



# Walk Talk

Newsletter of Oxford Pedestrians Association  
November 2020

## Welcome to Newsletter 136

### Hazards for Oxford's pedestrians in wet weather



Picture: Keith Frayn/London Road, Headington  
Text: Sushila Dhall

Whenever it rains there are puddles, but in Oxford city there are many puddles which quickly grow gigantic, spreading across roads and pavements so that walking becomes impossible without having to wade through deep water, or without getting drenched by passing motorised vehicles. This has been the case for many years and is one of the many unacceptable obstacles to getting around on foot in Oxford. The issue is of drainage and of the way footways are constructed, but until walking is taken seriously as a recognised form of transport that we all use, this issue, along with all the other obstacles to walking, remains untackled. We demand that the local authorities put their money where their policies are, and sort out the issue of ponding so that everyone can walk without getting soaked and frozen by splashing from giant puddles each time it rains.

#### **An update on CoHSAT's pop-up shop**

We reported in the last issue of Walk Talk on the pop-up shop that operated during the week 27th July – 1st August. Here is an update from Brenda Boardman of CoHSAT (Coalition for Healthy Streets and Active Travel).

360 people came, mainly those already interested and semi-knowledgeable about the proposals. We had a lot of good discussions. A large number of people are concerned about the disabled and elderly. The calibre of the comments has been high, with many people giving the issues real thought. Generally, those in support are looking at the wider Oxford picture, whereas many of those most worried have a personal perspective. The most support for pedestrianised streets was given to:

Broad Street  
St Giles  
Hythe Bridge Street  
Iffley Road

Low Traffic Neighbourhoods – several requests for new areas, e.g. Marston, Wolvercote, Kennington, Littlemore, New Hinksey

There was less support for:  
Cowley Road (if 1-way)  
High Street, ditto

Bus gates were the focus of considerable dislike, though a few people did seem to listen to reasoned argument, and over half were supportive.

The exhibition is now on the CoHSAT website.

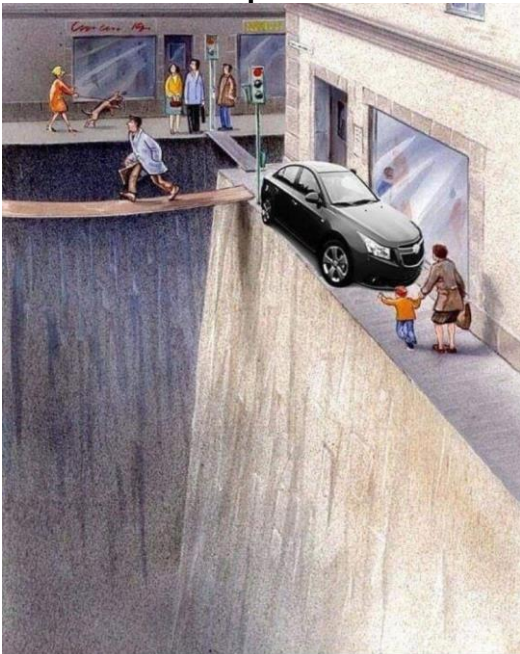
### Message from Cllr Susanna Pressel

Cllr Pressel (City and County Councillor for Jericho and Osney) writes: "Please can you consider asking people to nominate the worst stretch of pavement they have seen and the worst street for rat-running? It'd be good to collect some of these and pass them on to the councils." Please email your suggestions to [oxford.pedestrians.association@gmail.com](mailto:oxford.pedestrians.association@gmail.com). Susanna also reminds us: "Please can you also encourage readers to keep in touch with their councillors?"

### Lobbying County Cabinet members

It came to our attention at the recent County Cabinet meeting where the proposal for temporary bus gates in the city centre was turned down, despite 45% of respondents against and 50% for (35% very strongly), that members of the County Council Cabinet were minded to turn down the proposal because they had been heavily individually lobbied by people who were against the installation of the bus gates. In OxPA we responded to the consultation as a group, and some members also responded as individuals, but none of us knew that we should send our responses to members of the County Cabinet - they only went to officers. Now that we know this, in future, all OxPA responses to consultations will go to every member of the County Cabinet, and we will remind members to do this as well.

### More hazards for pedestrians



This modification of a well-known cartoon showing difficulties faced by pedestrians in many areas was shared to OxPA's Facebook page from Cyclox by Oly Shipp. We don't know who drew and modified it, but will be happy to give credit if anyone can tell us.

### Oxford's proposed Low Traffic Neighbourhoods

(Notes by Chris Cowley)

At our Zoom meeting on 26<sup>th</sup> October, attended by nine members, Scott Urban updated us on the proposals for Low Traffic Neighbourhoods. Scott preferred the term 'Normal Traffic Neighbourhoods' to highlight that these areas would have the volume of traffic for which they had been designed. He also highlighted several examples of modal filters throughout the city which had existed for many years and which do not arouse any protests (e.g. Freeland's Road, Meadow Lane, Bateman Road). He also cited Rose Hill, which is a large estate with only one point of vehicular access, and which has not created traffic problems.

There are currently 9 proposed LTN's to be delivered in 2 tranches. The first ones are Florence Park, Temple Cowley and Church Cowley which will be introduced once Tranche 2 money is received from the Dept of Transport. The others would have a longer timeline. Cambridge have already introduced some LTNs and their experience suggests taking things slower but doing them better.

Scott noted that there are two ways of implementing LTNs: Trial or Embed. Trial LTNs are installed on a temporary basis and consultations take place afterwards, making them easier to 'sell'. Consultation for Embedded LTNs takes place before implementation and are subject to a democratic vote. Once implemented, they are then permanent.

Considerable discussion followed. Scott was warmly thanked for his second talk to members on this topic.

### Meetings: Note that meetings are held via Zoom at present.

**November 24<sup>th</sup>:** Open discussion of OxPA's plans for 2021.

No meeting in December.

**January 26<sup>th</sup> 2021:** Social with Cyclox

**February 23<sup>rd</sup>:** OxPA's AGM with speaker

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