This was a great celebration of the past, and also an opportunity to look forward to a positive future for CTC in Oxfordshire and for cycling in general.

Those are the four main areas of activity: helping riders, helping and establishing local groups, campaigning for cycling and our own events. But I can't leave a summary of the year without mentioning the two big sporting events in the 2014 cycling calendar. First, the Tour de France with its Grand Depart in Yorkshire. Several CTCers from Oxfordshire went to join the massive crowds and enjoyed a fantastic few days of other people cycling.

In a close second was the Tour of Britain. This went through Wantage, an intermediate sprint at Blewbury and then Wallingford – and I think we had members waving it on in each of those, before heading into the Chilterns at uphill speeds that I can only achieve downhill. I was in the middle near Hendred and even there about 20 people gathered to see the breakaway of three, followed 7 minutes later by the peloton, cruise by at about 30mph – seemingly almost effortlessly.

Let me round off with a word of thanks to the ride leaders and other volunteers who have supported the club over the year. Without these people, each helping out in their own way, none of our events and other activities would happen. Thank you.

All in all, it's been a great year for the club and for cycling. I look forward to the next one!

Treasurer – Peter Hallowell

The accounts for CTC Oxfordshire have been sent to the auditor before the AGM and will, I hope, have been audited before this meeting. In keeping with the decision agreed at last year's AGM the accounts for 2013-4 do not include any information about the finances of the other groups in Oxfordshire.

As you will all be able to see from the accounts, very little has happened during this year. At the end of the financial year the expenses involved in promoting the Oxford DA's/CTC Oxfordshire group's ninetieth birthday celebrations were known but had not been paid and are therefore shown under outstanding liabilities. The only other outstanding bill of which I am aware is the cost of this AGM, unknown at this time, which will, as usual, appear in next year's accounts.

The main expenditure by CTC Oxfordshire has been on:

- The 90th Birthday celebrations
- The promotion of cycling
- The purchase of a gazebo for use at events

This expenditure has resulted in the small deficit shown in the accounts.

Accounts of CTC Oxfordshire

Period 1/10/2013 to 30/9/2014

	2012/13	2013/14
Income		
CTC National Office Grant	£489.37	£464.37
Sales	£82.00	£82.00
Interest	£3.39	£3.36
Tri-Vets	<u>£1,391.00</u>	<u>£7.00</u>
	£1,965.76	£556.73
Expenditure		
Postage, Stationery & Printing	£160.85	£97.00
Web site	£89.20	£82.13
AGM	£25.00	£41.99
Gazebo		£149.99
Tri-Vets	<u>£1,639.59</u>	
	£1,914.64	£371.11
	<u>£51.12</u>	<u>£185.62</u>
Assets at end of year:		
CTC Oxfordshire:		
Cash	£74.82	£115.82
Current Account	£260.06	£139.07
Deposit Account	<u>£3,225.24</u>	<u>£3,490.85</u>
Outstanding Liabilities		
90th Birthday Expenses		<u>£199.82</u>
Total	£3,560.12	£3,545.92
Fixed Assets	£228.29	£271.65
Stock	<u>£284.35</u>	<u>£195.35</u>
Total	£512.64	£467.00
Grand Total	<u>£4,072.76</u>	<u>£4,012.92</u>

Note: Last year the Assets included Assets of other CTC Groups in the county. These are excluded this year and in the above restated version of 2012/13

Registrar – Robin Tucker

The Registrar role involves keeping track of CTC Members in the Group's area of operation. Our area, as CTC Oxfordshire covers the county plus some adjoining postcode areas towards Swindon, Newbury and Reading. The role has been split between me and Peter Hallowell during the year.

The number of CTC Members has remained roughly steady– starting the year at 1835 and ending at 1818. That's a loss of 17, but well above the number 2 years ago of 1697.

We use the list for sending emails – at last count, 1041 members were on our email list. We do also intend to send welcome messages to new CTC members in the area – however, we didn't manage to do that this year. I will work with the Registrar appointed for next year to do better on this.

Welfare – Phil Wray

There were no welfare issues in the last year.

Publicity – Robin Tucker

As Publicity Officer I promote the activities of the Group, the CTC and Cycling in general.

Most of that is done by email, and in the last year I sent 8 emails through Mailchimp – 6 mainly promoting CTC Oxfordshire events, one asking for help with a cycling project run by Oxford Brookes University and one asking for messages of support to the Treasury and local MPs for funding for cycling facilities. Although a few people unsubscribe during the year, the email list has grown from 1027 to 1041 – so 57% of the members, and some more may be covered by family members with a single email address.

Secondly, we have helped the Wallingford and Witney groups to promote their rides through leaflets. In each case several hundred have been printed and placed with local bike shops, information centres and so forth.

The third main channel is the Oxfordshire Cyclist magazine, where I have had the chance to be a bit more creative in the Chit Chat section as well as listing the rides and groups.

For next year, I think whoever is Publicity Officer has an additional opportunity to use the CTC National website to promote the group and events in the county, and to help the local groups to promote particular rides and events. We used this for the 90th Anniversary event and as a result were featured in the CTC's national CycleClips email.

Right-to-ride and Planning – James Dawton

One of the CTC's remits is to campaign for better cycling conditions. In Oxford and Oxfordshire, the County Council is the highway authority. While they do fall somewhat short of "getting" what is needed to encourage cycling on our roads, they are moving in places in the right direction. I think they are better than a lot of other highway authorities, but that isn't saying very much.

There is an issue of designs repeatedly coming forward with a lack of ambition (and sometimes lack of common sense). Despite CTC/CycloX suggestions – that have minimal cost attached – they get ignored. This has been said to David Nimmo Smith (councillor in charge of transport) who says he "tells his officers to listen the experience of those in

Cyclox/CTC/OXPA". On the matter of Frideswide Square, (inadequate design), he is looking in what the design officers were told during the consultation (that goes back 5 years).

In Oxford City, campaigning is done in conjunction with Cyclox – more hands make less work.

In the county, Robin Tucker has set up the Oxfordshire Cycling Network, to link up various cycling groups around the county, so we can have a more coordinated approach with the county council. This group includes CTC Oxford City, CTC Wantage, CTC South-East, the Eynsham Community Path (B4044), Sustrans, Henley, Cyclox, Harbug and Witney BUG. Apologies if any group has been left off this list.

Whilst I am the rep, and present the report, Graham Smith also does a lot of local RTR work, often the last one standing when everyone else has given up in despair!

As mentioned in last years report, a lot of schemes have been coming through the system. A lot of this is aimed at improving the local economy which is deemed to be under performing, partially due to bottlenecks in the local transport system. Most of these are from competitive bidding from Whitehall. Oxfordshire got about £50M for various schemes (Cambridge got £500M). These schemes need designing/constructing and signing off within a specific time scale, which explains why it is currently hard to get into Oxford without encountering road works of one form or another. Having a limited time scale also means that the best solution/design isn't always achieved.

Most of my efforts have been in Oxford City, and on some County Council consultations for long term policies etc.

NATIONAL

Parliamentary enquiry into cycling

I sent a submission on behalf of Cyclox.

Highways Agency.

The transport minister Robert Goodwill was reported as saying the Highways agency was being made a stand alone agency to improve various things, all of which were listed as motorists this, and motorists that. I wrote to Nicola Blackwood MP asking her to remind the minister that cyclists are also impacted upon by trunk roads – even if they rarely use them – and he should take into account all users, not just “motorists”. In a suitable woolly reply, the minister referred to the DfT's plans to “cycle proof” highways agency roads. However, some cycle proofed roads seem, well cycle “proof” in the wrong sense of the word.

Cyclox also had a productive meeting with Nicola, who felt suitable informed, and later wrote she hoped she could approach Cyclox on matters cycling in the future if needed.

The Government Cycle Delivery Plan

I submitted a letter to the treasury, and to Nicola Blackwood to ask the the government cycle delivery plan was adequately funded at £10/head. Sadly there was no guaranteed funding, the CTC called it a derisory plan, not a delivery plan.

However, some aspects of the draft plan are positive and may encourage the County Council to sign up as a partner.

COUNTY

LTP4 (Local Transport Plan 4).

Every few years the county council have to review their transport plan. As the funding mechanism for transport is changing, they are reviewing LTP3 (to become LTP4). The funding will come Local Transport Boards, which will be business based rather than simply just County Council based.

The draft LTP4 is being written. A cycling consultation evening was held, organised by Robin Tucker (pretty much with his work hat on). We had some good input. The LTP4 lead officer

accepts there will be a huge increase in transport activity in the county up to 2030, with 100,000 new homes planned. They also accept that there is not the public funding to expand the road network to accommodate this growth through car use. All sound good so far. What actually will happen vs what is in the policy isn't always the same. Time will tell.

Connecting Oxfordshire.

This is a plan to improve transport between the major business areas of the County, namely Science Vale (Harwell/Didcot/Wantage), Oxford (esp the Universities), Oxford's eastern arc and the north (Begbrooke/the Northern Gateway). The Connecting Oxfordshire plan is in its early development stages. Probably end up a lot of bus/rail due to the distances involved, but we need to ensure cycling does not lose out.

OXFORD

“Our” Cycletopia – a vision for cycling in Oxford and its environs.

This is based on CTC national office's Cycletopia, which was a description of what an ideal cycling urban scene would look like. Although it is about Oxford and 5 miles out from the ring road, by changing a few names, the same principles could apply to any of the Oxfordshire market towns. This was in development at last year's AGM, and was finished in spring this year – an online copy can be found on Cyclox's website. A paper copy can hopefully still be found in Ian Hudspeth's desk. It was written with local CTC, Cyclox and Sustrans input. The graphic design work was paid for by CTC Oxfordshire and Cyclox, Sustrans donating time, and the printing paid for by Oxford University. Our local Cycletopia covers infrastructure, health, inclusion, economy and carbon reduction. It is all referenced and has endorsements from leading specialists and academics along with Andrew Smith MP, Nicola Blackwood MP and the head of Cherwell School (highest pupil cycling rate in the country). There is 4 page summary and 30 page version. The idea is that the county council can see what we envisage is a good environment for cycling.

“Their” Cycletopia.

When we had almost finished “our” Cycletopia, Simon Pratt of Sustrans had to pull out, as Sustrans and a co bidder had just won a bid to write a “Cycle Vision for Oxford” for Oxfordshire County Council (“their” Cycletopia). This has been written, but not yet published. This is a 3 or 4 stage process, stage 2 started in April, identifying gaps in cycle infrastructure in Oxford.

Oxford City's £300,000 over 4 years on cycle infrastructure.

Apparently not a lot of this has been spent yet. The city council asked for members of the public to submit suggestions for improvements. As the county council is the highway authority, they need to give their approval to how the money is spent. Depending who you talk to, this is why a lot hasn't been spent yet.

SPECIFIC SCHEMES IN OXFORD

Northern Gateway Development

This is the Wolvercote/A40/Peartree area development. Plans have been drawn up. On paper the cycle issues could be improved upon considerably. There is a definite lack of vision to make good cycle/pedestrian links. Links being the word, the proposed pedestrian link to the new Oxford Parkway station goes straight across the North Oxford golf links following an existing public footpath. The cycle link is proposed to be via Five Mile Drive and up the Banbury Rd to the park and ride/Parkway station.

There are questions on the overall transport issues re road capacity/road improvements/effects on the local road network. The development is said to be conditional on construction of an A40 – A44 link road just north of the A34. The grant application for this route was turned down at the last Whitehall bidding round. They will reapply early next year. It is for this development that the Wolvercote/Cutteslowe roundabouts are to be hamburgered and signalised.

Wolvercote and Cutteslowe Roundabouts

The plans for these junctions have been out for consultation. Not very ambitious for the cycle links, no bridges, just lots of signalled crossing (up to 5 or so for some journey movements). Compare to the cycle/pedestrian bridges over all the A40 junctions on the way in to London. On the upside, once the roundabouts are full of traffic lights, they will be fine to cycle round, thus avoiding the long wait for all the toucan cycle crossings!

Westgate development

The has gone 1 stage forward (outline planning permission applied for), and 1 stage backwards (the county council want a guarantee that Westgate will pay for the repair of Norfolk Street should it decide to subside into the underground car park...

I helped Cyclox submit cycle improvements that could be paid for by the community infrastructure levy charged to the developers. Just as well, the developers consultants (based in Brighton) didn't have any local knowledge to work on....).

Frideswide Square.

This has just come up for approval by the county council. Shared cycle/pedestrian space between the roundabouts, cycle lanes on the roads approaching the square, but nothing on the roundabouts themselves, where buses will be turning/joining from a new transport hub as part of the station redevelopment. There is no attempt to try and cater for cyclists wanting a route across the square from Botley Rd to Hythe Bridge St/Park End St. Once again, the county council does not quite "get it".

Oxford station railway bridge.

Railtrack have come up trumps, with a proposed new bridge twice as wide as the current one. Space for 3 vehicle lanes (probably 2 lanes + strip down the middle). On each side there will be segregated cycle/pedestrian tracks separate from the road. These will not go as low as the road. So less up hill when you emerge from under the bridge. The road itself will be dug lower than now to allow full height double decker buses.

The Plain Roundabout

This is a Cycle Safety City Ambition Funded project, aimed to improve cycling – most of the funds come from a DfT bidding process. The "cycle benefit" part of the £1M cost is rather thin. Most of the cost in reality is going on general maintenance and nice York stone paving slabs. First plans were reasonable, then they went down hill. After e mail from Oxford Civic Society and a joint CTC/Cyclox e mail, saying this just was not good enough, it improved a bit, to help the right turn when leaving Magdalen Bridge (biggest complaint, at a Cyclox public meeting, at which the lead county officer was present (taking questions)).

There was a complete refusal to consider any segregated cycle facility, even for parts of the junction where it is reasonable possible.

Construction was to have started this week. Due to the congestion caused by all the other road works, this work has been deferred until after Christmas. The project needs signing off by the end of March to satisfy the bidding process.

The scheme will probably make the roundabout a bit better for existing cyclists. The projects aim is to attract new/extra cyclists to use the junction, with an aim of cycle numbers going up 20% with the new design. This aim probably won't be achieved.

Part of the scheme is also to revamp the sequencing of the High St/Longwall St traffic lights. This looks a good idea, with the aim of reducing the numbers of cyclist bunching up at the junction when the High Street light is on red. The county have applied to the DfT for approval to use an advanced green light for cyclists, so the have a head start over other vehicles, whose green light will be after the cyclists green light.

2. CTC Oxfordshire Informal Member Groups

Wallingford – Dan Hart

A successful year for the Wallingford group, confirming that local cyclists value the group. We ran a full rides programme – the Sunday rides remained very popular. The Saturday rides less so, though those who did ride enjoyed themselves greatly. We will test these out on 3rd Sundays in 2015 to see if that improves attendance.

The off-road rides were less successful. On some occasions, only the leader showed up. We will take them off the calendar for next year, although the local bike shop may continue informal evening rides.

12 'First Sunday' rides of 20-30 miles, averaging 11 cyclists per ride.

12 'Third Saturday' rides of 30-40 miles, averaging 4 cyclists per ride.

6 Off-road Tuesday evening rides, averaging 3 cyclists per ride.

Witney – Jon Gammage

This year we continued our rides weekly Sunday rides starting at 9:30am each Sunday. In addition we had one ride each month as a more 'organised' ride, with a named leader and pre-planned route. We also tried out some half day afternoon rides on a few Saturdays and Sundays. We produced a leaflet to publicise the Group and all these rides, putting it in bike shops, sport centre, etc.

Our half day and monthly organised rides suffered from wet weather early in the year and I'm not sure they really took off which is a shame. Unfortunately I was away a lot so didn't do much chasing on these. One I did push a bit was the joint ride day to Burford and Bourton-on-the-water and we had a very good turnout for this.

Overall we've had a few new members but my feeling is that numbers remain fairly static.

3. Other CTC Groups in Oxfordshire

Oxford City – James Dawton

We have continued to have a well supported range of rides running through the year.

The joint monthly rides with ISIS continue to be particularly well supported. As well as ISIS leading a monthly ride back from coffee, at a committee meeting during the year it was agreed that some ride could have a fast ride back from coffee advertised, so opening up our rides to some faster riders. While some fast ride have happened on a spur of the moment basis, to date we have not had any advertised in advance. Something that could be considered in the coming year.

Other Sunday rides have continued with good numbers, in the last month we have twice broken our record for numbers at lunch.

In the spring 7 of us enjoyed Whitsun bank holiday weekend camping at Castle Eaton near Fairford, with mostly good weather and lessons in how to try not to pay for your Saturday lunch in a pub (you pay from the next pub....).

In September we had a ride to joint celebrate our 90th anniversary with CTC Oxfordshire, with a tea in Standlake village hall.

At the start of the year, we were getting low on volunteer rides leaders, but we now have some new leaders, so the leading load is more widely spread. Always room for more rides leaders.

Thanks to those who have led rides during the past year, along with the often overlooked sweepers who do a worthy job too. Thanks to all those who have lead rides during the year, with particular thanks to those who have started to lead rides this year. Our website has continued to be improved by Jo Munt, looking at most CTC member groups, our site is well ahead of others. Subscriptions to the e mail list has grown also.

Isis Cyclists – Ellen Lee

Overview

2013-2014 has been another successful year for Isis Cyclists. It has continued a programme of four regular rides per month:

1st Saturday = short and steady ride (<10 miles)
2nd Weekend = medium ride (~15 miles)
3rd Saturday = long ride (20-30 miles)
Final Sunday = Joint ride to coffee with Oxford City riders (20-30 miles)

In addition, March 2014 saw the launch of a new type of ride, the midweek "Stop & Stare Ride". These have been happening on a monthly basis and are aimed at beginners, riders lacking confidence, those returning from illness or injury and those who want to spend more time exploring within the ring road. Jane Carlton Smith and Lucy Tennyson have been organising the rides which visit 2 or 3 locations in Oxford, usually based around a theme. They generally involve riding 5-10 miles. Since their launch they have built up a regular group of followers, although we don't yet feel that we are reaching exactly the group we had aimed originally them at.

This spring and summer our long ride programme was geared up to preparing riders for our 50 mile challenge ride, which was held at the end of August. Each month our long ride increased in length by 5 miles until we were cycling 40 miles in July. The challenge ride took place at the end of August and 16 riders, many of whom had not ridden 50 miles before, enjoyed a relaxed ride to Lechlade and back.

This year our weekend away was a camping weekend at Britchcombe Farm near Uffington. Nine riders took part in an enjoyable and pleasantly warm weekend at the start of September, organised and lead by Lucy Tennyson and Natasha Williams.

As always, none of this can be done without a good deal of commitment from a dedicated band of Isis rides leaders who run the club. My thanks go to them for their hard work, imagination and constant enthusiasm.

Administration

The Isis leaders group has met three times this year in order to organise the programme and to attend to other business. Very sadly in May, one of our founding members and stalwarts, Helen Beane, died after a short illness. We really miss her enthusiasm and ideas. In particular she introduced many Isis Cyclists to cycle touring through the now well established annual weekend away. However, this year our leaders group has been joined by Sarah Twine who has already lead a couple of imaginative "Stop and Stare" rides. Lilia Bonacorsi has continued maintaining our photo site which is rapidly becoming a wonderful document of our activities. At the end of this year, our website, which has been ticking over quietly, has been taken over by Liz Matthews who is in the process of streamlining it.

Regular monthly email newsletters and occasional other mailings have continued to be delivered through our Google Group to approximately 285 women, an increase of 65 over the year. Rides and other events have also been promoted via our website and facebook page and by the Broken Spoke Co-op.

Regular Rides (October 2013 – end of September 2014)

This year, Isis Cyclists ran 52 regular rides and 2 were cancelled due to bad weather. 106 women rode with the group at least once. 49 riders rode with us for the first time this year. The average number of riders on each type of ride is as follows:

- Short rides: Average of 9 riders (total of 12 rides) – decrease on last year (12)
- Medium rides: Average of 11 riders (total of 12 rides) – same as last year
- Long rides: Average of 11 riders (total of 10 rides) – slight decrease on last year (12)
- Joint Isis/Ox City rides: Average of 8, Isis only (total of 9 rides) – decrease on last year (11).
- Stop & Stare: Average of 6 riders (total of 7 rides)

Next Year

Next year we will continue to support our regular rides, in particular concentrating on our shorter rides where our numbers seem to be a little lower than in previous years. We are still very much committed to encourage greater participation by women in all types of cycling.

Midweek Group – Peter Hallowell

Our established pattern of having planned rides every Wednesday continues to be successful, especially if judged purely by attendance numbers. The average number of riders out each week has gone up again this year and we have welcomed even more new members this year than for many years, perhaps more than any other year. Although the group is still faced with the perennial problem that has affected many cycling clubs for a century or more, namely that of trying to cater for a wide range of riding ability and desires when there are not enough attendees to guarantee support for two different rides, the higher number of riders this year has certainly helped to mitigate the problem. This year we changed our rides program to ensure that it included more shorter/easier/leisure rides (choose your own name) with the possibility always of having an impromptu of an alternative nature if attendance demands it. Our thanks are due to John Bridgman for leading these shorter rides and there seems to be an increasing demand for them judged by the way numbers have gone up during the year.

The Christmas lunch, held at The Fox, Denchworth, was very successful with a good attendance and will be repeated next month. The Midweek Audax went well but with a slightly reduced number of entries. These were the only two events that were not just 'club rides'.

We have continued to support The Oxfordshire Cyclist, mainly through the publication of our Rides List, and the Midweek Memo. It seems a shame that the other groups do not do the same.

Wantage – Neil Warner

This has been another encouraging year for CTC Wantage helped by a good summer. We had offered a wider selection and greater number of rides than ever before. 251 events/rides were offered. We have however seen a lesser number of riders this year although still our second largest number in our twenty one years of existence. The winter of 2013/14 was particularly wet. The detailed figures are all on our website. Within our rides grade system we offered 4* rides on a Tuesday evening again this year, the structure is settling down and we are offering these rides for the sportier rider again next year. Away rides are becoming a fixture within the group and the possibility of entry into the CTC Tourist Competition is under discussion.

Thanks as always go to our rides leaders and helpers at rides and events across the season. A special vote of thanks go to Nick Dunton for the resurrection of the Blowing Stone Audax. Sadly the main man was unable to take part due to injuries sustained in a cycling accident. One of the challenges of this success is the spreading of the work load. Long in the tooth club members will be aware of the work load dropping onto a few key people keeping a large group of leaders and helpers active so we all have time to get out on our bikes. This variety of individuals keeps fresh ideas flowing through the club and reduces the stagnation of a club.