

Cycling UK Oxfordshire Annual General Meeting 2017

Officers' Reports from the Meeting

Ride Categories

To be presented on the day. This will define four ride categories that are broadly compatible with existing definitions used by Wantage and Wallingford groups, but can be extended over a wider range of ride formats.

- 1*: Social, family and confidence-building rides aimed at irregular, beginner and family riders.
- 2*: Mellow rides aimed at regular riders who want to cover some distance at a relaxed pace.
- 3*: Faster/longer and/or hillier rides aimed at regular riders. Road bikes may be an advantage.
- 4*: Quick, challenging rides aimed at the athletic rider usually riding lightweight road bikes.

Chairman's and Event report – Steve Swanton

Overall, this seems to have been a year of transition for the Oxfordshire Member Group. We have developed our strategy, which is brought to this AGM as a Motion for adoption, continued to organise rides and events for members, administered the running of our three informal member groups and contributed to local campaigning activity.

At the AGM last year, we voted by a majority to change our name to Cycling UK Oxfordshire in line with the rebranding of the national organisation. I for one am still getting used to it, but having heard references to Cycling UK on the radio at various times through the year, I am convinced that it has been the right decision. As part of our own rebranding, we also have a new website. Particular thanks to Jo Munt, for designing the new site before handing the reins as webmaster over to Chris Thompson who kindly took on the role for us; and to Robin Tucker who has added content, updated a number of the pages and added a new one on leisure routes in Oxfordshire. Now we need to use and promote it.

Highlights of the last year have included a highly successful Vote Bike campaign in the run-up to the County Council elections in May co-ordinated by Robin, the enjoyable Century Ride in June and Pot Luck Supper social evening in July and the continuing success of the Wallingford Informal Group. On the down-side, has been the near demise of the Bicester Informal Group. This followed the breakaway of a key figure to form a separate club last November and the lack of availability of other key members (due to personal circumstances) during the year to maintain a regular rides programme. This outcome has been particularly disappointing because it has been against the grain of the co-operative approach that we adopted with other cycling clubs and interested parties in the area in setting up the group in 2016 and the mentoring, practical support and guidance that was freely given by members of both Cycling UK Oxfordshire and other clubs, prior to the split. A key action for the next few months will be to assess the most appropriate ways of supporting the Bicester group and other members in North Oxfordshire for the future.

At last year's AGM, we were concerned that CTC activity in Witney might be coming to an end. However, Kevin Arnold stepped forward after the AGM to act as co-ordinator for the group and I am pleased to say that a small group of riders has continued to go out each Sunday throughout the year.

Cycle Rides and Events

Over this year Cycling UK Oxfordshire has organised a Century ride, 3 themed rides and 3 off-road rides co-ordinated by Robin Tucker (averaging 4 riders), plus the Vote Bike event in Oxford (which will be covered in more detail by Robin).

25th June saw the 8th edition of our Annual Century (100-mile) ride, which this year started from Wallingford repeating the route from 2013 over the Chilterns, up the Pang Valley and into Hampshire, returning over the Downs to Wantage and back through the Vale of White Horse. There were 17 participants in total with 15 riders completing the full century and at least 4 for the first time. It was a tough day, but everyone managed well and we finished strongly together as a group, riding into Wallingford in glorious evening sunshine. Everything went very well too, no punctures, and excellent refreshment stops at the Hermitage and Ball Hill garden centres and Chez Swanton for tea. The temperature was very pleasant too and apart from a nagging westerly either side of lunch, riding conditions were ideal. All in all, it made for a great day on the bike. Particular thanks to Carin Tranter and Lorna Swanton for providing a superb and much welcome spread for tea, to John Tranter and Robin Tucker for helping me with leading duties and to Peter Hallowell and Patrick Hardiman for sweeping all day. We noted that there was an additional benefit with a single larger group in having two sweepers.

This year saw the return of the Pot Luck Supper as our summer social, which Lorna and I hosted in Grove on 15 July and which attracted 32 members. We enjoyed a mellow, convivial summer's evening in the garden with a fantastic spread of savoury and salad dishes followed by gorgeous desserts and lots of cheese - thanks to all who came for such a lovely variety.

Our three themed rides: Autumn Colours from Woodcote in October, the Banbury Bumps from Banbury in September and the Midsomer Murders from Causton (Wallingford) also in September attracted an average of 12 riders from across the county, showing the attraction of rides with a theme. Something I hope we will continue in 2018.

Cycle Training

Ian Murray and I led a ride leading training session in March for members of the Oxfordshire Midweek Group. This had the encouragement of good group riding practice as a theme, and an output from the session was a bullet point list of 10 top tips for group riding that has since been used within the Midweek group. Our thanks for David Townsend for co-ordinating the session.

Thank yous

Finally, I must express my thanks to all those who have helped with the running of Cycling UK Oxfordshire, the organisation and running of events and the leading of rides throughout the last year. It has been a pleasure for me to act as Chairman and I thank the committee for their friendship and support.

Secretary's report – Robin Tucker

Re-naming and website

Following the decision at last year's AGM, we re-named the Group as Cycling UK Oxfordshire.

Thanks to Jo Munt and Chris Thompson, we launched our new website in February in Cycling UK style. This is based on WordPress and much simpler to maintain and operate than the previous website.

We used it as a home for communications from Oxfordshire Cycling Network about its proposed Strategic Cycle Network for Oxfordshire, and campaigning around the County Council Elections in April 2017.

Since then, it has been used mainly to communicate ride and event information, and to be a signpost to Cycling UK Groups in the county, and to others that are compatible with our strategy.

In October I added a section on Touring and Leisure Cycling Routes in Oxfordshire. This covers some of our favourite long-distance routes, the NCN and National Trails in the county and has links to other sources of cycling routes.

Secretarial duties

My regular duties as Secretary focus around our Committee and being the official contact point for the Group, with Cycling UK and with our Members. For the Committee I prepare the Agenda for each Committee meeting, and record the Minutes and keep track of Actions.

Contacts are quite diverse. They can be with Cycling UK about administrative issues such as the Annual Return, or about organising campaigning or events. For example, I helped to plan a route for this summer's Birthday Rides from Moreton-in-Marsh. From individual cyclists it is usually questions about routes or groups to ride with, or for example where to find cycling proficiency lessons. Over the year I probably help five or ten people to find the right kind of cycling for them, which is very satisfying.

It is all quite interesting and fun, although made more challenging as I have returned to a full-time job since April. Things were a lot more flexible as a freelancer.

Campaigning

I have still found a lot of time to campaign for cycling in the last year, mainly under the banner of the Oxfordshire Cycling Network. In March we launched a proposal for a Strategic Cycling Network for Oxfordshire. This is a visionary 366 mile network of routes, cycleable by people of all ages and all abilities, linking all towns and villages over 3000 population, and key transport nodes, workplaces and other facilities.

This launch was timed just before the County Elections on 4th May. On 22nd April we held a Space for Cycling 'Vote Bike' rally in Oxford. Nearly 200 cyclists rode in from 11 places across the county and 12 candidates from all 4 parties in the Council came to speak about their support for cycling. It was a terrific, positive gathering and the elections resulted in an increase in the number of Councillors who have supported Space for Cycling from 10 to 22 out of 63.

I am still trying to attend some of the meetings of the Active and Healthy Travel Steering Group and the LEP Transport Group, where I can fit it around my work schedule. Otherwise, I share the fun with James, Simon Hunt, John Tranter, and others.

Cycling

Somehow, in all of this I have somehow fitted in some cycling. Those of you who avidly follow my Chit Chat column in Oxfordshire Cyclist will know about the end-to-end of Wales the four of us did on mountain bikes. I really enjoyed the Banbury Bumps ride, and I was particularly proud of finishing the Century Ride this year on 23rd September. Yes, I know the

ride was on 25th June, but I could only do half of it then, and I was determined to complete a full 100 mile ride before the end of the year. So three months late is better than not at all!

Treasurer's report – Peter Hallowell

The accounts for CTC Oxfordshire have been sent to the auditor and will, I expect, have been audited before this meeting.

Our income this year has been the grant from CTC National Office and a small amount of interest.

There has been the usual routine expenditure associated with running the group, namely, website and 2016 AGM expenses. Other expenditure was on the group picnic for all CTC members in the county and on Ride Leader Training. Money has again gone towards supporting the Wallingford informal group, both through leaflets and their Doctor Bike event. As you will note from other reports, the group is flourishing and we are pleased with the effectiveness of the money spent. As usual the cost of this year's AGM will appear in next year's accounts.

This expenditure and the reduced grant from CTCNO has resulted, before allowing for depreciation, in the small deficit shown in the accounts. The money has been used exclusively, and the committee think effectively, for the promotion of cycling in Oxfordshire. Your committee is always interested to hear and will welcome your ideas for the use of our funds in future years.

Accounts of CTC Oxfordshire

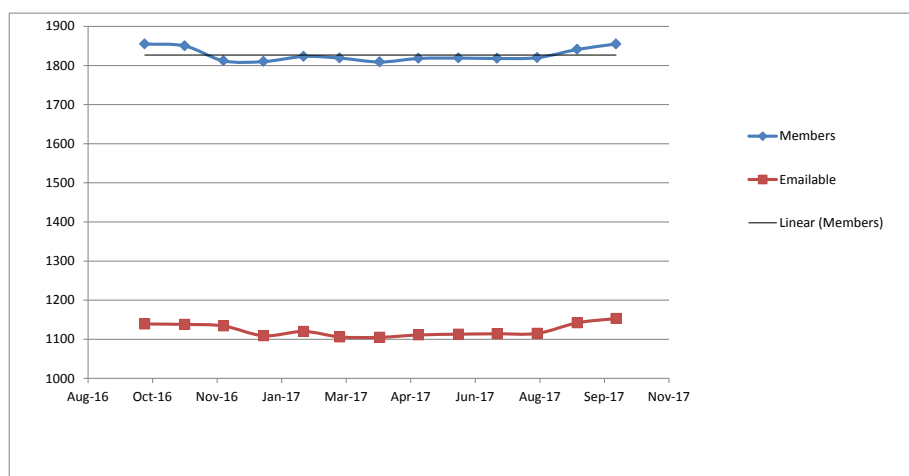
Period 1/10/2016 to 30/9/2017

	2015/16	2016/17
Income		
National Office Grant	£464.37	£200.00
Interest	£18.80	£10.77
Tri-Vets	£2,017.50	
	<u>£2,500.67</u>	<u>£210.77</u>
Expenditure		
Postage & Stationery	£0.00	
Web site	£60.00	£84.00
Bicester Leaflets	£43.99	
Wallingford Leaflets		£63.99
AGM	£57.50	£40.00
Picnic		£137.77
DA100	£15.00	
Tri-Vets	£1,721.00	
Ride Leader Meeting		£35.00
Dr.Bike (Wallingford)	£90.00	£100.00
Sailflag	£130.19	
	<u>£2,117.68</u>	<u>£460.76</u>
Surplus	<u>£382.99</u>	<u>-£249.99</u>
Assets:		
CTC Oxfordshire:		
Cash	£55.00	£55.00
Current Account	£197.52	£38.52
Deposit Account	£3,879.81	£3,788.82
Outstanding Liabilities		
None		
Total	<u>£4,132.33</u>	<u>£3,882.34</u>
Fixed Assets	£239.65	£145.65
Stock	£195.35	£195.35
Total	<u>£435.00</u>	<u>£341.00</u>
Grand Total	<u>£4,567.33</u>	<u>£4,223.34</u>

Registrar's report – Andy Ellis

Date	Members	Have email	Emailable	New	Relocated
Oct-17	1855	1189	1153	71	10
Sep-17	1841	1174	1142	60	7
Aug-17	1820	1154	1115	40	8
Jul-17	1818	1152	1114	37	8
Jun-17	1819	1151	1113	37	7
May-17	1818	1146	1111	31	5
Apr-17	1809	1139	1105	44	6
Mar-17	1819	1139	1106	47	6
Feb-17	1823	1149	1120	51	5
Jan-17	1810	1138	1109	44	3
Dec-16	1812	1148	1134	35	3
Nov-16	1850	1182	1138	36	5
Oct-16	1855	1181	1139	45	7
12 mo growth	0		14		
	0.0%		1.2%		
		%Emailable	62.2%		

Although the figures show a slight fall in member numbers during the past year, the change is not significant and, as of October 2017, membership returned to EXACTLY the same as at October 2016. The membership continues to be effectively flat, as does the number of members accessible by email.



As reported last year, the number of new members in the list provided by Cycling UK Head Office continues to report those new in the past 90 days and still makes no sense. The principal source of such reported “new” members may well be those that fail to renew on time but do so in the 90 days grace period! There is no measure of real NEW members or those that have actually left, so the only real figure to work with should be the total number of members.

Welfare Officer's report – Paul Thompson

I'm again pleased to report that there have been no incidents or complaints raised to date, in the past twelve months.

Campaigning report – James Dawton

It has been a very busy year for those campaigning. The less money the County Council (the Highway Authority) have, the more consultations they seem to produce. Part of the extra work is that the County Council are consulting stakeholders on some schemes before they come up with a firm design (which is something that didn't used to happen which we kept asking for, so it's a good thing they are doing it, even if it's a lot of work!).

Some are for the County's own schemes, some are specifically for bidding for money from the DfT for schemes. Some are also for "shovel ready" schemes. These are for keeping on the shelf ready for when the Government offers funds to bid for. "Shovel ready" schemes have a cost, as 10 - 15% of the cost of a scheme is spent in the planning, so the county would need to find 10 - 15% of the cost of a scheme to have the plan sitting on a shelf. Most schemes to bid for tend to be £1 - 10M or so, so 10 -15% is a lot of up front cost.

The work involved with all this can be quite time consuming. I won't claim to have worked on all the schemes below. That so much work does get done is due to members of Cycling UK, Cyclox, and numerous people in the Oxfordshire Cycling Network (OCN). Some particularly hard working groups in OCN are Cyclox, Bike Safe (the B4044 Community Path) and HarBUG (Harwell Bicycle Users Group, who look over the Science Vale and Didcot plans).

A common thread (again) this year is potentially very good schemes being let down by :-

- Some finer details being missed/over-looked in the planning, which in use has a significant effect on those cyclists using it. Sometimes when queried, no one seems to quite know whose job it is to know, who knows the answer, and whether it was considered in the first place.
- Small details of a design not being right. Often these are details that cannot always be discerned for the consultation plans.
- Lack of joined-up thinking between transport planners/engineers and developers, with the transport planners not pushing hard enough to get adequate transport plans/road details correct/solved in developer planning applications. In such cases, developer contributions (s106/CIL - community infrastructure levy) opportunities can be missed. Templars Square Shopping development and Westgate are such examples. (NB. County Council is the transport (Highway) Authority, the District Councils - Oxford City/South/Vale/West Oxfordshire/Cherwell – are responsible for building/development planning applications).
- Transport planners designing schemes that do not meet/support the aims of the County Council's own transport policy LTP4.
- A lot of schemes are better than offerings over previous years, but not the step change required to meet the County Council's own LTP4 targets/aspirations.

Road works meetings with the County Council road works manager. Cycling UK/Cyclox/OCN have had 2 of an ongoing series of meetings with the County Council's roadworks manager, some of his staff and Skanska contractors staff. The manager, despite a shockingly shrinking budget is wanting to know how he can make roads better for cycling. It was his idea to have the road surface questionnaire for cyclists that closes on Nov 5th - see https://consultations.oxfordshire.gov.uk/consult/ti/highway_incidents_cyclists/ You will not find this link easily on the County Council website.

Space 4 Cycling election event. A concerted effort was made to get County Council election candidates to sign up for Space 4 Cycling (which demands space for cycling), with a large number of cyclists from across the county converging on County Hall before the local elections. There are now 22 County Councillors who have signed up for Space 4 Cycling, where we had 10 before.. See <http://cyclingukoxfordshire.org/22-space-for-cycling-councillors-elected/>

New County Council Walking and Cycling Design Standards. These for the first time give us County Council documents to hold highway planners to account with! They are not perhaps the most ambitious guides, but they do set out good basic standards, and refers to other 'best practice' guides. However, the previous Residential Roads Design Guide remains in place which risks embedding more fundamental design flaws. We are lobbying for this to be revisited while it can make a difference to the coming wave of residential development..

Didcot Garden Town. These plans have many good plans in them for cycling. The funding and governance (i.e. Decision making) is as yet uncertain – the District Councils seem more keen than the Town Council.

OCN produced a vision of a future **Strategic Cycle Network** for Oxfordshire, based on current and future residential, employment and other key locations. OCN evaluated its costs and benefits based on an analysis of likely cycle journey demand.

See <http://cyclingukoxfordshire.org/strategic-cycle-network/>.

Andrew Gilligan. The National Infrastructure Commission asked Andrew Gilligan to investigate ways of promoting active travel in Oxford/Milton Keynes/Cambridge to help reduce car use as a way to help mitigate the effects of the proposed Oxford - Cambridge Expressway. He made good time available for a public meeting with cyclists, as well as an hour 1:1 with the chair of Cyclox (Simon Hunt) and with the chair of Oxfordshire Cycling Network (Robin Tucker). He also went on a guided cycle tour around some of the local cycle facilities. He is writing a report, due out in November.

Botley Rd/western corridor consultation/funding awarded The County Council held a stake holder consultation for the "Western Corridor" into Oxford (Botley Rd + Cumnor Hill). While it make some improvements, poor design of side turning crossings commented on during the consultation still remain. The plan covers the "easy bit" of Botley Rd (west of Binsey Lane). The difficult narrow bit east of Binsey Lane is not covered in this plan. A cure for that section will have to wait for another day. This section may involve using some of the (narrow) front gardens of some of the houses to accommodate space for cycling and the busy road traffic.

The County Council bid for some money, and has been awarded £5.5M for the section west of Binsey Lane.

Hythe Bridge Street traffic lights. After over 2 years of the appalling current lay out, a better/less bad arrangement is planned, probably next year. It should perhaps be noted this is being done not solely as a solution for our particular problem, but as a city wide collection of measures to sort the Westgate/closing Queen Street to buses issue. The plans showed an island bigger than the humble arm chair sized island that was recently installed. The current island does however notable increase the space given by cars when they turn right, but is completely over runnable by any vehicle driver that chooses to do so.

Westgate Shopping Centre redevelopment. The centre is now finally open. It represents a big barrier to E - W cycling across the city, and the loopy road around John Lewis is perhaps not wide enough to accommodate the 2 way buses with cyclists. Also the entrance from the south is poor for cycling, the stated means of turning right was to dismount and walk across the road.... Something the planners didn't pick up on. Late in the day the County Council said they would do a cycle specific safety audit of the scheme, which makes you wonder what they had done before... Graham Smith again wearing the "Last man standing" hat on this one. The planning condition was 1000 extra cycle parking spaces when the centre opened. When Westgate opened, they had installed just 3% of this number.

A2H (Access to Headington) consultation/implementation. This is now being constructed. Some design changes suggested to the contractors were included. Other points of detail appeared during construction fell quite short that will quite alter the feel of the facilities when cycled upon. While these have been take up, probably discovered too late in the day for them to be changed. As with a lot of points raised, there is minimal cost implication with a lot of the points raised.

A 44/A 4260 consultation A "Shovel ready" scheme for the A 4260 Kidlington roundabout to Langford Lane (Oxford Airport), and A44 Pear Tree to Bladon Roundabout. Lots of design issues raised to make the plans properly good. The plans did almost nothing for the

Kidlington Roundabout and nothing for the Pear Tree Roundabout (though Pear Tree need Highways England involvement/permissions). Not enough ambition.

A 40 consultation A comprehensive response was put in for plans for the A 40 (new bus lane, re jig the cycle routes. The preferred County options included down grading the cycle facilities to one side of the A 40 only (so a real problem for headlight dazzle in winter - a problem raised in stake holder consultation....), and refusing to include a cycle track on the B 4044 as an option.

Woodstock Road. This is due for a make over, and some consultation was done on this. With £1M to spend between St Giles and the Wolvercote Roundabout, the money won't go very far, so expect repairs, not a redesign.

E-W routes across Oxford. There is an issue with east - west routes across the city. Currently the options are Queen St (no cycling day time), George/Broad St via the Hythe Bridge St traffic lights. As part of the Queen St - Westgate re jig, cycling through Queen St could have been put forward, but wasn't. A report was commissioned by the City Council into this, the report has not yet been seen. Queen St is a Cycle Super Route in the County Council's plans, so it or George St need to be brought up to standard.

Folly Bridge. Folly Bridge has been having structural repairs. Graham Smith pushed to get the road surface/design altered while they were repairing the bridge, to make it less threatening to cycling (being very narrow/very busy with cyclists turning right across the main traffic flow). A solution was devised, which even the engineers thought was OK (to put a cycle lane across the left turn traffic lane, similar to the one off Magdalen Bridge). Alas, the area has no accident record, so the County safety officer did not want to alter the lay out which might alter that record, so a less effective solution has been installed (cycle symbols in the traffic running lane only)..

Kennington housing development There was a public exhibition on a housing development is planned on the south end of Kennington (which technically is Radley Parish Council). A response was out to the developers to divert the Sustrans route across the development following the line of the current foot path, which would be a gain for local cycle infrastructure. To date no firm planning application has come forward.

OCC won £3.5m from CCAG2 for "Riverside Routes" This scheme (planned last year) from the river near the Abingdon Road Four Pillars to North Hinksey village has been awarded the money (£3.5M) the County Council bid for. No action on the ground has happened yet.

Templars Square - A redevelopment of Templars Square shopping centre in Cowley was approved by planners with no cycle facility improvements at all.

Oxford flood relief channel This would be an ideal opportunity for a cycle track for leisure use between Kennington/south Oxford and Botley, which would be a lot more pleasant than the cycle track along side the A 34. A foot path is planned, but no cycle access. Again, no City/County council pressure to include a cycle track.

Kings Arms junction Broad St/Parks Rd. Cyclohex have been asking for these traffic lights to be removed for years. Fortunately a vehicle crashed into the control box. Siemens said that it was so old it was too expensive to repair. So out the lights have come to be replaced by a raised junction. Most of the money I think came from the University, with some from the City Council and some from the County Council

Science Vale The Council is proceeding developing the routes from previous LSTF (Local Sustainable Transport Fund) funding, and has focused on routes between (a) Wantage and Harwell Campus; (b)

Steventon and Milton Park and (c) Milton Park to Didcot. The first two are priorities but progress depends on landowner discussion. The Backhill tunnel under the railway near Milton Park, is due to open to cyclists and pedestrians before Christmas - thus avoiding the busy Milton Heights A 34 junction.

Wolvercote, Cutteslowe and the Plain Roundabouts feed back to DfT.

The County Council asked for feedback on these schemes, as they are obliged to supply feedback to DfT (who funded the bulk of these schemes) after 3 years. The general message was poor value for money and could have been better (The Plain), and poor road

crossings for cyclists on the Wolvercote/Cotteslowe roundabouts refuges/traffic islands too small, the un-signalled crossings hard to use due to traffic flow.

Informal Member Group Annual Reports

Bicester – Paul Thompson

2016 Rides (Oct-Dec)

9 Rides between October and December 2016. (Details on website).

2017 Rides (Jan-Sep)

1. Sat 7th Jan, ride cancelled – no leader available.
2. Sun 22nd Jan, ride cancelled - icy weather.
3. Sat 4th Feb, ride led by Richard Harknett.
4. Sun 19th Feb, ride led by Miranda Souter.
5. Sun 19th Mar, linked up with Oxford City Ride.
6. Sat 8th April, ride led by Richard Harknett.
7. Sun 30th April, ride led by Miranda Souter.
8. Sat 14th May, ride led by Paul Thompson. (Paul T, Roz T & Richard J)
9. Sun 3rd June, ride led by Miranda Souter.
10. An Away Day ride to the Birmingham Canals in June, ride cancelled - no interest

The Steering Group set up in November 2016, have met twice this year, on 25th Jan and 29th Mar. An email was sent out to the steering group members on 14th May, to gauge whether another meeting should be held. Out of twelve heads only three responded positively, so the meeting did not go ahead.

Bicester Social Cycling is now set up as an Affiliated Group of CyclingUK, which could be confusing for new, interested people.

All in all a very difficult year with where the engagement and interest has evaporated, following the split last November.

Wallingford – Peter Wood and Patrick Hardiman

1. Year's Summary

Slight growth in average rider numbers year on year, with various new riders (45 in total) although only a minority of these have become regulars or semi-regulars.

We organised two 10-15 mile introductory rides in the summer, one of which was preceded by a Dr Bike session using the Cycling UK Oxfordshire gazebo in Wallingford Market Place. These two rides averaged 28.0 riders each compared with the overall figure of 8.7

We also had a themed Midsomer Murders ride, which attracted riders from Abingdon and Wantage.

As an experiment we organised an off-road ride, although this only had 4 riders, 2 of whom returned halfway round as they preferred tarmac!

We decided not to have a stand at the Wallingford Festival of Cycling, as last year was not successful for attracting new riders.

We decided to maintain our branding as CTC Wallingford, and used Cycling UK Oxfordshire funds to buy 1,000 printed leaflets shortly afterwards. Branding will be reviewed again when we run out of leaflets.

Two riders completed the Cycling UK Oxfordshire century ride from Wallingford, and another rode to the coffee stop then returned as pre-planned.

Five of our group rode from Wallingford to Oxford County Hall to join the Space for Cycling rally.

2. Ride Statistics

26 rides organised by 7 leaders, 1 ride cancelled due to bad weather. Majority of rides were on Sunday afternoons, with 2 on Sunday mornings.

- 1 off-road ride
- 2 introductory (10-15 mile) rides
- 11 'easy'-paced (20-something mile) rides
- 12 'medium'-paced (30-something mile) rides.

95 different riders took part. There were 45 new riders, mainly (26) from introductory 10-15 mile rides.

Average attendances were:

- Overall – 8.7
- Off-road – 4.0
- Introductory – 28.0 (both rides were split into two groups)
- Easy – 9.3
- Medium – 5.7

Gender balances (male/female) were:

- Overall – 70/30
- Off-road – 75/25
- Introductory – 47/53
- Easy – 72/28
- Medium – 84/16

42% of participants were Cycling UK members (51% excluding introductory rides). 2 riders have joined Cycling UK, at least partly due to riding with the group.

Feedback from riders has included:

- "I enjoyed it despite the rain!"
- "Thank you to all who arrange these rides."

3. Plans for next Year

Ride schedule of one easy ride and one medium ride per month will continue, possibly with introductory rides but with no off-road rides.

Witney – Kevin Arnold

The average ride from Witney is made up of small group of regular cyclists with the occasional one or two welcome additions. The frequency is reasonably consistent and we try to meet on most Sunday mornings throughout the year, usually leaving from the Buttercross at 9:30am. Most of the rides are on the road but we do occasionally introduce off-road sections with suggested café meeting points for anyone that wants to stay exclusively on-road. Sometimes this works fine and sometimes we manage to completely miss each other only to meet up again by chance later in the day, as was the case when we attempted an off road rout to Bourton-on the-Water which took longer than expected.

The lanes around Witney and the many “*yet to be discovered*” bridleways are ideal for cycling and it is our intention to continue to explore them in our quest visit each and every café on a regular basis.

Our small group has a regular 3 to 4 cyclists but occasionally expands by one or two.