



Walk Talk

Newsletter of Oxford Pedestrians Association

February 2019

Welcome to Newsletter 128



Waltham Forest 'mini-Holland' scheme (tfl photo)

Report from our winter social meeting, 29th January 2019

At our winter social meeting at St Michael at the Northgate, we welcomed County Councillor Suzanne Bartington, County Council Cycling Champion and an academic Public Health Physician at the University of Birmingham studying global health issues related to air pollution. Suzanne talked about the recent National Institute for Health and Care Excellence (NICE) draft Quality Standard which included advice to prioritise pedestrians, cyclists and public transport over cars when planning roads. This is one of five recommendations within the theme of Physical Activity within NICE. These are drafts, that will later this year become Quality Standards – each with measurable outcomes. The guidelines also recommend each local authority to appoint a Physical Activity Champion; to consult with community groups when designing new transport routes; to ensure that workplaces to have physical activity plans in place; and ensure that schools and early years institutions to have active travel plans, monitored annually. Suzanne personally would like to see a package of measures for Oxfordshire, that would include a big effort to remove cars from urban environments – charging for car use, whether by congestion charging or a workplace parking levy, and putting the money raised into public transport. There was lively discussion. Dr Bartington was warmly thanked for breaking a long journey home to come to speak to us.

OxPA AGM, 27th November 2018 and Green Fair, 1st December 2018

At our AGM, Patrick Lingwood, Active and Healthy Travel Officer for Oxfordshire County Council, was our guest speaker (see his article later). The meeting was chaired by Deborah Glass-Woodin in Sushila Dhall's absence. The following were elected to office for the coming year:

Sushila Dhall, Chair of OxPA
Don O'Neal, Treasurer and Membership Secretary
Sue Tibbles, Secretary
Deborah Glass-Woodin, Stalls organiser
Keith Frayn, Newsletter editor.
Deborah suggested to the meeting that we should work with other groups (there were several people present who are also Cyclox members), and this was agreed.

At the **Green Fair** on Saturday 1st December, Deborah kindly brought our stall and set it up, and looked after it for most of a successful day, with some new members signing up.



Which authority does what?

As we stress in AMWO, responsibility for various aspects of our city's streets is shared between City and County Councils. Here is a list of what we think each authority is responsible for. Please let us know if you think we have got something wrong.

CITY	COUNTY
Pavements	Arterial routes
Litter bins	Street lights
Residential roads	Bus stops and shelters
Trees on highways	Drains
Air quality	Potholes
Road signs	

Report from Patrick Lingwood (speaker, 27th November 2019)

In August 2018, I was appointed as Active and Healthy Travel Officer for Oxfordshire County Council, initially on a one-year contract. My role is to produce LCWIPs (Local Cycling and Walking Infrastructure Plans) for Bicester, Didcot and Oxford. The LCWIP is the first time that there has been a systematic and comprehensive evidence-based review of the whole town to identify the pedestrian and cycle networks. An essential element in preparing an LCWIP is involving local stakeholders, such as OxPA, in the process. Producing an LCWIP requires a lot of work over many months. The first stage is to identify routes, based on flow patterns as shown by Census data and street surveys. The next stage is to physically walk or cycle audit the routes to note what improvements are needed, such as new crossings, footway extensions or better surfaces. These are costed and prioritised. The evidence is written up as the LCWIP, which is to be a public document, most likely as part of the Local Transport Plan. The LCWIP will have increasing importance in the future in focusing expenditure on those improvements with most impact in encouraging people to take up or continue walking and cycling.

More enforcement needed in Oxford?

Parking restrictions enforcement is needed in Oxford, especially for city centre roads, until midnight and Oxford city centre should be made a 'tow-away' zone for illegally parked vehicles. There are many cars illegally parked on the High Street in the evening – on double yellow lines, in loading bay areas, in bus stop areas - and nothing is done about it. This encourages people to drive past 'park and rides' in to the city centre, as they know they can get away with it. Enforcement is also needed to make sure that coaches 'dropping off' then move on to coach parks after they have dropped off. Currently coaches cause congestion and block cycle lanes on many streets such as St Giles. In order to reduce congestion and air pollution in the city centre, traffic wardens are needed until midnight to put parking tickets on illegally parked cars and coaches and to notify a tow-away service to remove the illegally parked cars and coaches. In addition, rising bollards need to be maintained to prevent private cars from using streets such as Turl St. There is no point having traffic restrictions and rules if they are not going to be enforced, as people will just ignore them knowing that there will be no penalty as retribution for an offence.



Meetings (all 7 pm in the Town Hall):

February 26th: Targeted Planning for 2019:

Patrick Lingwood will attend

March 26th – t.b.c.

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