

# AGM 2015 Reports

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## Secretary's introduction

I'll keep this short, as the details of our activities in the last year will appear in other people's reports. My involvement has been less than last year, due to a bout of whooping cough

The reports are:

Chairman: This will also include Richard's roles as registrar and publicity officer

Rides secretary : This will have details this year's rides

Right to ride: James will summarise his work in this area

Isis Cyclists: Ellen isn't here today so I'll read her report

Treasurer: The accounts will be presented

Stephen Lee

## Chairman's report

When I look back at our club's progress over the past 2 or 3 years, there are 2 things I think of most.

First, it's the people. The faces of the people I ride with every week. Last night I made a list of the names I can put a face to – it comes to about 40 people whom I wouldn't otherwise have met. In many cases, I know where they work, where they have been recently on holiday, their favourite TV programmes – the kind of things we chat about on a ride, at coffee and at lunch. It's not all sprockets, chainsets and tyre pressures – though of course, there's a bit of that too.

The other thing I think of is how we communicate – and I refer here to the website (now well into its 3<sup>rd</sup> year) and the weekly emails, next Thursday's will be issue number 135.

The 2 things are inter-related: you can't enjoy someone's company if you don't know they exist. This is precisely what our publicity aims to do – to bring together people who share a common interest.

I have some figures here to show you how it works. All CTC clubs (we are 1 of 107) receive a monthly list of the members in their area.

Since April 2013, the number of members on the list from HO has grown from 905 to 942, that is, an increase of 4%.

During the same period, the number of people visiting our website to sign up to our mailing list has grown from 147 to 253, that is, an increase of 72%. Our 72%, against a national background of just 4%. It's fair to say that we have bucked the trend.

These figures give us a flavour of the value of an attractive website and of the pivotal role it plays in (I'll use the CTC catchphrase here) "helping people to cycle and to keep cycling".

Our Rides Sec, James, will mention some specifics in his Ride Report, so I'll just give a brief summary. Last year, we organised 49 full day rides and 48 rides half day rides. 64 different riders came out at least twice, and we had a hard core of 25 who rode with us about once a month. Of the 10 who attended most rides, exactly half were women and finally if you had ridden all 49 full day rides, you would have ridden 2283 miles.

In my report to you last year I forecast how our club might look in the future. I was right when I said that the numbers joining our rides would increase (5 to 15) but we only made small progress on my second prediction, which was: to offer a greater variety of rides. But small progress is better than no progress and we have at least set a precedent (in fact, next Sunday's ride is an example). The idea was to break the pattern of all rides having to start in the centre of Oxford. James will say a little more about our away-day ride in the Chilterns last August. I will just give you the bare figures: ignoring the first few km of flat riding to reach the start proper, the 900m of climbing was compressed into just 28 miles! The Strava aficionados among you will appreciate how tough that is.

I started by talking about our riders and I will finish by restating our committee's most important goal, which is to respond to as wide a range of cycling interests as possible. We recognise that it has been the enthusiasm of you, our members which has allowed us to prosper last year and whatever we achieve next year will also be down to your support. So thank you for being here today to support your club and thank you for getting up early on Sunday mornings to join us on our rides.

Richard Morris

## Statement of accounts 2014-15

These are the Financial Reports presented by the Member Group (single or consolidated with others), which consist of a Statement of Assets and Liabilities and an Income and Expenditure Account, summarising the Groups' own records kept for the year. Backing documentation comprises; detailed record of all income and expenditure, bank reconciliations, all receipts and paperwork associated with the financial transactions for the year.

### STATEMENT OF ASSETS AND LIABILITIES AS AT 30 SEPTEMBER 2015

#### Assets & Liabilities

	£	
Total Fixed Assets from page 2	-	Box A Autofill
Current Assets from page 2	-	Box B Autofill
Cash and Bank Balances from page 2	742	Box C Autofill
Total Assets	742	Box D Sum Boxes A to C
Total Liabilities from page 3	18	Box E Autofill
NET ASSETS / (LIABILITIES)	725	Box F Box D minus E
Accumulated Surplus at 1 October 2014	-	Box G CTC merge
Surplus/Deficit for the year from page 4	110	Box H Autofill
FUNDS	110	Box I Box G plus Box H

David Whitaker  
Treasurer

## Rides Secretary's report

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, often adding interesting routes on the way out of Oxford, where as the regular Sunday rides often ride straight out of town. As well as a lead ride back from coffee on Isis rides, a couple of other Sunday rides have had a lead ride back from coffee. We also had one fast ride back from coffee as well.

Normal Sunday rides have continued with good numbers, in the last year we have broken our record for numbers at lunch for the 2<sup>nd</sup> year running.

August saw our first away-day ride, starting from near Lewknor up in the Chilterns. There was an excellent turn out. It got us out into new territory, which we discovered was pretty much the hilliest ride we'd had for years! Despite the hills, 2 members managed some 1 legged cycling, 1 due to mechanical failure, the other out of sympathy for (or to take the micky out of?) the first.

Our late spring bank holiday weekend away was deferred as the camp site was fully booked, and we went to Northleach on the August bank holiday. Four camped, including a surprise guest appearance from Ray Miller, formerly of the city group, but now from the "other place". We had a flexible approach to riding, so some rode to

lunch on Saturday with the campers, but then rode back to Oxford. Some members drove out to Northleach on the Sunday, so we had a 12 or so riding to Snowhill and Broadway. As the rain was deemed not radioactive, Broadway Tower saw a retreat from the rain into the cafe, and not the radioactive fall out shelter that is open to the public.

The planned group riding out on Monday to meet the campers on the way back was rained off.

Dave Whitaker planned a long week in Holland, which saw 3 campers and 3 B&Bers meet in a rain soaked Harwich for the night ferry to Hook of Holland, with the worst hill of the week encountered with in the ferry port en route to getting on the ferry. A very enjoyable holiday for all. Reducing it to numbers, the figures 27 and 336 spring to mind (27 Euros for the 3 campers in Amsterdam, 336 Euros for the B&B for the 3 B&Bers, though on this occasion, it was only "B", as there was no breakfast included.....).

We have had some more members become new registered rides leaders which not only spreads the load on the existing leaders, but also adds more ideas for rides. Always room for more rides leaders.

Thanks to those who have led rides during the past year, along with the often over looked sweepers who do a worthy job too.

James Dawton

## Right to Ride report

One of the CTC's remit is to campaign for better cycling conditions. In Oxford/Oxfordshire, the County Council is the highway authority, the City Council has little power over what goes on on the roads. While the county do fall somewhat short of "getting" what is needed to encourage cycling on our roads, they are moving in places in the right direction.

In Oxford City, campaigning is done in conjunction with Cyclox – more hands make less work. Often the Oxford Civic Society do great things on consultations as well, almost out doing the cycling groups in its excellent and detailed submissions.

### *LTP4 (Local transport Plan 4).*

Every few years the county council have to review their transport plan. CTC, Cyclox, Oxfordshire Cycle Network all participated in the LTP4 consultation last spring. The policy was approved by the County Cabinet later in the year. LTP4 reads quite well, makes all the right noises. There is however quite a bit of wriggle room when it come to cycling. It is the wriggle room that has helped with inadequate provision for cycling in all previous LTP policies. Time will tell.

### *Wolvercote and Cutteslowe Roundabouts*

The plans for these junctions were consulted on in the summer, with a joint CTC/Cyclox response. After the consultation the plans for both roundabouts were changed slightly (said to be as a result of further traffic modelling rather than the consultation). The cycle/pedestrian plans for Wolvercote are now a bit better, as all crossings are now round the perimeter of the roundabout. This requires fewer signalled crossings than previously when all crossings were via the centre of the roundabout (like the roundabout by the BMW factory).

In terms of world leading cycle facilities, we're not near there yet. What they are now building is better than what is being replaced, but something better could have been done.

### *Westgate development*

Now under construction, with a cycle hub (shop/repair shop) as part of the plans.

### *Frideswide Square*

This is now nearing completion. Shared cycle/pedestrian space between the roundabouts on the foot way, cycle lanes on the roads approaching the square, but nothing on the roundabouts themselves.

Our/Cyclox's concerns were also shared with the County's own safety audits. In documents released under an FOI request by the Oxford Mail, the stage 1 safety audit raised the issue of how cyclists would get from the entrances to the square to the off road cycle provision in the central section. A reply to this concern was that the councillor responsible for transport (David Nimmo Smith) would be willing to consult further on cycle provision on the edges of the square. This never took place. On the other stage 1 safety audit concerns, stages 2 and 3 audits listed the concerns as "still outstanding".

### *The Plain Roundabout*

This is a Cycle Safety City Ambition Grant 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. We fought the removal of the right turn cycle lane across the St Clements left fork lane. It was reinstated in the plans, to be in "easily removed"

paint, in case it did not work out. When built, they used the same paint as every where else, which I take as a good sign, or sloppiness working in our favour. A surprise benefit of this cycle lane is how many more vehicles signal left when heading towards St Clements, and they are a lot more careful in making that manoeuvre. I have even seen a bus stationary, signalling left, waiting for a gap in the never ending 5 pm stream of cyclists before turning left (I took pity on him, blocked the cycle lane and waved him on).

### *Botley Road Consultation*

The Botley Road will one day be a Cycle Super Route as per LTP4 plans. There are no specific plans as yet, but in September the County Council had a drop in consultation on what users did/did not want/like about the Botley Rd.. Each table had a stretch of the Botley Rd on a map, with a sheet with 4 columns (public transport/pedestrians/cyclists/other). Although it was not a cycling specific meeting, the cycling columns were completely filled up, the other columns were mostly empty! Hopefully they will get a message from that.

### *Local Enterprise Partnership (LEP)*

With various cycle scheme plans deemed poor use of money by the cycling community, Nicola Blackwood was approached to try and improve things. She brokered a meeting with OCN/Cyclox/Oxfordshire/Oxfordshire LEP (who now decide how large chunks of transport money get spent locally). A surprise outcome of this was that Nigel Tipple of the LEP offered Robin Tucker (of OCN) a seat on the LEP transport subcommittee, which is a good place to have a voice.

### *Cycle City Ambition Grant (CCAG) £3.5M grant*

The County applied for £3.5M of this fund, for a route seemingly from the University Boat House to the Fishes pub in North Hinksey, with the purpose of improving access to the new Oxpens development. Included in this is a £1M + bridge over the Thames, which is within 150m of an existing wide bridge over the Thames (the old railway bridge at St Ebbes). Cyclox were asked to give approval to this plan (with only 48 hours notice), but declined on the basis it was a poor use of money. A meeting is being sought to try and improve this situation – probably won't come to much, a letter (prompted by the cycling community) by Nicola Blackwood on the matter said the plans could not be changed due to restrictions on how the funds were spent

### *Hythe Bridge Street traffic lights*

As works associated with the Frideswide Square works, this junction was refurbished and completed just before Christmas. To cut a long story short, cyclists heading straight from Hythe Bridge St in George St on a green light were on a collision course with traffic from Beaumont St which had a simultaneous green light. This arrangement was defended by the officer concerned, when questions were asked in the county cabinet, a statement was read out defending the junction (ironically based on an e mail I had sent the officer saying why it was so bad...). After 6 weeks the county came up with a workable solution with the painted cycle waiting area you now see in the middle of the junction.

What may have helped was a circulation by e mail to members asking for them to report this junction on the County's Fix My Street website – soon it was difficult to count the reports submitted, as the 24 or so flags on their map overlapped so much.

Although the junction was extremely dangerous (3 or 4 cyclists were knocked off, no serious injuries), the junction passed 3 safety audits without this getting a mention.

### *Oxford Parkway Station (by Water Eaton P&R)*

The station opened in late October. Prior to this, Cyclox did ask that the existing cycle routes alongside the main road were improved (lack of maintenance) the vegetation cut back and the route be signed. The county's reply was that we should have asked 5 years ago in the planning stages (when they were not consulting...), they were negotiating with city works about vegetation trimming, and there was no money for cycle route sign age. This on a prestigious transport project. So we have some way to go with the County getting up to speed.

James Dawton

## Isis Cyclists

### *Introduction*

2014-2015 has been another successful and busy year for Isis Cyclists. It has continued a programme of five 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)

Monthly midweek = Stop & Stare ride (<10 miles)

Final Sunday = Joint ride to coffee with Oxford City riders (20-30 miles)

There were also regular monthly evening social rides in the summer between May and August and occasional other rides, including a 50 mile challenge ride in early September. In all, Isis Cyclists ran 57 rides during the year. A total of 118 women rode with us during this time, a 5% increase on the previous year. Of these, 59% (70) had ridden with the group previously and a further 41% (48) were new to the group.

### *Highlights*

This year, Isis Cyclists celebrated its 7th birthday with a tour of modern architectural “diamonds and carbuncles” in Oxford followed by a picnic (including bicycle themed cake!) on Port Meadow in glorious June sunshine. We have continued to enjoy joint rides with both Oxford and Wantage CTC members groups. Three Isis leaders took part in a workshop in March organised by CTC Oxfordshire with the aim of thinking about and swapping ideas on good ride leading practice. During the summer, our programme of long rides again centred around preparing for our 50 mile challenge which took place in early September. Nine riders enjoyed glorious late summer weather and a pleasant ride to Burford.

### *Regular Rides (October 2014 – end of September 2015)*

This year, Isis Cyclists ran 47 regular rides with another 2 falling victim of weather. There were also a total of 10 summer social and other rides. The average number of riders on each type of ride is as follows:

Short rides: Average of 10 riders (total of 11 rides) – increase on last year (9)

Medium rides: Average of 11 riders (total of 10 rides) – same as last year

Long rides: Average of 12 riders (total of 12 rides) – same as last year

Joint Isis/Ox City rides: Average of 8, Isis only (total of 9 rides) – same as last year

Stop & Stare: Average of 6 riders (total of 8 rides) – same as last year

### *Administration*

The Isis leaders group has met three times this year in order to organise the programme and to attend to other business. This year we have gained two new leaders, Lilia Bonacorsi and Liz Weekes which brings the number of active ride leaders to 10.

Regular monthly email newsletters and occasional other mailings have continued to be delivered through our Google Group to approximately 330 women, an increase of 55 over the year. Rides and other events have also been promoted via our website and facebook page and by the Broken Spoke Co-op. Photographs taken on Isis rides are made available via a Google+ site.

Our thanks go to everyone in the leaders group for their enthusiasm, creativity and efficiency.

Ellen Lee & Lucy Wright

## Councillor's report, Graham Smith (SE), 2012 – 2015

### *Issues:*

1. Governance Review
2. Government and Cycling
3. Equality
4. Membership
5. Policy
6. Campaigning
7. Elections

### *Governance Review*

1. There has been concern at CTC council that a large council, with many representatives from the regions, makes for an inefficient managing arrangement. (At the same time it also enables some democratic contribution however distant this might be from some members.) As a result a Governance Review has been in preparation with a remit to modernise the CTC governance in advance of presenting to the membership in 2016. Mention of this has been made in Cycle magazine. In brief this considers:

- a. Reducing the size of the Council

- b. The Nations – how they will be given appropriate priority if no specific trustee positions for each Nation
- c. Appointing ‘Ambassadors’ to ensure some added measure of reporting from the members to Council, Councillors have expressed concern about what it will look like, will it be taken seriously, will it be effective
- d. A nominations committee to seek a broad representation from candidates for Council. This is a challenging task. Councillors have expressed concern that this may result in loss of control by Councillors/trustees

Personally I have some concern that these things may be wrapped-up a bit too quickly for the next national AGM as they need to be absorbed and understood by us all.

### *National Government and Cycling*

- 2. There was some hope in the last parliament that a ‘Cycling & Walking Investment Strategy’ had been added to a transport bill. It was intended that some equality of funding would result, but currently the Chancellor has decided there will be £50bn for road and the CWIS looks like its laying on barren ground. CTC and others are hard at work seeking to get something into the Chancellor’s autumn statement. There is some concern that Department of Transport projects, such as the recent ‘Big Bike Revival’ which CTC handled, might be rolled out nationally. It seems to me that helping people to ‘get air in their tyres’ ... is a good thing. But, without infrastructure change, the road environment remains the same once those who have been ‘put back onto bikes’ get out into the roads and find that it’s a threatening place to be. There is some discussion about a body to look after cycling – but ‘it mustn’t be seen as a Quango or like ‘Cycling England’ of twenty years ago’!

### *Equality*

- 3. Council is working to have an Equalities policy in place, after some years of little happening. I note that some Member Groups treat the Welfare Officer post as straightforward and others regard it as unnecessary. This is an area which is at last developing. It is being led by Councillor Lizzie Rather.

### *Membership*

- 4. Seems to be gently positive around 67,000. A renewed vitality in National Office seems to be effective. The point is often made that BC’s high figures are a reflection of a wide range of offers. I am also reminded that CTC’s insurance offer is in fact better than other offers in that there is some cover if an incident arises between people on a ride.

### *Policy*

- 5. Roger Geffen and Cherry Allen are now in a ‘Policy & Research’ team. They are working successfully at a national level; the divided nations create issues which they seek to respond to, with other national officer/campaigners. A ‘Communications and Campaigns’ team has been created led by Matt Mallinder, with the Road Justice officers and other outward looking staff. Tony Upfold is a professional journalist leading on communications and he seems to be effective and fast. Send him info! Duncan Dollimore is the ‘road safety’ officer with a legal background. I believe that National Office is still too weak on helping with local campaigning, although how best a national organisation can be really helpful locally needs people, locally, to make their views known.

### *Campaigning*

- 6. I find a quite varied response to ‘Campaigning’ at AGMs. There are some who welcome the efforts whilst others (or some in others) say things like ‘we are not a campaigning group’ in other words ‘we are cycling ...’ but I would say that CTC has always been a campaigning organisation as well as a being collection of people cycling. How do we make it easier to campaign without taking too much of any member’s time? I hope that the new people at National Office will be dragging our support and media forwards to aid this. It might be worth mentioning that according to a 2013 CTC study only 7.8% of CTC members ride weekly in group rides, 3.94% ride twice or more each week but 35.62% never ride in a group. Campaigning and Insurance are attractors here.

### *Elections*

- 7. All three standing southeast Councillors failed to win re-election. A complaint about process has been filed.

These words are my personal report. They have not been pre-drafted nor edited. Apologies for omissions and bias.

Graham Smith