Cycling UK Oxfordshire Midweek – Annual General Meeting 2024

held at 10:15 on Wednesday 8th May 2024, Old Mill Hall, Grove

Minutes – Approved at the 2025 AGM

Action points are in Red

1. Roger Postbeschild was elected Chair for the meeting

2. In Robin Tucker's physical absence, Jackie Duvall (JDu) was elected as minute taker for the meeting

3. Attendance: Simon Adams, David Bridge, Nick Dunton, Jackie Duvall, Derek Edwards, Barry Eggby, Christine Ellis, Peter Hallowell, Ian Hunneyball, Julia Millington, Roger Postbeschild, Andy Ratnage, Gemma Ratnage, Helen Turley with Robin Tucker joining via Zoom

4. Apologies - James Dawton (JDa), Steve Thornton, Martin Casey, Pauline Casey, David Hibberd, Sue Altman, John Skevington, Mike Roberts, Catherine Chater, Steve Swanton, Ros Hallowell

5. Last year's minutes were approved nem con

6. Matters Arising:
    1. The AGM held by zoom last year was not as well attended as this year's in person meeting with Robin joining by zoom. The zoom join was not very successful as Robin kept leaving the meeting and he couldn't be heard. It was agreed that future meetings would be in a similar format to this year.
       Action: To be improved for next year if required - RP.
    2. 100th Anniversary of the CTC (Cycling UK) in Oxfordshire - this was discussed under a Motion item, see below

7. Annual Reports - all listed at the end of these minutes and approved nem con
    1. Chairman's report - RP
    2. Secretary's report - RT
    3. Treasurer's report - PH
    4. Rides report - AR
    5. Safeguarding report - GR
    6. Campaigning report - JDa/RT
    7. Wallingford Informal Member Group report - ST

8. Annual Business
    1. Ratification of Informal Member Group - Wallingford. Approved and Steve Thornton was elected as co-ordinator. Proposer RP, Seconder GR. Agreed nem com
    2. Appointment of auditor - PH to ask Stephen Lee if he will continue in the role. Agreed nem con
    3. Volunteer list - AR confirmed that CUK has the up to date list of ride leaders and will send the list to RT

9. Election of committee members - all approved nem con
    1. Chair RP - prop PH, sec CE
    2. Secretary RT - prop RP, sec IH

3. Treasurer PH - prop ND, sec DB
4. Registration officer RP - prop SA, sec JM
5. Safeguarding officer GR - prop RP, sec DB
6. Publicity officers RT - prop RP, IH. PH will try to help RT with use of Wordpress
7. Rides Secretary AR - prop JDu, sec GR (it was mentioned that JDu was a good stand-in for AR when he was away)
8. Campaign officer/Chair of Oxfordshire Cycling Network RT/JDa - prop RP, sec PH
9. Members without portfolio JDu and SS - prop RP, sec GR

10. Motion: The Committee will organise an event to celebrate the 100th Anniversary of Cycling UK in Oxfordshire in 2024 - prop RT, sec RP
    1. SS has volunteered to be chief organiser but could not attend the meeting. It is expected that committee members will help SS with the organisation
    2. The meeting suggests a Sunday sometime between middle of July and end of August
    3. The meeting place should be as central to Oxfordshire as possible. Eynsham was felt to be a good compromise - JM will find out about hiring Eynsham Village Hall on any of those dates
    4. It was agreed that the Midweek group would fund the celebrations

11. Any Other Business
    1. Midweek Audax. JDu said the ride is organised for Wednesday 19 June with the same route as last year, starting from Stonesfield Village Hall again. JDu to send details to AR to put in the weekly rides email
    2. Annual Century Ride. This will be held so that it does not clash with the 100th Anniversary of Cycling UK. RT to organise again with SS
    3. There was discussion about trying to include north of the county in our rides. We never ride from Banbury for example. The committee to consider further
    4. There was discussion around encouraging CUK members who live locally but do not ride with us to come out. Perhaps RT's email list for all Oxfordshire CUK members could be used to make them aware?

ANNUAL REPORTS

Chairman s report – Roger Postbeschild

I will keep this brief - no doubt, If I ramble on too much, then I will be going over ground covered elsewhere.

This continues to be a very well supported group, with the Wednesday rides being a highlight of the weekly calendar. It is inevitable that there will be some clashes - apologies to Peter in particular for clashing today with the monthly Veteran-Cycle Club meeting!

We have, once again, seen a wide and varied selection of rides put on by our Ride Leaders - we simply could not function without them. My thanks go out to all of them. We are always looking for new leaders with fresh ideas - it needn't at all daunting and an experienced leader would be happy to share the lead for your first go.

We are also always looking for new members of the committee, which will, inevitably, introduce new ideas. This is not a time-consuming commitment. Over the past year we have covered off a few things by group e-mail and this is the first physical meeting!

Thanks are due to all the members of that committee, for quietly getting things done in the background.

Secretary s Report – Robin Tucker

My role as Secretary has been relatively minor this year, particularly when you compare it to my role as Trustee of Cycling UK (which is about a day a month) or campaigning (which seems to absorb quite a lot of my life!

I have sent a small number of emails to the county-wide email list. This currently reaches 1546 of the 2204 Cycling UK Members registered in our geography. I have updated a few Ride Leaders, mostly for the Wallingford Group, by passing them on to National Office.

Every now and then, I receive an email of interest in a Witney Group, just from the note that is left on our main website. I've now got about 15 of these, although some may have moved on, or joined Mickey Cranks. But I am sure there is space for a leisure and social cycle group in Witney at some point.

I have updated a few things on the Cycling UK Oxfordshire website, not least was figuring out how to add 'Midweek' after the Oxfordshire. I also had a malware report from a Cherwell District Council who wanted to link to our site, but detected some malware – a remnant of a major attack that we had a few years ago. I am far from a WordPress expert, but I found an online webinar, attended it, asked my question in the Q&A and got enough help to be able to track down the problem code lurking in the 'Theme'. I removed it, and the test showed up clean after this (and the website still works!) I also researched and installed some protection software that should keep us safe.

If anyone is actually familiar with WordPress, it would be great to get some help on this, as I am just using general IT knowledge.

Looking forward, I have a suggestion to move the Midweek rides onto the main website, so we are looking after one, not two. It is easy to add users to add events or posts, without them being able to mess with the inner workings of the website.
I also plan to revamp the 'Campaigning' section which is where I focus a lot of my time, but I've been updating the CoHSAT website not this one.

I am happy to continue as Secretary, or to transfer to any other role if someone else would like to do this, and let me do something else or take a break.

Treasurer s report – Peter Hallowell

For the second year running CTC HQ failed to send me, or anyone else in the group, the financial returns package. Having very recently eventually prized it from them I have not yet had time to complete the consolidated accounts for the Wantage and Mid-week groups so the consolidate accounts have not yet been audited. This will be done soon.

Please see the accompanying sheet for the details of this year's financial dealings for the Mid-week group. You will see that very little has happened. (Back page).

The only income was the CTC Group Grant and a small amount of interest.

The expenditure was on maintaining the website and the Xmas lunch subsidy.

Rides report – Andy Ratnage

In the year to April 2024 we had 47 Wednesday weekly rides go out (excluding one totally cancelled and 4 that were very severely curtailed by adverse weather). You will not be surprised to know that the main adverse weather in the last year was rain with wind, rather than the severe cold we had in 2022-23.

In 2023 we had one ride away from the area (in the New Forest, as started in 2022 by Barry). We also arranged a foreign holiday in June to Normandy for just over a week. A total of 11 members went on this and a good time was had by all (a not too strenuous 200+ miles of cycling, and plenty of coffee, lunches and dinners). As a result a holiday has been arranged for July 2024 to the Amiens area. Anyone is very welcome to join us (accommodation in B&B).

Average attendances for both coffee and riders compared to 2022-3 were fairly similar. Recruiting ride leaders was relatively easy (thanks to all who led a ride), but a few extra leaders from the regular riders list would be welcome!

The statistics for the last two years (April to March) are:-

	2022-23	**2023-24**
Active Riders *	N/A	48
Total Rides **	46	47
Average number of people at coffee	17.9	16.8
Average number of riders	15.9	14.8
Average Female riders	4.3	4.4

* Based on current ride sign on sheet which lists riders who attend on a regular basis
** Total Rides exclude the Century ride, Audax and those either cancelled or badly affected by weather where numbers are very significantly reduced.

Ride and Member statistics for Annual Return

Rides	Rides	Riders per ride	Rides	Miles per ride	Miles ridden
Midweek	47	15	705	40	28200
Wallingford	64	6.25	400	32	12800
Century	1	17	17	101	1717
Total	**112**	**10.0**	1122	**38.1**	42717
Members	Total	Female	Under30	30-65	Over65
Midweek	48	14	0	10	38
Wallingford	17	5	0	8	9
Total	**65**	**19**	**0**	**18**	**47**

(Additional Members on Century assumed to balance any overlap between Midweek and Wallingford)

Safeguarding report – Gemma Ratnage

There have been no safeguarding issues raised or identified during the year.

I have not had to do any further training after the initial training as my role does not directly involve working with adults at risk. I have, however, kept up to date with the published safeguarding advice from Cycling UK.

Campaigning report – James Dawton / Robin Tucker

James Dawton – Campaigns Officer
Robin Tucker – Chair of the Oxfordshire Cycling Network (a campaign activity of Cycling UK Oxfordshire Midweek) and currently a Co-Chair of CoHSAT, the Coalition for Healthy Streets and Active Travel in Oxfordshire

General overview
Currently there are more planning/development consultations happening rather than road schemes. Some previous road scheme consultations are now moving into the construction phase.
For many years our campaign focus was all about responding to consultations of various sorts (road designs, County Council policies etc). Fortunately, a lot of the effort is now further up the design process, with meetings with various senior Council Officers and Councillors. The general aim (from our point of view) is to get better policy and guidance. There is progress, and much more under the current administration than the previous one, but always slower than we would like.

We have been supporting a general policy towards more ‘active travel’ (walking, wheeling and cycling), and this includes making addresses on key decisions, and providing evidence that (for example) Low Traffic Neighbourhoods in Oxford have halved the road casualty rate, and that Cowley Road shops, contrary to some nay-sayers, are performing very well with several more shops open now than in 2024.

Planning has taken a big step forward this year, with another two LCWIPs (Local Cycling and Walking Infrastructure Plans) approved, for Banbury and Didcot. This brings the county's total to seven, with a plan for all towns over 10.000 population to be covered by the end of 2025. In addition, just after the year end in April, the 'Strategic Active Travel Network' was approved, outlining a network across the county. This we can be particularly proud of as Oxfordshire is the first county to create one of these, and it was inspired by our own 'Strategic Cycle Network' plan of 2017. These plans do not immediately create safe cycling routes, but greatly help the Council to bid for funding, and to persuade developers to provide routes as part of their development commitments.

Implementation remains a real problem. At casualty locations, the Vision Zero policy says you design out the cause of the casualty as much as you can. In reality, minor improvements by tinkering around the edges are proposed, but no action is taken to address the root cause of the problem.
Many thanks must go to Robin Tucker (CUK Oxfordshire Midweek), Alison Hill MBE (Cyclox), Danny Yee (Cyclox and Oxfordshire Liveable Streets) and the other campaigners who go to these meetings.

Another matter that the County need to address is SRETs, Side Road Entry Treatments – these should slow turning drivers, to reduce the chances of cycle users being left hooked and help pedestrians to cross. There are 3 example designs in DfT LTN 1/20 from which to list a design. The County have no set design, so each design consultation has a lot of effort expended on trying to get the right design, their designs rarely match the DfT LTN 1/20 designs. Currently there are 3 consultations out, each with a different side road entry design.
This has been discussed since the early days of the Access to Headington works (Headley Way/The Slade cycle tracks etc.), but the (same) wheel has been reinvented in every project since.

Co-production
This has continued to be disappointing. Involving active travel groups in the early stages of design is good. Often active travel suggestions get trumped by the bus companies, or by Council officers not following the County's own policies.
Co-production is where the client/stake holder is involved in a scheme from the outset. Thsi process continues to be disappointing from the active travel point of view. The bus companies still hold some sway over road designing.

Vision Zero and Cyclist deaths
There have been at least 2 more cyclist deaths around the County. Measures identified to help reduce dangers at the locations concerned seem to be remarkably slow (! year plus) to be implemented.
The major step forward has been the County Council's adoption of 'Vision Zero', which is the principle that death and serious injury on the roads should not be accepted as inevitable – one reason the term 'accident' is frowned upon, and 'collision' or 'casualty' used instead. The County Council has now developed and approved its Vision Zero Strategy, with some funding (never enough) to work towards a reduction in road casualties according to a 5-point 'Safe System' approach proven in Scandinavia.
The ***20mph programme*** has been hugely popular, with over 200 (over 80% of) town and parish councils applying for the reduced limits. These are then designed to fit a suitable area 'where people are' and sometimes other criteria about bends, bus routes and power for signs on A-roads. Evidence from other places shows that even though not everyone

(not even most drivers) obey the limit, average speeds fall measurably, and casualties fall by 20-25%.

Inquests/police casualty reports

Cyclox is thinking of asking the Coroner to add Cyclox as an “interested person” under Section 47 of the Coroners and Justice Act 2009. This would enable Cyclox to raise Highway issues with the Coroner that may have contributed to a fatal incident.

Planning Developments

These still come in at some pace. These do offer the chance of CIL (Community Infrastructure Levy “developer contributions”). The infrastructure offered varies in effectiveness.

County leadership

The current administration is pursuing the active travel agenda better than the previous administration. The Tory opposition does complain about this, but it is the previous Tory administration’s policies that are being implemented!

Transport has become an issue in the City Council elections, even though the City has very limited influence of it – through planning approvals and car and cycle parking locations. However, it will provide a litmus test of public feeling (or apathy) towards LTNs. The big test will be the next County Council elections in May 2025.

Funding Bids

The County Council’s bid for Active Travel Fund 4 in 2023 failed, as they did not meet the criteria specified. However, they got the opportunity to bid again for some ‘left-over funds’ and were successful (with a bit of help from us writing a letter to support the bid and say how good it would be). The funding will go to: Remodelling the junction where National Cycle Route 5 arrives in the centre of Abingdon, so you can cross rather than dismount, and pedestrians can cross the road safely too; upgrading a key path in Witney from Madely Park to the centre; School Streets; and Cycle parking at hospitals across the county.

More specific things

Traffic Filters (Oxford)

This is the big one – to be implemented in November, but you will hear about it in July or August when the registration platform opens. To reduce Oxford’s decades’ old traffic problem, a system of traffic filters is being implemented. These give priority to buses and certain priority users (like disabled people, carers and goods vehicles). Cycles can pass freely of course. Residents of Oxford or Oxfordshire can have a number of free passes, a bit like visitor parking permits in some streets, for the days when they really need to drive. There is a lot of misinformation floating around on this, and the County Council has a worthy website but you have to find it. Or, look at oxfordtrafficfilters.co.uk for a clear and simple guide.

Oxford Centre

Broad Street you probably know has settled in to its new life as ‘not being a car park’ and is now a great public place with a cycle route. Market Street near the Covered Market has also just been improved, with less traffic and seating.

Botley Rd rail bridge.

This was recently consulted on. The “bridge” design aspect is set and won’t be altered. The issue for active travel is how the cycle tracks under the bridge tie in at each end with the existing road. It is constrained by the foot/cycle tunnels, which are 4 metres wide on each side, and the roads and crossings on each end, which are complex. The design proposed makes a reasonable fudge at this, but we are discussing to see if it can be made better by improving how it joins up with Frideswide Square.

Oxpens Bridge (by the ice rink)

This has now been approved by the City Council, in a very close decision. It is over its original budget (including budget from the Woodstock Road being transferred to the bridge), too narrow to meet DfT LTN 1/20 guidance, as the City Council's design contractors used a different set of guidelines (for trunk A roads) and resolutely refused to agree that LTN 1/20 was worth using. And we still say the bridge is in the wrong place. But, we will get an extra cycling bridge across the Thames…

Local Traffic Neighbourhoods (LTNs)

Some of these are soon to be policed by ANPR cameras and the bollard(s) (but not planters removed.

School Streets

The first set of 5 has been successful, a second set was recently approved, and funding for a third set gained. Most of these are now having ANPR cameras installed to avoind the need for volunteers. Schools in east Oxford with a school street have seen walking and cycling to school increase significantly.

Banbury Rd – Woodstock Rd corridor

This has weakened over time as the budget was squeezed and bus companies objected to some design aspects. Currently the design falls down to agreeing on side road entry treatments.

The **A44 cyclepath** has seen significant improvements just outside the ringroad, with wider and smoother tarmac. All the better to go to Yarnton or Woodstock.

Kidlington roundabout has been in the works, but should be finished soon, with significant cycle path improvements that will link to later developments.

Around **Abingdon**, we should soon see start of construction of the Lodge Hill slips, which after a bit of a battle, will improve cycling on the Oxford Road above them. And best of all, the Radley to Kennington cyclepath, maybe in a year of two, that will join Oxford and Abingdon traffic free.

There are a lot more people involved with active travel, and much more happening, it gets harder to keep track of everything going on!

So thanks to all those working on this.

Wallingford Informal Group Report – Steve Thornton

We run a 'Thursday Fun Ride' every Thursday from Wallingford marketplace, normally 25 to 35 miles. These have become our most popular rides.

We also run Sunday rides on 1st and 3rd Sundays of each month. The first of these is a slower ride, the latter a longer mid-paced ride.

From April 2023 to March 2024 we have successfully run 64 rides. A further 12 rides were planned, but cancelled due to weather etc. We average about 6 or 7 riders on a ride.

Our group has seen 17 people over the year, 5 female. About half are between 30 and 65, and half over 65. We have had a few people added as ride leaders over the course of the year, which is helpful, and they are viewing the Cycling UK online Ride Leader Training Course.

Accounts of CyclingUKOxfordshire Mid-Week

Period 1/4/2023 to 31/3/2024

	2022/23		2023/24	
Income				
NO Grant	£200.00		£200.00	
Interest	£1.80		£22.75	
		£201.80		**£222.75**
Expenditure				
Web site	£80.40		£109.80	
Xmas Lunch	£118.65		£95.00	
		£199.05		**£204.80**
Surplus		**£2.75**		**£17.95**
Assets:				
CTC Oxfordshire:				
Cash	-£84.68		-£179.68	
Current Account	£88.52		£88.52	
Deposit Account	£3,644.49		£3,757.44	
Outstanding Liabilities				
None				
Total		**£3,648.33**		**£3,666.28**
Stock	£195.35		£195.35	
Total		**£195.35**		**£195.35**
Grand Total		**£3,843.68**		**£3,861.63**