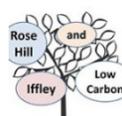


# Coalition for Healthy Streets and Active Travel

## About CoHSAT

The Coalition for Healthy Streets and Active Travel (CoHSAT) is a group of voluntary and campaigning organisations working across Oxfordshire to create attractive, accessible and people-friendly streets. We will do this by encouraging efficient, active, low carbon and sustainable travel, which will reduce traffic, air pollution and noise, and enable healthy and thriving communities. More details can be seen at <http://www.cohsat.org.uk>.

The 10 CoHSAT members are: Low Carbon Oxford North, Low Carbon West Oxford, Pedal and Post, Oxford Friends of the Earth, Oxford Pedestrians Association, Oxford Civic Society, Cyclox, Rose Hill and Iffley Low Carbon, Oxfordshire Liveable Streets and Oxfordshire Cycling Network.



## Healthy Streets and Active Travel, 2019-20 – summary of findings

The five activities undertaken by the CoHSAT teams have all contributed to the debate about reducing travel and emissions in the centre of Oxford. They have provided evidence, developed networks and identified the next steps.

### Colleges, parcels and parking

The 39 colleges of the University of Oxford are dispersed across the centre of the City and do not form a coherent campus. The colleges are autonomous and independent of most decisions by the University, so the number of parking spaces they provide will depend upon their individual decisions.

The colleges have over 1,200 parking spaces on their premises, in comparison with 420 for the University departments. In both cases, some are needed for deliveries and disabled personnel, but the majority are for commuters. In the colleges, there is one space for every five staff, whereas it is one for 23 staff in departments. The University is in the process of reducing the number of spaces further. The plans for the colleges are not known, though the workplace parking levy proposed in [Connecting Oxford](#), if geographically extensive, could result in a shift to a pro-active policy.

Around 3,000 parcels are delivered each day to the colleges, primarily for students. This number increased by 25-30% last year, with no expectation of slower growth in future. This causes obstruction on the roads outside, pollution from the diesel vans, inconvenience at the porters' lodges and excessive packaging for college disposal. A survey of 1,220 students and staff indicated few options to reduce their demand for on-line shopping: it appears here to stay. The students are adamant that additional charges would be socially regressive and any form of quota or allowance is administratively impossible. The main interventions appear to come from replacing the diesel delivery vans with cargo bikes (for small parcels) and out-of-hours electric vehicle for large parcels. The City Council has now taken over policy development on parcel deliveries.

## **New Inn Hall Street**

New Inn Hall Street is a short connecting road between George Street and Queen Street that has recently been attractively resurfaced, for instance with brick pavements instead of kerbs. It is part of national cycle route 5, connecting Reading to Holyhead.

There is inadequate enforcement of the restricted delivery period at the southern end of New Inn Hall Street. As a result, the road is often blocked by vans delivering to shops in the Bonn Square-Queen Street area. This creates a less pleasant environment for the many walkers and cyclists using New Inn Hall Street. The needs of the shop-keepers vary (e.g. two deliveries of milk a day), as does the ability of the suppliers to respond to set delivery hours. The present no-loading period is from 10.30am-5.30pm, Monday – Saturday, and is likely to be increased to 7am-7pm under the proposals for a Zero Emission Zone (ZEZ) that are due to come into force in December 2020. This will definitely require strong enforcement if it is to be effective. Clear, advance warning is needed to enable suppliers and shop-keepers to prepare in time.

There are 10 disabled parking spaces in the middle of New Inn Hall Street that are well-used. Under the ZEZ, after 2024, blue-badge users in polluting cars will have to pay to enter the zone, to get to the car parks. The City Council has not clarified the plans for disabled drivers and these parking spaces.

## **Florence Park Low Traffic Neighbourhood**

Over the year, there has been substantial progress in plans to reduce traffic flows in the Florence Park area of South Oxford. The process started with four group visits to the London Borough of Waltham Forest, to see what is required to create a 'mini-Holland'. These visits resulted in considerable enthusiasm and a real understanding of the benefits and challenges involved.

Several talks and a survey of the residents of Florence Park is creating a consensus that something needs to be done to reduce rat-runs, make cycling to school safer and generally make the area a pleasant place to walk around. Draft plans are being considered and there is strong support from local councillors. The process is well underway, but will take more time to come to real fruition and depends upon actions and investment by the councils.

Meanwhile, the success of Florence Park has inspired the inclusion of seven more low-traffic neighbourhoods in the Oxford local cycling and walking infrastructure plan (LCWIP) that it is hoped will be approved by the councils in March 2020. The team in Florence Park are committed to helping these seven, or any others, understand the process of establishing a low-traffic neighbourhood.

## **Active travel and schools**

Many of the 300 maintained schools in Oxfordshire were included in a survey, to establish their existing active travel plans. Their responses and other contacts (e.g. to PTAs) have resulted in a database of 55 schools positively interested in active travel. Most of the focus has been on primary schools, as a higher percentage of pupils are taken to school by parents. The schools have been provided with examples of best practice through the creation of a website, with information on different initiatives and resources, for instance "Walk to School" (County Council), Anti-idling and Schools Tackling Air Pollution (City Council) and School Streets. The latter is a traffic ban outside schools during peak times to cut pollution and congestion.

A follow-up survey of 50+ schools has been undertaken to establish if the schools have developed their plans for active travel. A competition for children to design an active travel banner to hang on the school gates was launched in January 2020, in partnership with Oxford City Council. The best 10 banners will be made for the schools to reinforce their messages.

Oxfordshire County Council announced more spending on air quality around schools in direct response to the OxFoE and CoHSAT seminar on 20 June 2019 (Oxford Mail, 9 January 2020).

## **Car-free Broad Street**

Our aim is for all motor vehicles (and car parking) to be removed from the whole of Broad Street, extending from Magdalen Street to Holywell Street, in order to create a city square like those of many

equivalent medieval cities in Europe. This space should be used as a place to linger and enjoy, without the unsightly presence of cars, vans and lorries, creating noise and air pollution.

Two surveys in October found the majority of road movements were by cyclists (300 per hour), that the 25 parking spaces in the centre of the eastern end were generally full. The main through traffic was 80 cars and 50 vans and lorries turning into or out of Turl Street over a 2-hour period on both days. There was considerable illegal parking, mainly by vans apparently enjoying short-term parking rather than deliveries. A survey of 65 people parking their cars found they were there primarily for business (weekday) and visitors to Oxford (weekend). Many had been directed to park in Broad Street by satnav and would drive around until they found a central parking place. Convenience was their main objective, rather than access to the shops. The parking generates about £0.5m income for the County Council each year.

There is widespread support among CoHSAT members for the removal of all parking and traffic from Broad Street. We have recommended that the ZEZ red zone be extended to include all of Turl Street and the west end of Broad Street as a first step.

For further information on these five investigations and other CoHSAT activities see <http://www.cohsat.org.uk> or email us at [CoHSATOxon@gmail.com](mailto:CoHSATOxon@gmail.com).



## Colleges, parcels and parking

The original intention was to assess how many parking places are within the University of Oxford college premises. The colleges are autonomous and not party to the University's policy of reducing and eliminating parking. The number of peak parking permits issued by the University has been gradually reducing and from October 2019 to September 2022 it will have reduced commuter parking by 80 spaces (Adam Bows, personal communication). As private premises, the college parking is not covered by any City Council's plans to reduce public parking.

After advice from Bart Ashton, Domestic Bursar, Lady Margaret Hall, a survey of the 39 colleges was carried out, with 15 responses (Table 1). Ed Wigzell, University Estate's department provided comparable information for the University departments.

Category	Average number for 15 responding colleges	Pro rata extrapolation for all 39 colleges	University departments (in City centre)
Parking spaces	32	1266	420
Academic and support staff	156	6084	9700
Ratio of parking places to staff	1:5	1:5	1:23

Table 1: Parking in University of Oxford colleges and departments, 2019. Note: Some staff have a presence in both a college and a department

Over 80% of the college parking is provided on the main site, with the remainder at subsidiary locations, within the City centre. In total, the colleges have over three times as many parking spaces as the University's departments and staff competition for these parking spaces is much less intense at colleges. The colleges employ approximately two support staff for every academic. Many support staff have relatively low wages and cannot afford to live in the centre of Oxford and have to be beyond the ring road or in a village. Some support staff work either early or late, when good public transport may not be available, for instance they have to be in by 6am to provide breakfasts. Officially, there is no student parking at most colleges.

At the time of the survey, it was the opinion of Bart Ashton that: *"I can think of almost no reasons colleges would give those [parking places] up."*

Subsequently, the publication of *Connecting Oxford* has introduced the suggestion of a workplace parking levy (WPL)<sup>1</sup> for the eastern area of the city. This would affect very few colleges. There is uncertainty about whether this will be applied and, if so, for what geographical area. Some responses (from CoHSAT and from the University of Oxford) stated that the WPL should apply to the whole of the city and thus all colleges. The annual charge is likely to be in the range of £400 - £600. Employers are responsible for paying the charge, and may choose to pass some or all of it on to employees who park at work. If a charge of about £500 is imposed, this would amount to a cost to the colleges of nearly £0.62m, or £16,000 per average college.

The substantial disparity between parking provision at the colleges and at the departments is now clearly understood. This is coupled with the University discussing a policy to eradicate parking, perhaps by 2029. However the colleges respond, it seems likely that pressure from the WPL and other transport changes in Oxford will keep the issue of parking high on the college agenda, as it should be.

### Parcel deliveries

During the discussions with the ever-helpful Bart Ashton, the issue of parcel deliveries emerged as a concern for colleges. This, together with a generally defensive approach to parking provision, resulted in most of the research being focused on parcel deliveries, rather than parking. In addition, there appeared to be virtually no evidence of the scale of this emerging problem.

<sup>1</sup> <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/connectingoxfordshire.pdf>, slide 14

As a result, the parking survey also included questions on parcel deliveries. Fifteen colleges provided information and collectively received 1,170 parcels a day (78 per respondent college). Pro rata that would be just over 3,000 a day for all 39 colleges and represented an increase over the previous year variously estimated to be 10-50%. Some colleges are having considerable difficulty coping with the influx of parcels at their (small) porter's lodges.

During the year, CoHSAT participated in meetings with the City Council, University Estate's Department, colleges and others. It emerged that:

- a. The growth in parcel deliveries is on the agenda for several organisations, particularly with the discussion of traffic filters in [Connecting Oxford](#), which would limit the access available to diesel vans;
- b. That a number of solutions were beginning to be considered, including quotas and price rises at the college and trans-shipment into cargo bikes (e.g. [Pedal and Post](#)) generally across the city;
- c. Parcels vary in size, but it is thought that about half are small (two shoeboxes or smaller) and the other half are larger.
- d. No-one knew of the attitudes of the students – Adam Bows was particularly concerned about this.

With the help of Mark Blandford-Baker, Home Bursar, Magdalene College, CoHSAT undertook a second survey in November 2019, aimed at garnering student opinions and perspectives on some future options. The survey was widely circulated by college bursars, which resulted in 1,226 responses, a few of these were completed by staff, but the majority by students. The analysis of these is covered in a PowerPoint presentation [here](#) and review of individual comments [here](#). Some of the headline results are:

- a. Parcel deliveries to college are seen as a right, as this is the student's home;
- b. Any extra price imposed on a student for a parcel would be seen as socially unjust, as it would be more punitive for poorer students;
- c. Any quota on the number of parcels received by an individual student would be logistically impossible for the porters: they would not know which parcels to accept or receive from a delivery;
- d. The number of parcels is expected to continue to rise, with no-one being able to predict either the growth per year, nor for how many years;
- e. Many of the purchases are second-hand books or clothes, so are more sustainable than buying new in Oxford;
- f. A sizeable proportion of students found the retail environment in Oxford inhospitable. Shops selling more sustainable products would be welcomed;
- g. 15% of students receive 11 or more parcels a term, representing 41% of all parcels. Overseas students may be a group buying more, as they can bring in so little on a flight;
- h. Only a third of respondents find next-day delivery important;
- i. Disabled students and those on medication have special needs;
- j. Some on-line suppliers (e.g. Amazon) will split an order, to suit their logistics;
- k. A large amount of unnecessary waste packaging is created. It is not known which online suppliers are the main culprits and there is a poor fit with college recycling options.
- l. The courier companies appear to group parcel deliveries per college fairly effectively. Royal Mail may be the only courier to regularly go to colleges twice a day.

There seem to be few ways in which to curb student online shopping, though some awareness raising might have a limited effect. The best way to reduce pollution (whether CO<sub>2</sub> or NO<sub>x</sub> emissions) would be to ensure that the delivery system is clean and non-polluting:

1. Transfer small parcels from the couriers to cargo bikes for delivery within Oxford. Yodel already pay Pedal & Post to take their parcels for the last mile, and this is financially beneficial for both companies.

2. Larger parcels should probably be trans-shipped into an electric van and delivered to the colleges late in the day, after the evening rush-hour. Most colleges have porters on duty 24/7, so they could take delivery during the night, if necessary.
3. There may have to be special arrangements for fragile parcels, to ensure that responsibility for breakages can be identified. This means a limited number of handlers.
4. There may be security issues (who can sign for receipt of the parcel) to be clarified.

At a meeting on 5th February 2020, the City Council, supported by the University, colleges and County Council, took responsibility for progressing with policy. An early task will be to secure funding for a member of staff (not full time) to focus on the issues around parcel deliveries, develop expertise and get agreement on next steps. This is likely to be wider than just the colleges; the University is also assessing its own consolidation scheme. Another early task would be to get the 10 or so courier companies round the table, together with Pedal & Post, to see what collaboration will be possible. At least one company (DPD) has already purchased an electric van. There is some urgency with *Connecting Oxford* being implemented in 2022, which should help to focus the discussions.



The parcels study has clarified the size of the problem in colleges and advanced knowledge on the potential for solutions. The present situation is creating congestion around colleges, together with irritating parking in cycle lanes and on yellow lines by the courier companies.

# New Inn Hall Street

## 1. Introduction

CoHSAT were of the view that there was a problem for walkers and cyclists because of the high level of illegal loading and parking of vans at the south end of New Inn Hall Street.

## 2. Context

The narrow section between New Inn Hall Street and Bonn Square is marked by two bollards and a strategically placed litter bin. The purpose of our survey was to ascertain the views of pedestrians and cyclists on the number of vans parked at the end of New Inn Hall Street during the period when loading is banned. We also wanted to learn how the shop staff viewed the issue of deliveries and how the van drivers coped with the challenge of deliveries in the centre of Oxford. We also wanted to know (within the limits of a simple brief survey run by volunteers) the numbers of people using this small stretch of road to understand the competing demands placed on it.



Figure 1: The south end of New Inn Hall Street showing a typical state of affairs

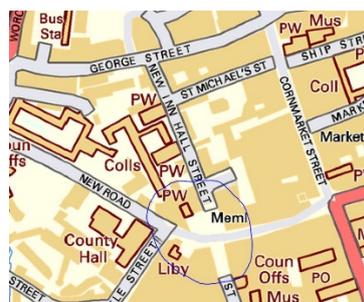


Figure 2: Circle shows our area of interest – South end of NIH and junction with Bonn Sq and Queen St.

## 3. Results

### Shop staff

We interviewed staff in 11 shops<sup>4</sup> in New Inn Hall Street, Bonn Square and Queen Street in order to understand their delivery needs and the solutions they organised. Broadly deliveries came in three types:

- Large volumes in cages, staff fully aware of the loading ban and able to avoid it by either getting a member of staff to come in early (Rymans, Hotter), contracting for the delivery to be before the 10.30 limit (Jessops, Scribbler) or the delivery team let themselves to the shop in the evening (Robert Dyas, Costa food delivery).
- Food outlets that needed fairly large quantities of different types of food and drink, perhaps several times in a day (Bonn Square newsagent, La Baguette, Costa milk delivery).
- Deliveries by individual vans of multiple small parcels to different shops where the driver was unable to reach all his clients before the loading ban started (Amazon, Royal Mail, to several shops and premises). Yodel had a cargo bike delivery to New Inn Hall St by Pedal and Post during our survey.

### Van drivers

Most van drivers were self-employed, owned their own van, paid their own parking fines and were aware of the loading ban, but felt unable to do anything to avoid it. About half the loads were physically small enough to easily be managed in a cargo bike, but the need for refrigeration and security would need to be considered.

The longest stays were those going to food outlets, especially La Baguette and Costa. Costa staff told us they would like their milk to arrive at 9am, but the driver was unable to achieve this. One van driver was delivering about a dozen smallish Amazon parcels to Argos and other places. Costa stood out as an example of an opportunity to change to cargo bike. Our feelings were that many of the van drivers were 'at the bottom of the pile' being self-employed, poorly supported and struggling to keep their customers satisfied. We didn't ask about their payment method but some form of piece rate seems most likely.

### Pedestrians

Approximately 3,500 people walked in or out of Bonn Square through New Inn Hall Street in the two hours 10.30-12.30 on Saturday 23<sup>rd</sup> Nov and there were 2,700 during the same period on Monday. This

averages about 30 per minute on Saturday and 22 per minute on Monday. There were surprisingly few people who expressed concern about their experience either of the obstruction by vans or the air pollution. Van drivers park on the level pavement so pedestrians are often forced into the road. The disabled parking places were all full during the 4 hours of our survey and the pavement beside these is not an attractive width for walking companionably in a group, so the main carriageway is the default place for many pedestrians.

Of the 34 people interviewed 12 (30%) reported no problems with the street. Vehicular traffic was complained about by 9 (25%). Cyclists were seen as a problem by 7 interviewees (20%) and 6 interviewees (16%) expressed a general concern about all aspects of the traffic.

### **Cyclists**

Most cyclists we questioned found cycling through Bonn Square confusing and difficult and many chose to push their bike either because they weren't sure of the regulations or they felt riding was not safe or fair to people on foot. About 50% of bikes were ridden and 50% pushed through Queen Street during our survey.

Only one cyclist felt it was not a problem cycling along the street. Two identified parked motor vehicles as contributing to the problem, but two others felt although it did inconvenience them to some extent, they understood the drivers were just doing their job and were not put out by them.

### **Air pollution**

[OxAir](#) lent us a high-quality pollution meter which one of us wore during the 4 hours of the survey. Generally, levels of pollution were acceptably low, though there were some brief peaks. Revealingly, the highest levels were seen on the cycle ride into town on the Monday morning.

## **4. Conclusions**

### **Reducing the number of delivery vehicles**

Improving the delivery arrangements probably needs an individual approach with each shop, as their needs vary so much. Smaller shops, especially food outlets, and smaller parcel deliveries seem the main source of loading during the banned period. Working with the shops and van drivers in these categories would probably allow most of the deliveries to avoid the banned times, especially if there was more effective enforcement. Until cargo bikes can take over last mile delivery it may be worth considering a designated drop off point in New Rd or Castle St allowing van drivers to wheel their deliveries to the shops.

### **Improved Enforcement**

Enforcement officers from NSL were present for a short time during both our sessions but on the first day they seemed reluctant to ticket anyone. The officer on Monday was much more active and warned one van driver and gave a ticket to another. On the other hand, without help to find alternative delivery methods, it is difficult to know how much difference enforcement alone would make as the drivers would either absorb the cost or move to St Ebbe's Street and cause a similar problem there. Generally, it seems enforcement has little or no effect apart from adding to the van drivers' overheads.

### **Zero Emission Zone**

New Inn Hall Street will be part of the ZEZ Red Zone from December 2020, so drivers will either have to pay a £10 daily charge to enter with a non-compliant vehicle or change to a low-emission (<50g/km) vehicle. Enforcement will be by hand-held ANPR which will depend on enforcement officers so only a patchy coverage. It is not known how effective a deterrent this will be.

### **Improving the experience of cycling and walking**

Walkers cited bicycle riders as a significant concern. Some cyclists and pedestrians suggest creating a cycle lane to reduce conflict along New Inn Hall Street, in practice it would be impossible to create a reasonable cycle path and leave plenty of room for pedestrians without removing the disabled parking bays which is clearly unacceptable. Generally shared space causes cyclists to be more considerate because they don't see themselves as having a territorial right to ride uninterrupted.

People also found the parked vans and the air quality of concern. The planned Zero Emission Zone will mean ordinary petrol and diesel vehicles will be banned from 7am to 7pm, but disabled cars will be exempted. Since the ZEZ will be enforced by number plate recognition, many more drivers will receive a fine. Alternatively, the van drivers may just pay the £10 fee for the day and ignore it. Some may afford a hybrid vehicle which will avoid the ZEZ ban.

## **5. Recommendations**

- a. Support the ZEZ to be as effective as possible at removing all powered vehicles from New Inn Hall Street.
- b. Discuss trialling a cargo bike delivery of milk with Costa management.
- c. Agree to allow cargo bikes through Queen St during the 10am – 6pm cycle ban.
- d. Ask Amazon to trial a cargo bike delivery for parcels to the city centre.
- e. Set up a consolidation and transshipment site within a mile or so of the city centre – Redbridge, Seacourt P&R for example.
- f. Explore the possibility of small electric vans to undertake a shuttle delivery from a nearby transshipment area.

## Florence Park Low Traffic Neighbourhood

CoHSAT and Oxfordshire Liveable Streets worked with several partners to support a Healthy Streets survey in Oxford. The location was Florence Park in the Eastern side of the city. The surveys took place in July 2019. They were designed and led by three MSc students of Oxford Brookes University under the guidance of Dr Tim Jones of the School of the Built Environment.

Other partners included the Co-CAFE at Oxford Brookes University and the Florence Park Traffic Group.

The surveys were based on the 'Healthy Streets' methodology used extensively by Transport for London. They were conducted partly through letterbox-drops and partly online. Every household in the estate was covered. This is an area of approximately 1000 households.

One dimension of the surveys sought to illuminate to what extent respondents' views were potentially consistent with application of the 'low traffic neighbourhood' (LTN) concept. This has been deployed in the Waltham Forest borough of London, for example.

As depicted in the graphs below, sentiment in the surveys is consistent with concerns about the amount of vehicular traffic using the estate as a cut-through. There is also support for the view that more short-distance trips currently done by car could be done by walking or cycling.

OLS propose a number of learnings from this survey that could be taken into a future iteration.

### Sample

One copy of the survey was delivered to every address in the estate, which is 2.1 miles south of Oxford city centre. It is bounded by Iffley Road / Henley Avenue (A4158) to the west/southwest, Church Cowley Road (B4495) to the south, Oxford Road (B480) to the west, and Florence Park itself to the North. Respondents were requested to drop their completed survey at a local pub and a local cafe. Householders were also provided with the alternative of completing the survey online.

There were 91 responses to the survey. It is difficult to know to what extent the survey responses represented a random sample of the estate's population. It may be the case that only households motivated by the survey name or the survey questions bothered to complete it. If so, then the sample is biased and cannot be held as reflective of the estate's population.

- 59% of the sample were women, 36% were men and 4% did not indicate a sex.
- The average age (median and mean) was 51 and ages were normally distributed.
- 12% of respondents stated their day-to-day activities were limited due to a health condition or disability.
- 62% of the sample had one car at the household, 23% had two cars and 1% had three or more. 13% had no car at the household.



Source: Lucy Saunders

Figure 3: Healthy Streets Indicators



Figure 4: Area included in Florence Park Healthy Streets surveys.

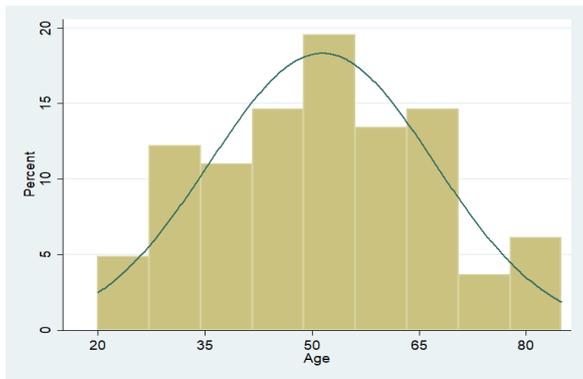


Figure 5: Distribution of respondent ages. The normal distribution is indicated by line.

In terms of transport choices, walking was the most frequent with 72% of respondents indicating that more than 10% of their weekly journeys were taken on foot. Private car (as a driver or passenger, e.g. in a taxi) was the second most frequent with 57% of respondents indicating this was the method of more than 10% of their journeys. 53% of respondents indicated using a cycle for more than 10% of journeys.

What proportion of your typical weekly journeys are spent moving around by:

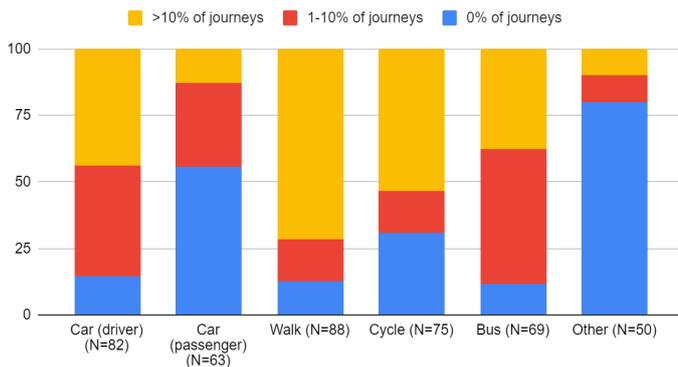


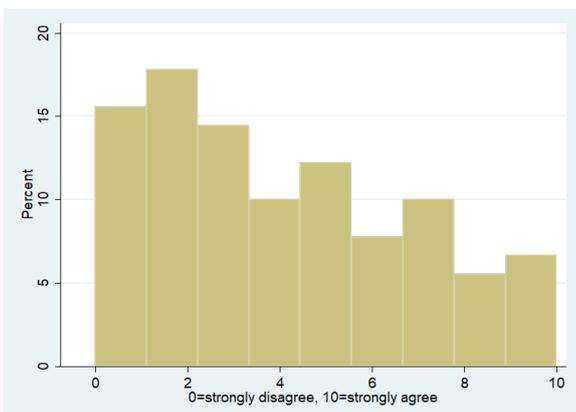
Figure 6: Mode choice (% of respondents on y axis)

### Low-traffic neighbourhood?

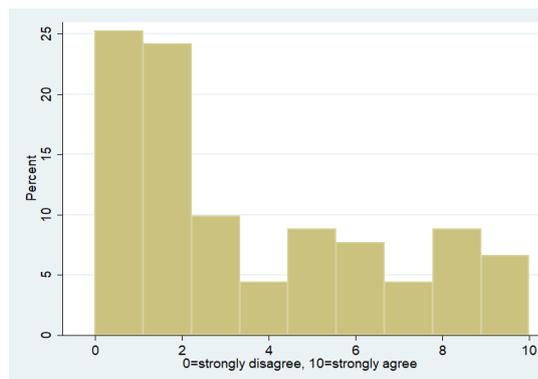
A number of the questions provided insight into the degree to which the area might be suitable for development as a low-traffic neighbourhood (LTN).

A large proportion of respondents disagreed that the amount and speed of traffic was appropriate for the area's streets. An even larger majority disagreed that sufficient steps had been taken to reduce the attractiveness of residential streets as short-cuts for motor vehicles.

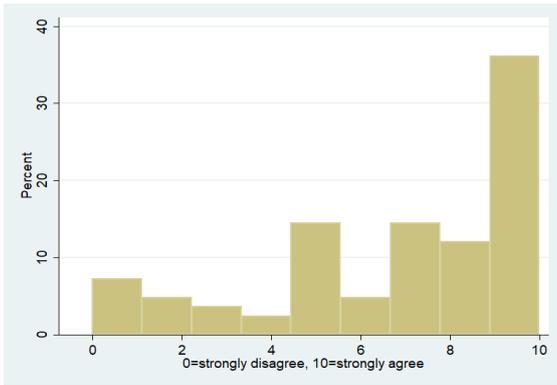
An even larger proportion indicated that they felt more could be done to restrict traffic and that local trips currently being made by car could be made by cycle or walking.



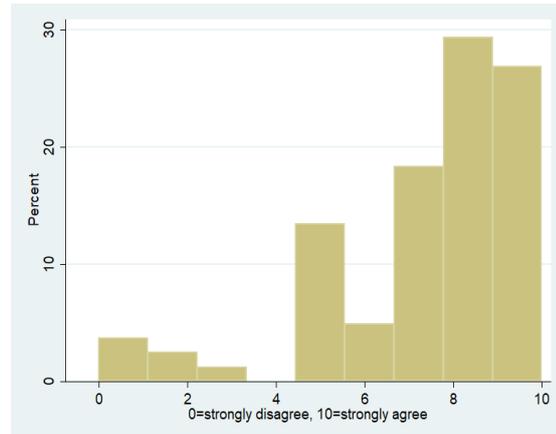
Q11: "The amount and speed of traffic and driver behaviour is appropriate for the type of streets in the area" (N=90)



Q15: "Sufficient steps have been taken to reduce the attractiveness of residential streets as short-cuts for motor vehicles" (N=91)



Q54: "It is possible to reduce the amount of traffic using the street or restrict access to low polluting vehicles" (N=83)



Q52: "People drive short trips, when they could walk or cycle." (N=82)

### Next steps

The surveys uncovered some very interesting information, both about the modes that people currently use and the way that people feel about their streets.

As the response rate was quite low (less than 100 out of a potential population of 2,685 people aged 15+ in mid-2015), it would be useful to repeat the survey and try to achieve a larger and more representative sample..

There are several ways that a larger sample could be achieved and that are worth considering. These include:

- Smaller survey**  
 There were 59 questions in the survey. These were necessary to cover the spectrum of Healthy Streets indicators [Figure 3]. It should be established in a pilot or test setting whether this is too many questions for many people to engage with. It may be preferable, for example, to focus on only a subset of the Healthy Streets indicators.
- Door-to-door survey**  
 Response rates might improve if sufficient people can be recruited to distribute and collect the survey or to administer the survey on the doorstep directly with householders. This would have to follow careful scripting in order to avoid biasing the results.
- Street/event surveying**  
 People could be interviewed on the street, in local cafes, outside of shopping areas, in parks, and other locations in and around Florence Park. There are also several 'key dates' on the calendar of the community where a stall or table could be set out with a few volunteers, to help explain the survey and encourage people to respond to it. These include Flo Fest, Elder Stubbs Festival, FPCA Street Party, City Farm Open Day, and others.

We welcome ideas for conducting the next survey and volunteers to help administer it.

## Active travel and schools

### Set up tasks

CoHSAT worked with Oxford Friends of the Earth for this project. A questionnaire was sent in May 2019 to all schools in Oxfordshire. This was prepared by a volunteer, Henry Moggridge, and distributed through Oxfordshire County Council's email distribution channels with the help of Richard Kuziara. The purpose of the survey was to gain as much information as possible about current and recent activities in schools focussed on improving air quality around schools and with promoting active travel to school. This information was then analysed to identify best practice and successful initiatives, so that these could be disseminated to other schools. The first stage of dissemination was at a workshop on National Clean Air Day in June 2019, to which all schools were invited.

### Project delivery tasks

The workshop was held on National Clean Air Day, on 20 June 2019 at County Hall. This was attended by about 35 people, including a few representatives from schools. Others included councillors, school governors and local government officers. There were presentations from two schools from the survey, which stood out as exemplars of good practice, one primary and one secondary.



Figure 7: Delegates at the Active Travel and Schools workshop, held at County Hall on 20 June 2019/

Lynn Knapp, head of Windmill Primary School gave an inspiring presentation on the many initiatives her school has undertaken and demonstrated measurable impacts in terms of improved pupil health and more active travel to school. Simon Banks representing Cherwell School explained how the school had succeeded in achieving a very high rate of cycling to school, the keys to success being safe school cycle parking and relatively safe cycle routes to the school. Other speakers were Henry Moggridge on the survey results; Pedro Abreu on the City Council's anti-idling and Schools Tackling Oxford's Air Pollution (STOP) campaigns; Richard Kuziara on the County Council's Walk to School (WOW) and Park and Stride initiatives; Laura Jones, a parent at Botley School on the pollution problems caused by the A34; and finally, Jake Backus of OxAir explained the pollution monitoring work he is doing.

### Conclusions from survey and workshop

In terms of methodology, it appears that conducting a survey via email yields a very poor response rate from schools, even when routed through the official county council channels. There were just 18 useful responses, which was probably owing to the already very demanding requirements schools face in delivering the curriculum and keeping abreast of other regulations. However, despite this shortcoming the survey together with the workshop did reveal some useful results.

Local council and other initiatives appeared to be the key to getting schools involved. The two schemes cited most were the WOW Walk to School initiative and the Eco-Schools Network. It therefore seemed

prudent to build on what is already successful by continuing to support the City and County Councils initiatives and to establish closer links with the Eco-Schools network.

School related congestion on roads is the major problem to be addressed. However different types of schools face differing challenges in terms of pollution and transport plans. The problem is more acute in state primaries than in secondaries, since in the latter children are more likely to travel independently on foot, bike or by bus. The safety and pollution problems caused at drop off and pick up times should be simpler to address in urban schools, where distances tend to be shorter with walking a more realistic alternative. Rural primaries identify the problem of working parents dropping off children and then driving considerable distance to their work - this seems more intractable.

Support from local organisations was cited by several schools in the survey and it seems likely that greater success is achieved when there is a core of local activists and good supporting organisational structures. Given the wide distribution of the respondents to our survey, there is potential for building on these seeds of activity in different parts of the county. There are several initiatives operating in the county, involving schools that did not respond to our survey. These include actions by schools in Henley organised through Greener Henley and similar actions in Wallingford schools. Building on these examples of good practice probably requires making personal contact with key movers in each area.

In order to encourage more activity in schools it was decided to build up a bigger data base of personal contacts in schools (teachers, governors, concerned councillors, members of local green organisations etc) and through these to push for schools to take up the initiatives on offer across the county. A letter to about 55 such contacts was sent out in November/December 2019, calling on schools to update their school travel plans and providing a web link to the relevant programmes and resources available. Running alongside this, OxFoE in partnership with Oxford City Council launched a banner design competition in January 2020, for City primary schools to promote healthy streets and active travel. Jacky has also been involved in preliminary meetings at three primary schools in Oxford, organised by Richard Kuziara to assess the possibility of setting up School Streets.

Henry Moggridge, the volunteer resigned in June and despite wide advertising this position was unfilled until late December, when Jenny Ekelund took on the role. She is working with Jacky on the second survey due to go out at the end of February to all state schools in the county via the county council's system again. This is being focussed more specifically on problems related to children being driven to school. In addition to asking what actions schools have already engaged in, the emphasis is on highlighting what can be done through participation in the various schemes on offer, and asks respondents to indicate which of these they are interested in. An online platform for schools to share experience is one of the options. In order to improve the response rate, follow up emails will be sent to all the school contacts on the data base.

Until the results of the second survey are analysed, measurement of the impact of the project is limited. One positive impact to date is that as a direct response to the workshop on the 20 June 2019, Oxfordshire County Council has announced more spending on air quality around schools and several schools have applied to be involved in the School Streets. The Oxford Mail newspaper reported on this on 9 January 2020. However, two major obstacles to progress in the short term are apparent: firstly, the challenge of changing driver behaviour without recourse to any method of enforcement; and secondly, the lack of suitable infrastructure for safe cycling and walking. Addressing these will involve longer term structural changes.

# Car Free Broad Street

## 1. Introduction

Broad Street is a remarkable space in the heart of the city but is blighted by motor traffic, creating a chaotic unfriendly environment for the majority - people on foot and bikes.

People should be at the heart of our streets. The Coalition for Healthy Streets and Active Travel wish to see car parking removed from Broad Street, (from Magdalen Street to Holywell Street) to create a city square like those of many equivalent medieval cities in Europe. This space should be a place to linger and enjoy, free from traffic movement, noise and air pollution.

In support of this vision, CoHSAT undertook a survey to learn more about traffic movement and reasons people choose to park in Broad Street, with the intention of recommending a car-free Broad Street.



Figure 8:View of Broad Street on 26th October 2019

## 2. Objectives of the survey

- To audit traffic movement (bikes, cars, delivery vehicles, trucks) along and in and out of Broad Street.
- To better understand people's reasons for parking there.

## 3. What we did

Volunteers from the Oxford Pedestrians Association, the Oxford Civic Society and Cyclox, undertook the survey over 2 hours (10:00 to 11:00 and 11:30 to 12:30) on Wednesday 16th October 2019 and Saturday 26th October 2019.

## 4. Results

	16 <sup>th</sup> Oct 19	26 <sup>th</sup> Oct 19
	10:00 to 11:00 11:30 to 12:30	10:00 to 11:00 11:30 to 12:30
Cyclists into and out of Turl Street	337	166
Cyclists along Broad Street west to east	347	148
Cyclists along Broad Street east to west	329	165
Cars parking in loading bays	19	19
Cars/lorries/vans into & out of Turl St	131	116
Cars/lorries/vans driving around Broad St	67	52
Vans/ lorries/vans loading/unloading	27	16

Table 2: Traffic movements and parking

	Convenience	Carrying stuff	Sat nav sent me	Work related	Cost saving	Weather	Other
16 <sup>th</sup> October 19	15	3	5	3	1	0	3
26 <sup>th</sup> October 19	15	2	6	0	3	3	5

Table 3: The reasons why people chose to park in Broad Street

## 5. Conclusions

Broad Street is a beautiful public space blighted by motor traffic. It is a very busy thoroughfare for pedestrians and people on bikes. The number of cyclists greatly outweigh the numbers of people in motor vehicles, even on a rainy weekend. During both the survey times the street felt chaotic and unwelcoming.

The only legal access to Broad Street for motor vehicles is via Parks Road. The vehicle drivers are entering the space looking for somewhere to park or unload. They are parking both legally and illegally, unloading or circulating looking for a parking spot. Over 30 vehicles an hour entered Turl Street, their drivers presumably looking for somewhere for short term parking or unloading in Market Street.

The majority of people parking were visiting from outside Oxfordshire and many were tourists, directed to the parking spaces in Broad Street by satnavs. The primary reason for parking was convenience and if they couldn't park in Broad Street they would look elsewhere in the city centre to park, though on the weekday a third said that they might cycle, walk or take the bus.

## 6. Implications of Connecting Oxford and the Zero/Low Emission Zones proposals

Connecting Oxford will reduce through traffic, but motorists will still be able to go into the centre when there is parking still available to them (and also to load, unload, pick up and drop) as before. It is unlikely therefore that Connecting Oxford will help reduce city centre congestion and air pollution around car parks and places where unloading is allowed. The low emission zone will reduce polluting vehicles, but these will be replaced by other less polluting vehicles so again will have no effect on city centre congestion while there are still car parking places available.

## 7. Recommendations

Broad Street should become a public square like the great squares of European medieval cities. Even before the new policies of Connecting Oxford and the low emission zones are implemented, the lack of through traffic means it has great potential as an informal public space. However, the large amount of tarmac dedicated to vehicular traffic and the space occupied by on-street parking make it unattractive.

- Car parking spaces should be removed. This would prevent a lot of unnecessary motor traffic coming into Broad Street. We recognise that income to the councils would be lost as a result, but potentially this loss could be compensated for through the ZEZ levy, fines for illegal parking and illegal passage past the bollards.
- Loading and unloading times need to be restricted to outside working hours and better enforcement is required to deter infringements.
- Removal of redundant bollards and replacement with number plate recognition cameras.
- Board Street markets are placed at the west of the street so as not to interfere with the parking spaces at the east end. The stalls extend across the width of the street, and cyclists are forced to dismount and walk their bikes on the pavement alongside large numbers of pedestrians. Markets should be situated at the east end of Broad Street and parking removed on market days. The revenue lost should be included in the stall rental.