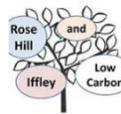
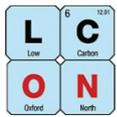


# Coalition for Healthy Streets and Active Travel

## 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 – 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).

## Carfree Broad Street

Our aim is for all motor vehicles (and car parking) to be removed from the whole length of Broad Street, extending from Magdalen Street to Holywell Street, 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 restlessness, noise and air pollution.

We undertook 2-hour surveys on the mornings of Wednesday 16th and Saturday 26th October. The number of cycle movements greatly outweighed the numbers of motor vehicle movements, with 1,013 cycles and 255 motor vehicles on Wednesday and 479 cycles and 219 motor vehicles on Saturday. 120 cars, vans and lorries turned into or out of Turl Street on both days. There was considerable illegal parking, by both cars and vans.

The 25 parking spaces in the centre of the eastern end were generally full. 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. About a quarter of people cited shopping in Broad Street or the city centre as a reason for parking.

There is widespread support among CoHSAT members and others 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).

