

Chairman's Report

The report was by Powerpoint presentation, making the following points:

- New cycling kit (to reflect CTC's new name: Cycling UK)
- Our survey: we had 116 responses
- Among our regular riders, we had more responses from women than from men
- For more than 70% of our riders "meeting and riding with others" was their main interest, with fitness coming close second
- Interestingly, many more women than men were "considering using more technology" (eg Garmins etc)
- 60% wanted more away-days (we plan to have an away-day ride every month apart from the 2 or 3 winter months)
- Almost 70% requested summer evening rides

Rides Secretary's report to Cycling UK Oxford City group 6th November 2016

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

The joint monthly rides with ISIS continue with 2 dozen riders turning up, often adding scenic routes on the way out of Oxford city.

Normal Sunday rides have continued with good numbers. We have also tried quite a few new coffee and lunch venues through the year which has added variety to our rides.

The Explorer Rides have taken us to all points of the compass, allowing us to cycle in some lovely new scenery.

Our late spring bank holiday weekend away was camping in Mollington with 4 camping and 2 B&Bing a couple of miles away. 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 join the campers for Sunday's ride.

A group rode out in the rain to meet the campers for lunch in Chipping Norton. The campers did have a reminder of how high Chipping Norton is when approached from the north!

Two annual regulars, some city members joined many clubs on White Horse Hill for CTC Wantage's annual mince pie ride, and our usual venue for avoiding the Mother's Day pub crush by visiting the Black Horse in Checkendon.

It was the triennial CTC vets 100 this year. CTC Oxfordshire ran their usual 100 mile event, and as a new venture, Richard organised a 100 km vets event as well. A pleasant route, with a Bicester start. Rain at first, but the weather improved as the day went on.

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. There is always room for more rides leaders, as we have lost a couple during the year (rides sweepers are blameless in this regard).

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.
Rides Secretary.
November 2016

Isis Cyclists

Annual Report 2015 to 2016 - November 6th 2016

Introduction

2015-2016 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 September and occasional other rides, including a 50 mile challenge ride in early September.

Ride Statistics 2015-6

This year, Isis Cyclists ran 58 rides with another 4 falling victim of weather. There was also a highly successful weekend away which attracted 14 participants. The average number of riders on each type of ride is as follows:

- Short rides:** Average of 5 riders (total of 11 rides) – decrease on last year (10)
- Medium rides:** Average of 9 riders (total of 9 rides) – slight decrease on last year (10)
- Long rides:** Average of 8 riders (total of 11 rides) – decrease on last year (12)
- Joint Isis/Ox Cycling:** Average of 7, Isis (total of 9 rides) – slight decrease on last year (8)
- Stop & Stare:** Average of 8 riders (total of 7 rides) – increase on last year (6)
- Summer evening socials:** Average of 10 riders (total of 5 rides) – increase on last year (6)
- Additional Rides:** 50 mile challenge ride (9 riders) – Same as last year

At least 91 women rode with us during this time. Of these, 54% (49) had ridden with the group previously and a further 46% (42) were new to the group. The number of women riding with us has dropped over the past year as has the average numbers attending our regular rides, especially the short and steady ride on the first Saturday of the month. The leaders group has decided that there are a number of factors at play:

- A dull and wet winter
- Riders who started doing the short rides progressing to longer rides
- Lack of recruitment and publicity
- Lack of variety in start times to allow more people to take part

As a group we have been relying on "word of mouth" publicity and we have now decided that we need to be both more proactive and also to try and broaden the publicity, trying to reach women who are not yet cycling but would like to. Our main strategy is as follows:

- Upgrade our website so that it has a simpler URL
- Create a new consistent template for creating posters and flyers
- Recruit "champions" from within the pool of existing riders who can publicise our activities within their organisation, especially the large employers e.g. universities, nhs, oup etc
- Occasional newspaper articles
- Attending community events and the Green Fair etc.

Highlight

One of the highlights of the year (for me anyway!) was the weekend away which was held in June. For the first time a 2 night weekend was planned using the Cotswold View Campsite near

Charlbury as our base. This proved to be a very flexible venue because it offered camping, glamping and B&B on the same site. Most of us rode out on the Friday night and enjoyed a bring and share picnic on an uncharacteristically warm evening. Two rides were on offer on the Saturday. There was a longer ride up to the Rollright Stones and a shorter option exploring more local villages and the Ditchley Estate. Both groups met up for an evening meal at the Artyard Café in Enstone. The majority of us rode back on the Sunday too.

Administration

The group of ride leaders has met three times over the year to plan the regular activities and a sub-group also met once to co-ordinate planning for the weekend away. I am constantly amazed by the enthusiasm, commitment and creativity of the group without which we would not function. I know for a fact, as I have often been told, that this is greatly appreciated by our membership.

Ellen Lee

RTR/campaigning report, Cycling UK Oxford City AGM 2016.

A lot of my work is done in conjunction with Graham Smith, and with Cyclox, a lot of achievements are due to them, not me!

It has been another year of non stop work coming out of the County Council, despite the fact they have no money!

Wolvercote/Cutteslowe roundabouts, north Oxford

Now finished.

Traffic island issues, anything bigger/longer than a normal solo bike has difficulty negotiating the traffic islands.

Informal/un-signalled pedestrian/bike crossing (Wolvercote turn) blocked by queuing traffic, the county road safety officer doesn't want informal makings on road as may encourage pedestrians/cyclists to cross into the path of approaching traffic.

If the lights sequence around the roundabout takes too long, your push button to cross may be automatically cancelled ("naughty boy pushing the button and running off" syndrome according to a county officer" (I can't work that one out either).

Petrol station entry/exit/cycle track is a poor design (give way lines on cycle track), ignoring what was flagged up by us in consultation.

Good points.

The traffic signals on roundabout making perfect for cycling round the roundabout on the road (though on the Cutteslowe roundabout at least, you can't rejoin foot way cycle track for some distance after exiting due to no lowered kerb.

All traffic lights can have their timings/sequences altered from an office somewhere.

Ed Wigzell (Oxford University) says traffic congestion (Wolvercote) not improved so far. Letter in the Oxford Times says the journey time is much reduced.

Plain Roundabout, Oxford

Stated aim after 3 years was for 20% extra cycle journeys. Current figure is 6% extra (2013 - 2016).

Access to Headington.

Road works started this week, will be 18 months or so. Not fully LTP 4 cycle compliant, some bottling it by the county when it came to removing residents parking on main roads. It will see improved cycle routes/facilities over what is there now.

Some cycle improvements were made after public consultation.

Westgate Centre development.

Cycle provision falling short of LTP4 standards, consultation said cycling details to come later. Details came later, but when told they weren't good enough, were told it had been consulted upon and now too late. Graham Smith found a bit of possible wriggle room at the county.

Hythe Bridge Street traffic lights.

Still not very good. Someone is meant to be looking into possible improvements (that was some months ago).

A 40 Eynsham - Wolvercote stakeholder meeting exploring options.

Stake holder meeting (Cyclox/Bikesafe/Cycling UK) on possible options for A 40 (1 or 2 bus lanes, 1 or 2 cycle tracks). No firm plans yet (only drawings were of what is there currently).

It was made abundantly clear that cycle tracks either side of A 40 a must due to head light dazzle in winter. If one track had to go, the north side one should go.

Construction preference is to loose the south side cycle track (only need to work on 1 side of A 40 for bus lane, cheaper/less congestion during works)

Queen St Oxford

Public consultation now closed on trial 18 month 24/7 2 way cycling in Queen St.

Contentious issue but major route for cycling.

Donnington Bridge Rd

Options to improve this being explored. Small sums of money, mostly white lines/altering car parking.

Radcliffe Observatory Quarter.

Woodstock Road will have a “gateway” treatment outside the ROQ, with a 20 limit/cycle lanes/bus stops. The design work was discussed/done a few years ago, but has resurfaced now most of the development is now done. The only bug bear of the old design will probably be designed out (on maintenance cost grounds, rather than cyclists convenience).

Corridor studies released for Botley/Woodstock/Banbury Roads in Oxford (outline proposals, no money yet). Cyclox has a draft response for the Woodstock Road, which probably will not meet the County Councils LTP4 guidelines for cycle infrastructure.

Northern Gateway Development (Wolvercote – Peartree development).

Public exhibitions were held early in the year. Some improvements for cycling, whether it will be as good as it could be remains to be seen.

The chairman of the board was present, on realising he was talking to 2 Cyclox/CTC people, said he needed our help. Did we know if anyone had cycled on a particular track (linking the development to the Oxford Canal). I ended up drawing up a comprehensive list of users (from as far as New Zealand!) with photographic and documentary evidence, which should legally establish usage. Since then its all gone a bit quiet.

Public cycle hire. Currently in Oxford, Brompton Dock, (name?) hire run by Walton St Cycles (all done through smart phone, including locking/unlocking), Oxon Bikes (OCC/University/government grant), now rolling out some e bikes.

County Council road scheme Safety Audits.

All road schemes have 3 or 4 safety audits at various stages of the project. Some in recent times have been pretty poor. Not only not picking up the conflicting green traffic lights at Hythe Bridge Street, but also quite a few details on the new West Gate development (many thanks to Graham Smith for hours of work on this). Often the following stage audit lists concerns as “still out standing”. In one case (concerns of bus bodies over hanging the foot way when entering/leaving bus stops), the concern was “solved” by the officer redrawing the bus swept path drawings with the wheel tracks in a different place.

At some point we will be looking into looking into this.

Quality of Roadworks.

This has been a bug bear of mine for some years, so it fell to me on the Cyclox infrastructure group. Some issues are down to DfT rules (repairs by utilities only need a 3 year warranty), some due to budgets, and some issues are due to prioritisation. After a Cyclox report a pothole week, contact was made with the road works manager (who came to a public meeting). Another meeting is due at some point, once he has revised the county council’s Roads Management Strategy document (which covers what get repaired/inspected when. It is rather a large document!

The sort of proposals that we may have to put up with in the future.

3,000 or so houses proposed by developer on Charlgrove airfield. To counter commuting congestion, developer said it would need a link to the M40 and possible fast link (tram/guided bus or some such?) requiring £100M of government money (= £30,000 per house, that the developer would not be paying for).