Cycling UK Oxfordshire – Annual General Meeting 2026
Reports

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Chairman's report – Roger Postbeschild

I will keep this brief - I have, after all, been attempting to step down for the past few months.

We have had another successful year, thanks in the main to Andy as Rides Secretary, and the small army of Ride Leaders who come up with ever more imaginative routes. My thanks are further extended to Peter as Treasurer and Robin, who does pretty much everything else as Secretary. Thanks also to Steve for Wallingford liaison and to all other members of the committee….you know who you are!

It is evident that climate change is providing us with different challenges to putting on our rides. I cannot recall when we last cancelled a ride for snow - ice on a couple of occasions, but not snow. Wind, however is becoming much more of an issue. Our winters are becoming wet and windy and I am guessing therefore that this trend is likely to continue. We currently leave this to the discretion of Ride Leaders (and some discussion on the highly useful WhatsApp group). We may have to consider a formal policy, such as that adopted by Oxford City. They do not ride in sustained gusts exceeding 35mph.

Potholes are the issue that we must endure on a daily basis - I guess all we can do is bash on with 'Fix my Street' and vote carefully for any candidate that pledges to do more about it. As a result, the trend to greater use of gravel bikes, with fatter tyres, will continue.

Should anyone wish to step into my boots, they are relatively small ones to fill. This is not an onerous role, more a titular one.#

Secretary's report – Robin Tucker

You probably know that I have multiple hats, so this start with the Secretary's report, and merge into campaigning.

Following last year's AGM, I was able to simplify our websites at Cycling UK, and rename our own one. The site continues to work well, but I can't figure out how to apply the new orange Cycling UK

brand and logo, and there are a few other changes I would like to make as well. Particularly getting it working better on mobile phones.

Andy has suggested moving to a new self-build platform, like CTC Wallingford have built their site on Google, which would be possible. If anyone would like to explore this, please let me know.

Other secretary jobs have been relatively minor. Filing the Annual Return last year was straightforward. There have been a few new ride leaders and updated details to inform to HQ, and that's about it.

There are a couple of things on the horizon that might be more interesting. When we shut down the Witney Group several years ago, we left a note and an email address on the website. I've had a few more contacts recently, and perhaps now is the time to move into action on restarting a Cycling UK group in Witney.

Second, I've had a contact from people who use to ride with Joyriders in Blackbird Leys, East Oxford. Joyriders unfortunately collapsed due to financial problems. They are looking for a way to restart a community cycling group. If we can support a local community group in this relatively deprived part of Oxford, perhaps working with Cycling UK Oxford and Cyclox, then I think that would be a good thing.

In my Trustee role, I've visited urban community cycling groups in Birmingham, Newcastle and Falkirk, and they bring a combination of social support, practical transport and confidence building to people who need it most. The results can be inspiring.

Campaigning

The campaign year started off with the County Council elections in May 2025. While we are not party political, we clearly support some policies more than others. In the reckoning, the pro-cycling Liberal Democrats won a clear majority. They followed this by consulting on a temporary Congestion Charge to fill the gap until Network Rail completes its bridge work in Botley Road. That's been in place since late October and is reducing congestion. Not everyone likes it, but if you've cycled in the centre, you'll know how much better it is.

There have been lots of smaller consultations and approvals through the year. Every month I am typically responding to five to eight consultations, and will probably be in County Hall, addressing the decisions meeting or Cabinet on several key decisions. And, I'm not alone, others, particularly from Cyclox, Oxfordshire Liveable Streets and other local groups that I may have been in contact with will often be there and we'll be supporting each other, trying to get the best result for cycling and walking.

If there's a frustration it's that the council does not seem to have an overall plan that it is working to. Things appear to be piecemeal and departmentalised. They mostly head in the right direction, but they don't quite feel joined up. We continue to work on it.

Two good things. OCC went up a step on the Active Travel England Capability Ratings, from 2 to 3. This is a sign that it is committed to active travel and delivering good quality schemes. It also means that it gets about £5m a year instead of £3m a year. But think about that money – it's not much when high quality cycle track can cost £1m for a mile or for a complex junction.

The Greenways project has been progressing through the year, and I have been involved. This has identified a series of routes into Oxford from the nearest towns. This is coming at a useful time when investment is flowing into Oxfordshire to enable development. The Cambridgeshire equivalent has seen over £100 million invested in 12 Cambridge Greenways. If we can get the same thing happening here, it would be great!

Treasurer's report – Peter Hallowell

The consolidated accounts for the Wantage and Oxfordshire groups have been delivered to the auditor.

Please see the accompanying sheet for the details of this year's financial dealings for the Oxfordshire group. If there are any changes after they have been audited it will be posted on the website. You will see that very little has happened.

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

The only expenditure during the financial year was on maintaining the website and the cost of refreshments at last year's AGM.

There was therefore a small surplus over the year.

Unless anyone knows of the location of the jerseys listed under stock I propose to write them off at the end of the next financial year.

Accounts of CyclingUKOxfordshire Mid-Week				
Period 1/4/2025 to 31/3/2026				
	2024/25		**2025/26**	
Income				
NO Grant	£250.00		£250.00	
Interest	£39.62		£35.98	
		£289.62		**£285.98**
Expenditure				
Web site	£115.20		£84.00	
100th Birthday	£354.27		£0.00	
AGM Hall hire	£41.00		£0.00	
AGM refreshments	£0.00		£21.80	
Xmas Lunch	£70.00		£0.00	
		£580.47		**£105.80**
Surplus		**-£290.85**		**£180.18**
Assets:				
CTC Oxfordshire:				
Cash	-£179.68		-£179.68	
Current Account	£47.52		£47.52	
Deposit Account	£3,466.59		£3,646.77	
Outstanding Liabilities				
None				
Total		**£3,334.43**		**£3,514.61**
Stock	£195.35		£195.35	
Total		**£195.35**		**£195.35**
Grand Total		**£3,529.78**		**£3,709.96**

Rides report – Andy Ratnage

1. Ride Secretary Report 2025-26

In the year end March to start April 2026 we had 46 Wednesday Midweek rides (Dec 25 2025 was cancelled as were three in January, and one in March and April were cancelled due to poor weather). Four rides were cancelled in the first 3 months of 2026, compared to two in 2025.
We have 58 active riders, up from 52 last year (based on out active rider sheet). This is the highest in the last 3 years. The number of people at coffee and on rides is not significantly changed compared to 2025. The proportion of female riders is increased and back to the level we had in 2022-24.

As usual, recruiting ride leaders has been a little slow on occasion, but, overall, we are able to get them in place 3-4 months in advance, which I think is very good. We continue to encourage all regular riders to consider leading at least one ride in the year!
The WhatsApp group seems to work well as does the more regular posting of rides on the website.
The statistics for the last three years (April to March) are:-

	2022-3	**2023-24**	**2024-25**	**2025-26**
Active Riders *	N/A	48	52	58
Total Rides **	46	47	50	46
Average number of people at coffee	17.9	16.8	15.4	14.0
Average number of riders	15.9	14.8	11.4	12.8
Average Female riders	4.3	4.4	3.2	4.15

*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.

In addition, we ran a 75 mile ‘staging’ ride from Abingdon on 8th June 2025, which had 8 riders (inc. 2 women). This was in preparation for the longest ride of the year, the Annual Century ride, combined with the Triennial Veterans Ride, from Islip on 29th June 2025 with 18 riders (inc. 6 women). Despite a cloudy start, this turned into a hot day, and one group took an unscheduled ice cream stop at Bampton (thank-you Iraj!) and thanks also to Lorna for bringing cakes to Stanford-in-the-Vale. The final group rolled in at about 7pm after a long, hot, companionable and very worthwhile day.

We also arranged a foreign cycling trip in June 2025 to Brittany France. About 12 of us travelled over by car, stayed at two locations and did daily rides (not too strenuous so we had time for breakfast, coffee, lunch sand an afternoon stop)! We have a arranged another trip this September to Belgium and Germany (again taking cars) and any club member is welcome to join us, please see Andy Ratnage.

2. E-bike policy/Risk Assessments

E-Bikes - We now have a policy (agreed at the 2025 AGM) in place prohibiting any illegal e-bikes – see policy at end of this report, along with the current UK laws defining a road legal e-bike. The ride leader can ask questions of the E-bike rider if they have any concerns about a bike. The ride leader has the absolute right to prohibit an e-bike from the road if they consider the bike may be illegal.

Risk assessments – We do not do a formal risk assessment for our rides as we have confirmed with Cycling UK that this is not necessary unless we arrange a ride that involves members of the public (ie non-Cycling UK members). Ride leaders make riders aware of specific hazards on the route and minimise risk by specifying key rules at the start of each ride (eg main roads and riding in groups of 6 or less to make it easier for vehicles to overtake, signalling about poor road surfaces/potholes ort obstruction as they occur, having a designated sweeper, and marking corners so riders without the route do not get lost).

3. **Midweek Audax, organised by Jackie Duvall**

We did not organise an Audax this year, because we had complaints after the last one about the poor roads in the course. We hope to organise one in 2027.

Safeguarding report – Gemma Ratnage

There were no safeguarding incidents nor issues to report from the last year. Please note that even if there were an issue to report then the details may not be in my report.

Campaigning / Cycle Advocacy Network report – James Dawton

More general things

The Highway Authority (the County Council) – where the action now is.
Meetings with higher levels of the County Council and Cyclox and Oxfordshire Cycling Network continue. Some of this is to speed up the rate of change in how the Highways Department deals with active travel. While the County Council is improving, in some ways still disfunctional, but gradually improving.
Co-production
It doesn't seem to get mentioned much, but it was a disappointment prior to this.
Vision Zero
Vision Zero (zero seriously killed/injured (KSI), not climate net zero). The implementation of this has been rather a disappointment in its (lack) of application to detailed designs

Planning Developments. These seemed to have slowed down a bit.

Highway scheme consultations.
Fewer this year than previous years.
Local Traffic Neighbourhoods (LTNs)
Some of these are now policed by ANPR cameras, some still by bollard(s).
School Streets
Quite a few ANPR cameras have now been installed.
There has been a notable increase in walking and cycling to primary schools in the LTN areas since the introduction of the LTNs.

Nationally, we have just had a new 'Integrated Transport Strategy' – called 'Better Connected'. It has 41 good actions in, but lacks from a joined up strategy and a shift in funding.
Spending over 4-5 years is:

- Rail £27B
- Roads £24B
- Active travel £0.6B

More specific things

Congestion Charge
It is in and reducing congestion in Oxford centre.
Since the city congestion charge points came in, bus use is up 8%, Redbridge P&R use up ~36%, buses run on time despite picking up/dropping more passengers.
Bus Gates.
The bus gates will come in when the station bridge reopens. In the interim, 6 traffic control points were introduced late last year. There are quite a few exemptions to these, so not as strict as the nay sayers might infer.
Botley Rd rail bridge.

Opening due August 2026, apparently on course for this opening date. The new bridge is in place, and one of the new pedestrian/cycle underpasses is open.

Oxpens Bridge (by the ice rink)
A new contractor has been appointed, now about £13M due to delays/court costs/inflation (approximately double the original cost)..
School Streets
Quite a few ANPR cameras have now been installed.

SRETs (Side Road Entry Treatments)
The County Council have still not after some years come up with a standard set of designs for these, os for each new proposal, designs vary, and much discussion is then had about the best option.

Woodstock Road changes.
This is now more of less finished, with new SRETs (Side Road Entry Treatments). As well as using different designs on different side roads, there has been problems with implementation. On some junctions there was an up stand where you turned in (enough to cause some cyclists to fall off). The initial response was they installed them as per Suffolk CC drawings, but later raised the tarmac to eliminate the up stand/step. Had Vision Zero been applied properly, the up stand/step would have been designed out before construction.

Siding out.
This is where vegetation/debris that accumulate at the edges of foot ways and cycle tracks is removed. This has continued this year which is a good sign, though there is a huge back log after years on minimal siding out.
Cyclox Design Guide
Cyclox wrote a design guide for cycle infrastructure, which has been distributed to 46 County Councillors and officers, and also to City Councillors: -
https://www.cyclox.org/index.php/cycling-info/#design-guide (scroll down to the download button)
The guide has reached further afield, one of out former members now living in Hertfordshire asked if their cycle campaign group could use/distribute it.

There are a lot more people involved with active travel, it gets harder to keep track of everything going on! Though with more willing hands available, the work per person is a bit reduced. As well as County Council matters, I have also had a few letters in the Oxford Times countering some anti LTN letters.
So thanks to all those working on all that is going on.

Wallingford Group Report – Steve Thornton

Rides and Riders

Last year we organized 56 rides. Our usual starting point is Wallingford Town Centre, but we do begin elsewhere on occasion.

We organize the following:-

- 1st Sunday of Month – Slower Sunday. Slower, Shorter, and an ideal entry point for newer riders.
- 3rd Sunday of Month – Mid-paced Sunday. Faster and longer.
- Each Thursday we run the 'Wallingford Fun' ride. An afternoon ride, shorter in winter and longer in summer. This is our most popular event.

28 different people rode with us at least once last year. Gender split 10% female 90% male.

Our average attendance for the year is 6.3. Our biggest ride had 11 people. All these numbers are down about 10% on 2024/2025

Our big excursion this year was for 4 of us to go to the CTC Wessex GridIron. A great day out, if you haven't tried it.

Campaigning
We have continued to participate the Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP), and are glad to see that this has been adopted.

After the AGM…



Photo: Pauline C