Appendix 3: Consultation Comments Received

Comments about pandemic and what is important to help through it and any possible future pandemics or emergency situations

Sub topic	Comments
Human impacts on ecology	We are more than ever aware of human beings depending on the natural environment to thrive and survive. The pandemic was caused by human inroads into wild animal territory and importing diseases the human organism cannot cope with. A respectful relation to wildlife, and adequate wildlife habitat and diversity, are essential to human survival.
Local communities	Local shops and community resources Parks and recreation grounds and footpaths
	Local communities for support systems.
Transport	One major thing that bothers me is the amount of traffic and pollution starting again after lockdown has eased. People parking with their engines running when they are parked unnecessarily. I believe the city centre should be an eco-bus, cycle and pedestrian zone only. No taxis no cars. This would include broad street, Queen street, George street and the high street, Magdalen street and near the train station. It should be mandatory to use the park and ride. Or work from home for those that can.
	Less traffic on major roads into Oxford as pollution affects all those who walk to shop, eat and have coffee. LTNs are making this so much worse.
	Safe cycling routes, fewer cars, more electric collective vehicles
	Our city is not good as we know and we are struggling with pollution. Build a shopping centre out of oxford then it will cut pollution in Oxford. Leaving the city centre as it is now for cycles and buses and taxis plus free land for housing.
	Access to the countryside and safe cycling routes / roads
	The ability to drive anywhere I need to go and parking, due to being not as mobile as I used to be.
	A city that can be navigated purely by walking is the most important thing, since public transport has become too dangerous and cycles are always being stolen.
	Cycling and walking become more important now that public transport has become dangerous for vulnerable people. But for those who can use it, public transport needs to be improved, especially to destinations not in the city centre. Getting across the city centre is too hard on public transport.
	Better transport system across the city. I live in East Oxford and should I wish to go to in green spaces on the outskirt of the city (say in Botley or Forest Hill), I have to catch the bus towards the city centre then change to reach my destination. Buses that use the ring road might be more practical for people to move around the city more quickly without having to go via the city centre. It might also help with traffic.
	No new roads. We need to preserve farmland to protect our food chain- not build all over it
	A COVID secure public transport network.
	Sustainable travel modes locally - not reliance on vehicles
	We really need to change our reliance on the car for access to work, access to open spaces, and cultural etc.
Housing	Costs of homes is far too high in Oxfordshire. This has got to change. Not everyone can buy their own home because housing is horrendously expensive and even renting is far too expensive. This comes back around to rent. It is far too high. Seeing local and small businesses suffer. We also need more locally sourced food that is supporting local farmers from veggies etc.

	A more radical change to the housing system is needed to ensure that there is more levelling up. There will be a great deal more homelessness in future if something isn't done about rents. People on state pensions can't afford current market rents. How bad is this going to get in future?
	The lack of affordable housing has meant many younger people have been working and sleeping in a single bedroom due to living in a shared house. Only more housing and significant new housing not the small number OCC is currently talking about will help Oxford out.
	The proposed LTN's are a blow to local people, especially the elderly and local businesses, who need their cars as the public transport system is so poor.
	Safe and traffic light cycle patches and ways. More LTNs.
	Mutual aid collectives Housing - it would help if it was easier to rent a property whilst claiming benefits
	Better and safer cycle routes
	Walking, cycling, access to local facilities (health and culture hubs).
	Address housing costs so that key workers and young people do not have to live in 'satellite' towns and travel into Oxford.
	We must only build zero carbon homes, close to existing public transport hubs, and should be retro- fitting homes, creating jobs in the process
	Spacious homes. Well designed, with high performance of energy to minimise energy use.
	Redevelop empty shops / offices for housing.
	Better affordable and social housing needs priority over student/ airbnb / lux homes. You can't tackle a pandemic by only having the well-off well catered for. Viruses love poverty...
	It'd be nice to see office blocks re-purposed for communities and/or affordable rental housing.
	Different kind of housing options.
	Access to parks for children when living in a flat was very important.
	Empty office/retail buildings could be converted to flats/residential
Shopping/retail	Shopping in Oxford has become too commercialised. With the global pandemic and environmental emergencies. We need shopping to be more climate conscious and support more local businesses.
	Make better arrangements for supermarket deliveries to people forced to self-isolate
	Keeping East Oxford well-supplied with both chain and independent food shops – on the Cowley Road, it was Euro Supermarket that kept us going when the supermarkets ran out.
	Also need to retain vibrancy of the city centre - v important.
Safety	Oxford also needs more security put in place for all ages to feel safe and secure during day and night. I barely see police patrol even before the pandemic happened
	Support for women affected by domestic violence
Food	Having more vegetarian and vegan options in local shops would be better supporting local agriculture businesses and steering away from meat consumption.
	Availability of healthy affordable food for all. A local inclusive economy so shopping, healthcare and work opportunities are offered in the community.
The environment	The need to preserve the greenbelt and character of Oxford for future generations.
	Already Oxford is densely crowded for a small city and its beauty of green spaces is being rapidly lost. The pandemic has emphasised the importance of green spaces for people's mental as well as physical health. Quiet Routes on which to walk, ride a horse or bicycle, jog, push a buggy or travel in a wheelchair are essential.

	The pandemic has highlighted the need to preserve green spaces, as has the climate emergency that we find ourselves in. The 2036 local plan for Oxford should be reviewed urgently.
	The Climate and Ecological Emergency. Preserve green spaces, increase tree cover. Better, joined up cycle and walking routes, better public transport.
	Protecting green belt land from further encroachment
	Stop bulldozing countryside
	Also very important, not developing housing on wildlife areas/habitats and corridors.
	Not to the build on green spaces.
	Save the green belt
	Making the climate and ecological emergency the main focus and driver of policies and practices; stopping at once the destruction of green areas providing high resilience to climate change.
	Letting go of the rhetoric in the Biodiversity policies that is so at odds with what actually is done - and accepting that few people are fooled by them;
	Accepting personal and political responsibility for ramping up the climate disaster and injustices that these dangerous, short-sighted and irresponsible policies are setting in train now
	Access to green space and quiet routes are essential.
	Preservation and retention of Oxford's Green Setting and the protection of the green belt. Ensuring residents have access to open space, and countryside
	Is there any chance that the Council could acquire Southfield Park Golf Course? It is only ever used by a few people and there are plenty of other golf courses in Oxford. In East Oxford we have South Park and Headington Hill Park but they are generally overcrowded - picnickers, dog-walkers, runners and sports enthusiasts all crammed into the same small space. If you don't have your own transport there's no way you can get to Shotover, but the golf course would be easily accessible by public transport
	Fenced Areas just for dogs as the number of dog owners has increased drastically and the parks as full of dogs
	Reducing consumption of animal products, as animal agriculture is a risk factor for future pandemics. Also, restoring the environment, as a protective factor against future pandemics: https://www.weforum.org/agenda/2020/11/covid-19-pandemics-nature-scientists/
	Need to preserve open green spaces , promote biodiversity and respond to the climate emergency instead of continually building housing, hotels etc. which do not resolve issues of affordable housing Far better provision for cyclists on roads
	GREEN BELT'S CRUCIAL FOR ALL ASPECTS OF HEALTH.
	Green spaces need to keep for all
	Local parks
	Parks, open spaces, nature reserves of upmost importance.
	Importance of diverse wildlife. "Green spaces" alone are not enough, they need to be managed appropriately for flowers, fungi, insects, birds etc. Involve local people.
	Outdoor exercise space is vital
	Stop building on green field sites
	HinkseyOsney.org. Oxford needs a better flood scheme.
	Protection of biodiversity and the environment for its own sake and not just as a recreational facility for human beings.
	Be aware that on-line communication and storage has a considerable CO2 footprint--perhaps as much as twice as much as air travel.
	- Stopping destruction of the planet by failing to understand and address the place of water in our whole ecosystem.
	The importance of green space and access to nature was highlighted by the Headington Neighbourhood Plan (HNP) which was accepted by the Council. However

	in reality the Council decided to build on Valentia Road Rec, in contravention of the HNP.
Education	Access to education - Very important Strong transport network- very important
	Academic research is very important.
	Childcare at school! Clubs and wrap up sessions. No support at the moment
	Future pandemic planning needs to plan for wraparound school care to continue for keyworkers.
Homelessness	I would also like to see homelessness tackled in Oxford. It would be encouraging to see what the local councils and government are doing to help this. More money put it to this. More shelters should be available when buildings aren't being used for anything.
Heritage and culture	Oxford must maintain its heritage and cultural elements.
Crime and anti-social behaviour	Drug dealers, people drinking in parks
Health	Reducing health inequalities
	Health quality including air and water pollution.
Climate	The pandemic has highlighted the need to preserve green spaces, as has the climate emergency that we find ourselves in.
Economy/employment/training	An income that allows everyone to not have to choose between heating and eating. Spending a lot of time in a cold, and possibly damp, house and/or not getting enough nutritious food to eat.
	Stronger support networks for those temporarily or long term out of work, or otherwise facing food insecurity. Currently, Oxford Mutual Aid assists around 1% of the Oxford population with food parcels and meals.
	There needs to be more job opportunities for youths, more programs put in place for them and more organised apprenticeships for them to get on if they don't know what to do as they leave secondary, if they have nothing to do at home, bored they'll undoubtedly turn to easy options like crime especially during the pandemic and the economy's slow recovery.
	Changes to working patterns i.e. many now working from home and will continue to do so, means folk don't necessarily have to live near their work so more housing may not be needed in the city. LTNs are meaning that not everyone now has easy access to local services unless fit enough to walk or cycle.
	As part of both the changes to working patterns and Oxford's strong medical research and healthcare sector has been an increased reliance of last mile logistics and freight to help in meeting the needs of the County.
	I think it is essential that the council prioritise such key worker sectors, including care workers, youth workers and teachers for affordable houses. Please stop house purchases for private investment purposes.
	Protect tradesmen.
	More people working from home affect businesses in city i.e. restaurants, cafes etc.
	Flexi-work options are very important
	The home delivery services developed by Oxford shops have probably been most important of all. A pity so few of Oxford's traditional shops are now left in Oxford Market.

OCC / governance	There is a lot of uncertainty about the future. It's important that there is flexibility and agility built into the local plan so that it can be updated as more information about what society will look like as we tackle the challenges of the 21st century - most notably how massively things will change adapting to the climate crisis
	A government which makes ethical decisions.
	Caring local leadership, not necessarily following government 'blunt tools' or laxity.
	A government that cares for the elderly, the disabled and the NHS.
	Better provision for law and order - more visible police presence Better central and local communication to avoid panic/misinformation
	Clear and regular communications from local government i.e. Oxford residents being kept informed on the local situation, especially where changes are underway
	Essential to allow flexibility in response. A "one size fits all" approach will not work as there is no way a centrally-driven policy will reflect the individual needs of citizens, businesses and other activities. Nor should the pandemic be used as an excuse to impose other policy priorities. We are seeing that from central government and it should not be replicated locally
	Communication with authorities.
	- Researching the data on cities and accepting that it takes people of all ages and walks of life to make a vibrant and workable city. that people need to live within the city and not just commute or visit, that people need a sense of place which includes visual separation (such as a Green Belt), and that basing planning on GNP figures is misleading un-factual.
Local community	Strong local community organisations that can offer support and places to gain information rather than having to trawl around looking at different sites on line.
	As people are working from home more, the community could use local talent much more.
	Making sure people are properly supported to self-isolate or to access any help they need (e.g., benefits)
	Strong links with neighbours, and strong neighbourhoods will be important in future pandemics - the City Council has an important role in fostering these and co-ordinating work done by community groups to support the vulnerable.
	Strong community networks
	Support for individuals who are self-isolating or vulnerable - a community hub Accommodation and a good mentoring scheme for the homeless
	Local shops and good neighbours made the most difference to me
	The allotment was my refuge and salvation I went every day in 2020 and most days in 2021
	Local organisations like Oxford Hub have been important for helping others through the pandemic so should continue to be funded.
	A strong community in which people help each other
	Decent sick pay for key workers ; Free PCR testing
	A really big proportion of adults live alone, or live alone in a shared household. It was incredibly difficult in the first lockdown, and our needs to be able to even meet outdoors with any other people we are close to, or to travel to see family who are outside the local area, were ignored for the longest time,. For goodness sake, in this and other policy thinking, avoid equating 'families' with 'people who are related and live in one household' with 'worthwhile people' - people who live in all kinds of households have valuable contributions to make to society!
	City Planning should prioritize the needs of long term local residents (live and work here more than 10 years) and less for the needs for short-term high income generators.
	Very local support structures to help the lonely and disabled on a frequent basis - none at present - urgently needed! Maybe a network of very local community hubs for street meetings, events, support, so people get to know their neighbours and can provide support for those in need.

	A strong and inclusive community network with wide outreach It might be a good idea to develop covered outdoor leisure spaces (with light) e.g. covered outdoor gym, climbing, skating, tennis; support and encourage sport for adults, outdoor exercise classes, team sport e.g. volleyball, basketball
	The high level of mortality from the pandemic is the most pressing issue in my community
	Appreciating the importance of local amenities and services - and willingness to work together and value what we have
	Local communities such as Marston Community gardening , Eco group etc.
	Good communication and dissemination of info on county, city, and street level -- thru leaflets, posters or What's App groups
	Also very important: Local community-based and community-run action and activities to help and involve people to combat isolation, address vital needs, and develop sustainable local sharing and other solutions - with support from Oxford-wide authorities or other organizations.
	Account must be taken of the role of local charitable/voluntary groups during the pandemic - and before.
	Availability of delivery services for all.
	A sense of community fostered from local groups set up informally but encouraged formally to ensure streets look after everyone on their street and communities can support those most vulnerable within their area. This has also made communities friendlier and stronger generally which is an excellent thing
	People don't organise everything expecting all people to have cars and computers.
	Much more help for community groups
	More resident consultation required
	Recognition of ageing and mobility issues.
	Availability of events (in-person and online) to help combat loneliness.
	Befriending networks in local community important
	Consider the needs of lower income residents of Oxford who are getting out priced and expected to commute in to the city.
	- Viable, supportive communities comprised of people who care about others.
Telecommunications	A useable mobile phone signal would be helpful too, Thanks to restrictive planning there is no mast in Grandpont, and, surprise surprise, no phone signal either.
	To stay connected in 21st we need significant super-fast broadband and 5G.
	Internet (3/4g) signal in East Oxford very patchy.
	Our broadband is terrible.
Services / facilities	Access to primary healthcare facilities, i.e. GP surgeries.
	Access to GP's.
	Pay rises in the NHS, especially nursing staff, essential. More funding for scientific research. More doctors and reduced working hours for trainee medics.
	Access to community services (e.g. youth services for all children, baby services (e.g. breast feeding clinic, isolation support .. this sort of services to prevent isolation)
	Safety Community and support to help prevent mental decline
	Provide effective and efficient internet and phone access to local services and reliable local news. ii) One 'go to' place to be signposted on for help or to volunteer.
	Face to face appointments with medical professionals was/is important
	More easy access to GPs and hospitals.
	Local food banks / refill stores
	One of the biggest difficulties is face to face contact with GPs for same & long waits for care.

		More resources are crucial for green spaces plus resources for child play areas and youth clubs, summer schemes with meals and training in life skills.
		Set up large semi-permanent marquees in large parks so that people can do 'indoor' (e.g. yoga, Pilates) classes rain or shine regardless of infection levels.
		Need for medical services/surgeries access - Botley surgery especially.
		Libraries are vitally important!
		Clear public information in all languages
		Access to healthcare, reliable emergency services of all kinds. Local, secure food chains.
		Digital access for all
		Inclusive play schemes, facilities for the disabled closed on zoom.
		The pandemic has highlighted the gaps e.g. no money for services but put a meadow in Broad Street and electric charging for vehicles that a small minority have.
		I was in the category of people more directly affected by the isolation of the lockdowns and accompanying mental health threats than by the disease per se, so found things like green space for waling and public toilets (for long restorative walks) especially important.
		Outdoor gyms in public areas.
		Access to local healthcare and dentist.
		Life is not easy for someone not online.
		Access to medical services Local community/neighbourly support groups
		Access to mental health/well-being support for normal healthy people - i.e. people who do not normally have mental health difficulties.
		More help for those in isolated areas. For example, those living on boats and people living with a mental illness.
		Was disappointing pools closed + wild swimming not supported properly (banned) e.g. in Hinksey lake.
		The university and other student accommodation is gradually moving services further from the centre. Student Castle and later Ferry Hinksey Trading Estate
		Inclusive play schemes, facilities for the disabled closed on zoom.
		Additional funding/support for OUH Trust re: waiting lists/social care
		Oxford's population growth has resulted in its being difficult to get GP appointments owing to the practice being over-subscribed.
	Stakeholders	There should be contingency agreements in place e.g. with the University, Colleges, sports clubs, schools, golf clubs etc. to open up their spaces to local people if there are lockdowns. This applies especially to golf clubs which should have to allow walkers and recreational users.
	Homelessness	What about the homeless, and ensuring that they are cared for?
	Climate Change	Climate change implications (alleviate flooding and plan for more volatile weather patterns).
		I think the climate emergency is the top priority and my responses are in this context - throughout this questionnaire. It is clear that the UK, like most other countries, is seeing more extreme weather events such as flooding. Clearly some parts of Oxford are at particular risk of flooding.
		Changes are needed to the mind-set that thinks that in spite of the climate crisis we can continue business as usual. A radical rethinking of our practices is necessary, prioritising green capital. In terms of economic good sense this almost always exceeds the kind of assessments that threaten it.
	NHS	Sort out NHS it's a disgrace the way the staff are treated & paid. Waiting lists are awful. Too many mistakes being made by staff.

	Support NHS to keep staff levels
	Our local NHS workers are amazing!

Comments related to health and wellbeing subtopics	Summary of comments
Access to open spaces	Outdoor spaces are not only for human recreation, but also carbon capture and the preservation of biodiversity. Great that we should be able to enjoy the latter, but it is more important than just our recreational enjoyment of it.
	It's all very well having lots of outdoor spaces but it's pointless if they aren't looked after. More recycling bins in parks are needed with regular collections wild flowers are fine to grow wild but prickly bushes and trees need to be cut back regularly.
	There should be an embargo on developing green spaces within the city. The city should be managed with the needs of the natural world as a priority in every decision making process.
	The recent works to improve the Oxford canal towpath will provide, access to free open space and other ecological benefits such as bringing wildlife into the city as well as providing urban cooling and possible net zero heating and cooling of buildings.
	The Council should not only protect our active allotments but, given the long waiting lists for a plot, it should revive the dormant ones at Ingle Close, Horspath and Botley. The former ratio of one plot per every 15 residents should be reinstated. Large new developments should provide allotments - not merely a token green space, a couple of benches and a 'No Ball Games' sign like at the former cricket ground on Barton Road. Bug life has declared allotments to be the richest, most biodiverse habitat in England - after designated SSSIs and SACs. So an easy win for developers required to enhance biodiversity is to provide allotments i.e. fence off the land before all the topsoil is removed and the land compacted by heavy machinery and later provide help in implementing the design, supplying water etc. It's a win-win for all concerned....unless the developer is too greedy to forgo this piece of land... unless the Council is unwilling to demand it as a condition of planning permission. Access to green space is unequal. When local green spaces are built over people without cars - whether for economic or environmental reasons have to make far more effort to go for walks, picnics, enjoy nature etc. Yet these are the neighbourhoods less able to oppose house building on their green spaces.
	The Worcester car park is also extremely expensive (do you actually make your money back on this??) and should be turned into a nice space with trees and a market or local shops, and a restaurant or cafe overlooking the canal- or even why not, a small part could be some low rise housing!
	Trees or planters where possible. Encouragement for residents to take a pride in their area.
	Provide leadership to make best use of outdoor spaces for all with suitable access
	Keep parks well-maintained
	The council should be protecting recreational facilities on council land (like Bertie Park), rather than viewing them as a cheap way to provide social housing. Especially ironic as the social housing would make the recreational facilities, that you intend to downgrade, more important than ever. Many local residents do not think that it is an accident that you choose to do this in areas that already have lots of social housing. It's all well and good having more houses, but quality of life for the people who live in those houses is also important. It should not be a choice between amenities and housing.
	Housing with gardens
	Green space is KEY to physical and mental health.
	Clean spaces are equally important.
	It is important to have access to diverse wildlife to feel a connection with nature.
	Access to and proximity to nature; and preserving nature for wildlife
Traffic/pollution	You need to have a crackdown on people idling their car engines if you care about air quality.

	You should support the motor including i.e. Cowley Plant
	Whilst recognising the importance of clean air it must be balanced with the realistic needs of business etc. requiring transport/deliveries/cars in the city.
	Air quality - you have persisted with what used to be called the Northern Gateway scheme, building houses inside the triangle of roads that has the worst pollution in the city, and only housing 100's when the business area will have 1,000's of employees. How does that help either housing or pollution in any way, shape or form?
	THERE IS NO MENTION OF NOISE POLLUTION EG FROM TRAFFIC. Yet this is the worst kind of pollution, particularly noticeable after the first (quiet) lockdown. When traffic started to flow again along the Slade I was unable to hear the conversation of an elderly friend standing 2m away. It was awful.
	There should be drastic action to reduce pollution, including simple things like maintaining bollards and making the park and ride free or at least much cheaper.
	The LTNs is in Cowley and Littlemore have been an absolute disaster, leading to widespread traffic chaos & congestion on the all the boundary roads. These schemes are the very opposite of 'green' and lead to increased pollution & worse air quality & unnecessary longer journey times for all. We all believe in fair and reasonable policies to encourage cycling and walking, but these disgraceful 'war on driver' policies are totally unfair and will never work.
	The city must remember that it has to cater for people working outside the notional boundaries and not make it difficult for talent and essential workers to commute easily - and often from places that do not have transport infrastructures in place - to places of work across the area. They also access facilities noted but on a more selective way.
	No more road closures. Consider the elderly, those with young children, those who are less mobile, who NEED their cars.
	Less traffic in town and less coal or wood fires allowed - Better air quality
	Less pollution the better.
	If you want to promote air quality you must ensure that there is less parking available in Oxford. New developments should all be car free. Street parking that we currently have should be reduced and the street space saved should be made available for cycling and for pedestrians.
	I'm concerned about air quality in Oxford especially in the city centre, which I feel has got worse as certain roads have been closed and traffic has built up elsewhere e.g. Botley Road. It feels unhealthy as a pedestrian to be walking next to these traffic jams.
	I strongly support low traffic neighbourhoods as a route to improving health and wellbeing. They should be introduced as a matter of course throughout Oxford wherever people live.
	Good water quality. Our rivers and water bodies have degenerated beyond belief in the last few years. They are an important part of leisure to countless people but many of the benefits have disappeared as those water bodies have become more polluted from untreated sewage, agricultural run-off and road run-off.
	Good air quality is important for all people. Some of the recent LTN plans didn't address this issue very well. We have a large number of members who HAVE to travel to the club by car because of equipment needed for golf who really felt the impact of the East Oxford LTN's and the traffic issues they caused in and around Cowley/Temple Cowley/Cowley Road.
	Air quality very important for all but at the moment it seems to be only for some i.e. those on perimeter roads of LTNs are suffering much worse air quality and pollution. Good walking and cycling routes should not restrict car use for those unable to do so which they are at the moment with LTNs. Very discriminatory and causing huge stress to many people.
Access to essential services (Shops, doctors, childcare, etc.)	Small local greengrocers—why is there no place like pickle and lime or 2 north parade market in New Hinksey? The closest store is a Tesco. How weird is it that there is all this affordable council housing next to Hinksey Park but I suspect many of them are not shopping at the Sunday farmers market? Of course part of it is the farmers market is expensive—but in 20 years we need to live in a city where the farmers market is the most affordable, local, and highest quality source of food, and Londis and Tesco are there as a backup. A small local green grocer near Hinksey Park is an example of what would make a neighbourhood hub; with a small cafe next to the park.

	Shops with a range of food and goods nearby.
	Get rid of tourist shops, lower rents to ensure a variety of local independent shops that cater for the local community. Introduce charge for tourists.
	Good access to GP surgeries and NHS dentists, without having to wait weeks for an appointment.
	Focus on support for mental health specifically is very important.
	I live in Marston and although we have two pharmacies, we have no NHS clinic/surgery. A few years ago, Oxford failed to support the purchase of the building where the Marston Medical Centre was, and therefore it was sold to the Cat Clinic. Now cats have a clinic in Marston but humans do not - only a couple of temporary and part-time rooms at the local pharmacy, which have been closed during the whole pandemic. And despite trying to engage with Hedena Health about their long-term plan to reinstate a clinic in Marston, I've had zero reassurances that this will happen (and their director, Dr Amery, who was aware of this problem, recently died suddenly and sadly). I feel Marston has been abandoned on this front - a large residential area. I don't have a car (I'm not the only one!) and it would take two buses to get to the location in Headington 2 miles away (for someone who couldn't walk or ride a bike there). Although I could cycle there in about 15 minutes, I couldn't if I was feeling sick, and walking takes about 40 minutes (but may take longer including waiting times).
	Disabled access everywhere
	Affordable and early childcare.
Public transport	Need much better public transport infrastructure and improved incentives for people to use it. Planning and buildings all about profit not people's lives or the environment.
	Good reasonably priced reliable transport.
	Good bus routes
	Close the large car park at the back of the Westgate to encourage 'Park & Ride,' and unblock the high level of congestion on the Abingdon Rd and Donnington Bridge, problems which should have been foreseen by councillors.
	Access to public transport routes is also important. Not every journey can be made by bike. Access to public transport should be prioritised well above ample, free parking and unbridled car access.
Affordable housing	More affordable homes will mean healthier communities. Young people stuck in HMOs and who cannot afford homes are stuck in bedrooms especially working/sleeping in the same room in the pandemic- this is unhealthy and only significant new development will solve this.
	Priority should be given to genuinely affordable housing - recently build houses making these claims are not affordable for many people - single and families.
Access to sport and leisure facilities	Due to severe weather condition, I think the city council should invest more on indoor activities (tennis indoor courts made available for the public).
	If wanting to promote health and well-being and outdoor exercise, why on earth would you close a golf club (NOGC) to build a load of unnecessary houses? The golf course has such a lot of wildlife, nature, bushes and trees that would be sorely missed.
	You closed three swimming pools, all locally accessible and well used for differing purposes, and provided one, outside the ring road, inaccessible to most of the previous users unless by motorised transport. A swimming pool that has massively restricted access to the public, charges for car parking.
	There should be affordable gyms and activities in the area
	The Council have a record of taking away the residents' leisure facilities - part of the East Oxford community centre, Collins street sports centre and Temple Cowley pools. Once gone, it is difficult to know how they can be replaced without taking away some of our green spaces, which are important for wildlife and for outdoor leisure.

	New sports facility for next gen sports - Professional pump track, better water access, and sports.
	Need a decent community centre and swimming pool walking distance in E Oxford. The university pool is expensive and v time restricted. We miss Temple Cowley pool which was accessible easily by bike. Blackbird Leys is too far away.
	More free outdoor and indoor leisure facilities.
	Access to facilities such as exercise and affordable classes. To help keep people fit and healthy.
	I feel there is a real lack of access to leisure facilities (E.g. public gyms, swimming pools etc.) in Oxford.
Safety	East Oxford always has quite a chaotic street scene and that's getting worse. A more visible police presence would be helpful.
	To clarify what I mean about "feeling safe" - I mean having a community spirit, feeling like neighbours notice and care about each other. I emphatically don't mean more policing.
	There is very little police presence in Oxford - despite the council increasing council tax to hire more officers. Thus, it can feel unsafe after dark. We have spotted people blatantly smoking crack down the side alleys beside parks.
	Tackle drugs - rising issue in the city Drug dealers are targeting Oxford because it's a student city.
	Local adequately funded, adequately staffed and easily accessible police teams who really get to know the area for which they are responsible would certainly enhance the sense of security in my neighbourhood.
	My daughter broke her arm recently when she was knocked off her bicycle on the Iffley Road. I feel that reducing car use is very important for public health reasons (reducing costs to the NHS by promoting active lifestyles) but also for creating neighbourhoods where people get to know each other better because the street becomes a space where people interact, rather than being dominated by people who choose to drive. (I know that the Oxford property market forces many people to commute from outside the city, and that addressing the cost of hing is essential if we are to create the 'fifteen minute city').
	I find electric cars and bicycles very dangerous. I do not hear them coming and therefore I am at risk. Nearly knocked over on Market Street.
Active travel	We should be working towards the 15 minute neighbourhood and liveable streets.
	Not everyone can cycle because of health issues, so do not assume that we all can cycle! Cyclists should have better knowledge of Highway Code and STOP when it's red. Many never stop, many do not respect signs of school, they cycle at ridiculous speed and can't be bothered to respect others! What do the Council do to ensure the safety of pedestrians?
	We need more cycle routes that are well designed for practical uses (e.g. commuting into the city centre - not just for children/social cycling)
	Walking and cycling routes should be separate for the safety of pedestrians.
	The recent works to improve the Oxford canal towpath will improve this facility as a sustainable travel choice, linking communities from North Oxford into the City Centre whilst at the same time providing health and wellbeing benefits
	There aren't enough safe cycle routes in Oxford
	Cycling routes mostly stop on the city edge, assuming most have no need to further into the countryside.
	Cycle routes in Oxfordshire are appalling.
	Good walking and cycling routes are essential and it is crucial that these are safely lit - otherwise these can feel out of bounds after dark and in winter, especially for women.
	It is also vital that journeys through the centre of Oxford be restricted to pedestrians, cycles and public transport, and the rest of Oxford should be divided into sectors each accessible to private transport from the outside only.
	I feel the quality of life in Oxford is much lower than it could be, basic provisions that are common on the continent, e.g. such as safe cycle lanes on large roads such as Iffley Road, Cowley Road, Church Cowley Road and Between Towns Road. There are so many schools in

	Cowley where I live and we have all the incoming shopping traffic, it is not safe enough for children currently to cycle to school.
	Good walking and cycling routes must be maintained e.g. cycle tracks kept clean, tidy with hedges cut back etc.
	Good cycle routes means low traffic routes, safer junctions (the Plain has most accidents of any junction in the UK) and physical separation from motor traffic on main routes.
	Easy access to bicycles of different shapes (road, cargo, child carrier) and without needing to worry about theft
	Walking in Oxford is difficult because the pavements are so bad.
	Cycling routes should not be provided at the expense of walking routes.
	Better provision for cyclists on roads e.g. priority at traffic lights
	Being able to walk along the Cowley Road without pavement cyclists behind you would be nice. If the Cowley Road is mixed use, this should be clearly signposted. For any cycle lane, it should be made clear which side is for cyclists and which for pedestrians. People should be able to walk safely without dodging cyclists.
Addressing inequalities	Address food and fuel poverty
	Our people are our basic resource. Huge swathes of the population are living in substandard conditions, eating poor food and getting lamentable education. This is a situation which will explode.
OCC/Stakeholders	Any local plan should concentrate on what the council has the ability to deliver e.g. clearly is not
	To achieve a citywide reduction of vehicles needs a big communication strategy with the population of Oxford to persuade and convince them of the necessity.
	It will be impossible to deliver these if the current approach to growth continues
	It would be useful to ask survey respondents to order the items in the list above by order of importance, as well/instead of asking whether they are important.
	Involvement of the local community
Community services	Bringing more cultural events to more vulnerable areas of Oxford to overcome invisible dividing line between "town and gown".
	Often it's available primarily for well off residents, centrally focused for students, or in satellite villages. Increase facilities, transport links, and community options in economically deprived areas.
	Streets that foster community and a sense of wellbeing with clean pavements and spaces to engage with others.
	Community is huge for well-being - encouraging community activities such as street parties and play streets will reap huge benefits.
Homelessness	Housing and projects for homeless and street dwellers (safety, and health in pandemic, mental health- distress at the callousness of England in 2021).
Youth services	Youth services- positive outcomes for the young, jobs for youth workers = more safety from likelihood of disaffected young people.
Local food production	Diet is the missing link in your land use policy: there should be a policy on growing local food, with community engagement.
Energy efficiency	I do not understand why solar panels are not pursued seriously. Those of us with houses all have roofs.
	Support and incentives for making homes greener

Recycling	I would like to see more local recycling points for those items that are not collected with the blue bin. It would be useful to have a recycling point for small metal items such as pots and pans. These are difficult to dispose of when you don't have a car to travel to a recycling site.
Inner city housing	If more houses were available for those who work in the city, then the traffic into the city ought to decrease, thereby making our de facto inner ring roads (e.g. Marston Road) safer for cyclists.
Quality of development	Poor quality housing is detrimental to physical and mental health and Oxford City does not have a good track record of ensuring and maintaining good quality housing.
	We don't need more shopping areas- need to regenerate city centre first
	This is most important: healthy, pleasant spaces for everyone. At present OCC lets certain wards - e.g. East Oxford - deteriorate
	There needs to be really high quality design standards that deliver contemporary, elegant, well though through design that is deeply sustainable and not just developers building boring box houses
Allocation of housing	The Council needs to pay its green capital more attention. It should incorporate in its planning requirements the Friends of Lye Valley's Supplementary Planning Guidance to protect our rarest asset - the Lye Valley tufa-forming valley-head spring fen. It is the rarest habitat in all England and is hugely popular with walkers, joggers, frog-spotting families and staff and patients at the nearby hospitals - as well as researchers at the Old Road campus. Unless the Council takes steps to curtail development on its rainwater catchment area and stop large developments fracturing the fragile geology through which its special spring water percolates, the 12,000 year old fen will die - and emit tonnes of carbon in the process - contrary to the Council's Zero Carbon target. The Council also needs to be more aware of the carbon stored in the fens on other LWSs - they too will be damaged by nearby developments.
	Stop forcing the over-construction of houses on our precious countryside outside the city.
	These are vital but in some ways mutually exclusive. The council's plan to open up green field sites for development (Old Marston) satisfies housing but denies green areas, reduces security and has an effect on the climate/quality of air. These factors have to be balanced - it is my view that they are not considered properly in the current long-term city plan which is more of a knee-jerk to provide housing first and worry about the consequences later.
Empty properties	There should be steps taken to prevent empty properties (especially houses) when there is such a shortage of accommodation & buying a house is out of reach for so many people. Owners sitting on empty residential properties should be required to either let or sell.
	Impose a tax on second home. like those in the South West, etc.
Local connection	We cannot do everything at the same time. Local Council should focus on the welfare of local long term residents. By all means, have a (high) tax system which would reduce the burden of an individual who has lived in the city for a qualifying period (e.g. 10 years).

Climate emergency

sub topic	Please tick how important you think the following are: - Other -climate
Carbon offsetting/carbon neutrality	If carbon offsetting is sought from new development, it will push building outside the Oxford City boundary and lead to the loss of more greenbelt around Oxford.
	I live close by to the new Barton Fields complex and the house developers are still building new homes with gas central heating. How does that work with our zero carbon future? Why is the council allowing these houses to be built?

	Carbon offsetting is a waste of time and a get-out for well-funded entities to continue with negative external impacts.	
	As long as there (carbon offsetting) are ethical and actually offset carbon.	
	There needs to be detailed analysis on building projects to establish if the most sustainable thing to do is to retrofit existing - or demolish and build super green new homes - considering carbon impact of both.	
	Sceptical that offsetting can help much - it risks just allowing pollution / carbon emission to go on and on	
	Carbon sequestration	
	I am very suspicious of "carbon offsetting" - I suspect it is a phoney concept with no long term value.	
	Carbon offsetting is not part of the solution - avoid!	
	Instead of a generalised 'carbon offsetting', specific things to improve the city should be identified. For example, planning public space to accommodate electric vehicle charging points, and requiring developments above a certain size to include them and/or contribute to their installation in Oxford.	
	The Council's ambitious plans for house building will create huge additional carbon emissions - approx. 80 tonnes of CO2e per house. This does not appear in the Council's calculations about emissions - it only refers to how much energy these new houses would use. The production of building materials consumes huge amounts of energy - quite apart from their transportation, erection etc. Demolishing and disposing of old buildings is also extremely costly in terms of the CO2 released. This contributes to global warming. However, since the actual building work will be done by building companies, the Council can presumably claim that the council itself is not causing these emissions. Or is that a cynical interpretation?	
	Slightly suspicious of carbon-offsetting contribution initiatives as a means of organisations feeling they can do what they want for a small additional 'fee'. Doesn't help to change people's mindsets or the amount of carbon going into the atmosphere.	
	Carbon offsetting is a very dubious concept. For example companies regularly claim they are offsetting their carbon emissions when the reality, if this is done via e.g. planting trees, research shows there isn't enough space on the planet for the trees these companies are committed to planting in order to achieve the offsetting they claim. It's a massive con.	
	Carbon offsetting doesn't tackle climate change effectively as it doesn't help to reduce carbon emissions in the first place.	
	If the Council is going to prioritise reduction of CO2 emissions, it should be disciplined about focusing on what works best, what is most economical in terms of £/tonne. In doing so, it also needs to consider the impact of any measures on local economic growth as that will affect the ability of the local economy to afford future mitigation and adaption.	
	Carbon offsetting must not be used as an excuse for producing greenhouse gases. Reducing the production of them must be prioritised in everything.	
	Contributions to carbon offsetting are fine but only one of the things that needs to be dealt with by a proper structure for Land Value Capture.	
	Carbon offsetting is green washing (plenty of research data is available). Best not to produce it in the first place	
	Offsetting is not as important as making sure new development is carbon neutral or negative.	
	We need to ensure developments are at least carbon neutral developments and at best carbon negative	
	More Green grants to encourage landlords and homeowners to make their houses energy efficient	
	Gradually (by 2030) ban all carbon emission vehicles (cars and vans) from the city	
Public/active travel	Travel must focus on making public transport both carbon neutral (zero emission busses or an electrified trolley system) and more widely available.	
	Active travel methods must be joined up, suitable for a variety of shapes/sizes of bicycle (and similar), and fit for purpose to support end-to-end journeys (protected pavements and	

	cycle lanes, facilities on either end to safely transition from "active mode" to "destination mode" and secure storage for cycles).
	I think that the council should make sustainable modes of transport more attractive, rather than simply making other modes of transport more difficult. Measures to tackle climate change should be progressive, rather than regressive.
	- Spending time and money, as well as other resources, installing more vehicle-charging points is not as valuable as establishing safe and user-friendly pathways for cyclists and pedestrians - and establishing a tram and bus route within the city that connects with an all-county frequent bus system as well as national electric rail systems.
	-encourage e-bike hire instead of the dangerous scooters. E-bike with a large cargo box instead of cars. -Changes the roads so they are properly bike focused not car focused - the attempts at bikes don't work; ban cars for large swathes of the day.
	Car use should be reduced in the city but in order to enable this we need much better public transport links to the surrounding villages.
	Increasing green routes for cyclists
	More electric car charging points are needed and no scooters which restrict disabled access on pavements.
	Think about where bus stops are so that it considers people cannot always walk long distances.
	Strong planning enforcement and standards. Copy the Netherlands for cycle infrastructure. Current examples (e.g. 'Access to Headington' are poor quality).
	Electric vehicles should be encouraged. Roads need to be available.
	Buses should be cheaper in public ownership & better regulated so that the city centre does not get clogged up.
	Make park and ride parking free so more people use it and don't allow cars in the city centre.
	Please continue to discourage car use within the city and encourage cycling/walking
	Incentives for electric car use. Better and more charging in the city.
	If you provided more cycle routes we would use them.
	Promoting a city where the residents can live, work and shop in close proximity to reduce car travel, including more residential accommodation in the city centre
	Improving and creating new designated cycle paths which are separated from roads.
	Subsidise bike to work schemes and work with local employers to encourage and incentivise bike/public transport use as the infrastructure is already there and pretty excellent. Some bike lanes could do with some improvement but generally are good
	The impact of increased cyclists and pedestrians on the Oxford canal towpath may need require a creative solutions to encourage effective sharing of the space by all types of users.
	The restriction of vehicle flow/access to central Oxford can ONLY be feasible if you improve your Park and Ride provision. Every time a family member attempts to visit us the Park and Ride facilities are full, and they have to drive in to the city to see us. Utterly farcical
	Crucially the mix of vehicles has to change, with a big and fast shift to walking and cycling (and minimal private cars and coordinated busses, all electric).
	Car electrification will not save us. Better public transport would be more effective.
	Significant investment in cycling infrastructure. Oxford claims to be a cycling city, but cycle lanes are unlinked, narrow, double as parking areas for cars, or riddled with pot holes.
	More guidance about replacing gas boilers with info about local providers of alternatives, similarly with solar panels etc.
	Showing a lead in more sustainable energy systems such as electric vehicles and charging infrastructure, heat pumps, solar energy conversion on all OCC sites and vehicles.
	Public transport in oxford is so much better than many other places, but doesn't cover some areas, or link some areas. Maybe smaller nifty buses, or minibuses to cover narrower streets and encourage people away from car ownership. I know that's not entirely down to the council, but surely they can influence the bus companies. I'd rather public transport was in public ownership.
	Make Oxford a world leading Green City. Use European models such as Utrecht (cycling, walking, affordable well designed housing etc.).

		Reduce traffic and parking within city centre and encourage people to use P&R by making the park or ride free of charge, or by a method that you get a refund on the P&R price if you spend money within the centre.
		A high priority should be given to reducing private car journeys and making walking, cycling and (sustainable) public transport more attractive. This should include a tram network (see https://www.oxfordfutures.org.uk/uploads/Trams_for_Oxford.pdf).
		Making the city safer for cyclists, especially children cycling to school.
		The urgency and severity of the crisis is high so need to focus on the most impactful first and roll out at pace. The status quo is not an option and the overhaul of Oxford's current car dependency to more liveable streets, active travel and public transport is a good example of where we need courageous leadership to do the right thing by the majority who want it (as well as for future generations) and withstand the vocal minority.
		Ban electronic advertising at bus stops
		More local shops, and other facilities to encourage people to spend more time locally. Also, more buses along less arterial routes - e.g. to go from the park and rides and train stations to places where a lot of people work (science park, business park etc.).
		- Ensuring that rural areas are well-linked by bus so that people don't bring cars in to Oxford. Subsidise bus passes wherever possible. Incentivise taxi drivers to move to hybrid/electric cars. Continuing to require masks on public transport so that people feel safe using the park and ride services. Investing heavily in our train stations and re-opening an East Oxford train line so that people aren't driving/getting the bus in to Oxford unnecessarily.
		More needs to be done to tackle bike thefts in the city and in private gardens, it is a deterrent to more people taking up cycling/leaving bikes in the city/train station.
		Free (Electric) buses for the elderly, for parents with children and for the disabled. Create new cargo-bike jobs to replace van deliveries within the Oxford ring road. More LTNs, bus-gates and modal filters - make cycling and walking safer and easier.
		Consolidate bus routes
		Improving public transport routes, e.g. you can't get from Marston to Summertown on a bus and those are the shops most local to Marston.
		Ensuring there are NO car parking spaces in any new developments. We are going to create an Oxford transport system that is by default bus, bike and taxi. There should be zero new parking spaces
		The needs of disabled people must be considered when looking at schemes to encourage sustainable forms of transport - it's not as simple as banning/discouraging all car use
	Flooding	Reduce tarmac and consult with those who understand how to manage flooding.
		Trees and hedges to be planted riverside to also contribute to helping reduce flooding
		In effect the Council pays no attention to extreme weather unless it is extreme flooding. The volunteers' work on 'leaky dams' in the Lye Valley is effectively a flood alleviation scheme, saving Florence Park and Cowley. However, the Council still has not completed the (long paid-for) attenuation pond so that volunteers continually have to replace the 'leaky dams' which are almost swept away by the frequent bouts of torrential rain we now experience. This demonstrates a very cavalier attitude both to completing the job and to the volunteers themselves as well as a dismissal of these extreme weather conditions.
		Oxford Golf Club would like to help with future flooding mitigation. As the course has a river that runs through it (Boundary Brook), we believe we are in a position to relieve the river of excess water during the winter and during heavy down pours during the summer. We have space to build a retention pond type of structure which could be used to retain excess water, removing it from the river during 'flood' periods. The golf club could then recycle the water for use on the course during hot, dry periods.
		Not accepting any planning applications that overload our out of date sewerage and water systems.
		Flood alleviation project personally crucial - we have been flooded x 5 since 2007.

Green/blue infrastructure	Brownfield sites can also potentially become important ecological sites - depending of course on the type of site, previous use etc.
	Increasing the environmental and biological understanding and knowledge bases of council employees and decision makers, especially with regard to the full meaning of 'sustainable'. Abandoning unsustainable models of economic organisation and development (e.g. by taking on board the principles proposed by leading environmental economists like Professor Sir Dieter Helm in works like his new book Net Zero).
	Begin by not spending on pathetic projects like the planters in Broad street. Use the money to protect parks, allotments, green or wild spaces. Plant a few bushes or trees where it's very barren.
	Protect current green spaces.
	More trees and hedges is important but so is the maintenance of them. The pathways need to be clear.
	Cherish our green spaces. Encourage local efforts by volunteers to improve them. Education!!
	Enforce existing regulations to prevent concrete / hard paving in gardens. For example, encourage hedges & vegetation and trees for wildlife.
	More green growth like on 'Broad Meadow'.
	All new developments to have communal woodland / orchard / roof gardens (as appropriate) and make it a legal requirement to do so.
	Improving local agricultural practices and water quality is very important.
	Preserving existing trees is more important than planting new ones
	Requiring self-sustaining planting
	Tree planting is good - but not as 'greenwash' by some developer unwilling to enhance on-site biodiversity in order to maximise profits. Developers are delighted to plonk a few trees in a nearby park or provide a couple of bird/bat boxes which fall apart after a few years and usually are completely unused. It is an easy way out for them. Developers should be made to include green space with the potential to attract wildlife in every development. Our parks do not necessarily need more trees. On-street tree planting would be best - a cooling and health-giving asset for us all. The Topic paper states that the government required all new streets to be tree-lined. This would be excellent. Even better would be to persuade Developers to provide new allotments to accompany every development - a genuine contribution to biodiversity - the richest habitat for invertebrates, especially bees, according to Buglife, with a huge impact on community health and well-being - as well as contributing to food security without air miles. If you want people to travel less you need to ensure there are ample green spaces, connected for pleasant walks, without the need for a car to drive to open countryside. It is common knowledge that less well-off areas have less access to green space than the better off. The Council has reinforced this trend by depriving Town Furze estate (much of which is social housing and flats) of its beautiful meadow. Was that the intention?
	Keeping green corridors to allow wildlife to move safely amongst the city. Continue aims to become an urban forest. Keep wildflower meadows and continue allowing growth along ring roads and main roads which is excellent. Allow small areas of wildflower growth in the large parks with educational areas for children
	Planting trees can be good in the right context, but it is important to understand that other habitats such as the Lye Valley fens also act as carbon sinks, and in some contexts tree planting can damage existing biodiversity. The "Oxford Flood Alleviation Scheme" is damaging Hinksey Meadows. Adapting to flooding must be done without inflicting further damage on our flood plain meadows.
	I have appreciated the local biodiversity efforts, such as long grass in verges and patches of meadow, and really appreciated having outdoor space to go to during the pandemic. However I would like to see more tree cover in Oxford to help mitigate air pollution, temperature change and to add greater biodiversity.

	Any new building development or road planning HAS to work in consultation with the local wildlife charities and independent ecologists who know this area, FROM THE OUTSET. These people are not hard to find. Their extensive knowledge and expertise is greatly underestimated. They will most likely already have the statistics for consideration and won't present you with a disproportionate bill for their service.
	Support and plan for local horticulture industry.
	Implementation of fountains to provide drinkable water around the city would be very useful with the heat waves.
	Wildlife verges on road sides etc. But need to be seeded with wild flowers so that people moan less about them
	Tree planting must be of the right type. Old established native woodland must be protected.
	Oxford's green setting and views need to be considered fully when introducing such development such as flood elevation schemes and planting of trees and hedges. Full consideration should be given to the climate change benefit to the Oxford meadows as a way of capturing carbon
	There is great scope for vastly improving the natural landscape, removing concrete and unused buildings. Be radical: demolish half of Cornmarket, tear up the roads and pavements and replace with woodland. Imagine shopping in and around a forest!
	Please stop using 'net gain' and 'offset' to disguise harmful degradation of the natural environment. Building new houses on an existing meadow next to a flood plain is never going to be a biodiversity 'net gain' and the loss cannot be 'offset'. People are wise to these forms of 'greenwashing'. Make real steps to preserving and enhancing the natural environment. It will be more expensive to try to do it when it is already too late.
	Preserving wildlife corridors and local habitats and nature walks so heavily used areas like Port Meadow are not compromised further.
	As a city in the heart of beautiful wild spaces, and with many conservationists living and researching here, we're well placed to make changes to improve both our pollution levels and wellbeing of residents. And it's going to be expensive, but we could always tax the rich and businesses in order to fund trying to maintain life on this planet.
	Promoting 'wild' areas of land
Recycling/Waste	Recycling bins in public areas with clear labels
	Recycling guidance remains unclear (what can /cannot be recycled)
	More radical changes to lifestyle - less waste, promoting & legislating anti consumerism.
	Sustainable waste management
	Promoting vegetarianism. Remove fast fashion brands.
	Canteens replace disposable cups in cafes
	Also very important: Microplastics from plastic litter, infrastructure and laundry, and toxic chemicals from personal, domestic/household and gardening products, are getting into our waterways and into the seas, killing the plankton which we need to absorb 50% of our CO2 emissions and which produce 70% of our oxygen. Therefore while cutting emissions, we also need to address this problem. Tightly regulate the sale and use of products containing toxic chemicals and improve waste management and make Oxford into Britain's first city to BAN single-use plastic (if Mexico City can take that on, then surely Oxford can?). The production, use and disposal of plastic are all damaging to the environment and contributing to harm, including emissions.
	Regulating excess use of plastic in Oxford
	We can reduce waste by banning junk mail. We have a 'please no junk mail' sticker on our letter box and are still inundated with unnecessary junk mail - it is a waste of paper and resources, as well as potentially increasing the spread of COVID-19.
	Legislation to ban and thus remove food vendors from using polystyrene for food takeaway containers.
	Increasing recycling rates across the city; pushing local - and national - businesses to reduce packaging and other unnecessary resource use.

	Support for local initiatives such as refill schemes to make green lifestyle affordable and convenient
	A big drive on cleaning the streets - to encourage better habits in relation to litter
	Address food waste and packaging
	- Make compost bins available for free via the council. Incentivise organisations to host community composting services. - Reverse the insane situation where green bins are for general waste and blue for recycling in communal areas; with so many short-let/Airbnb guests and people who don't speak English, mistakes are constantly made.
Pollution/traffic	Stop closing roads, scrap LTNs which force drivers to take longer routes around the city, using more fuel and creating more pollution.
	Air quality in Oxford is very good. Improved air quality seems more an obsession than a tangible benefit.
	Current housing costs prohibit keyworkers and other lowpaid from living in Oxford so it is pointless trying to discourage travel with the current housing crisis.
	We need strong measures: Only electric vehicles within ring road ASAP. Marked restrictions on car travel -congestion charges- to encourage more cycling. The LTN restrict cars a bit but not enough to stop ppl driving, they just clog up the main roads even more- need to ban cars entirely.
	Oxford is not designed for road closure.
	LTN - terrible intervention with people's lives.
	Too many cars on roads not capable of accommodating them. Just too many people in too small a space.
	When will someone focus on diesel trains
	Stop blocking off roads especially around Cowley - top priority.
	Main roads into Oxford City very polluted. Stop cars unless disabled or access permit.
	Pushing traffic onto certain roads around the Oxford area does not help air quality or pollution in these areas.
	Go further and just ban CO_2 pollution.
	All this building of homes is making our city congested and polluted, more housing, more people, and more cars/traffic.
	What's the % of disabled? Wheelchair bound, COPD, joint problems? They may need a car
	Stop homeowners paving over front gardens as parking.
	Ban cars from Oxford city centre.
	Please eliminate all non-electric vehicles from central Oxford (including buses!)
	Making it easier for listed buildings to reduce carbon emissions.
	Concerned about the effects of closing roads e.g. Marston Ferry Road as this is an important access road to schools and Ferry leisure centre. Also, the road is nearly always quiet so can't see the benefit/purpose.
	Current emission problems at the hospital are ignored.
	Should not be encouraging more people into the city.
	The greatest problem I've experienced in Oxford is pollution and congestion. There needs to be a holistic approach taken by the council, whereby decisions are not taken in isolation from one another. It is not helpful having a plan for reducing pollution if you add hundreds of car parking spaces inside a giant shopping centre in the middle of the city, for example. Studies showing the widespread (and costly) harm caused by pollution are piling up, to no effect. I have seen very little action regarding pollution, aside from the trial LTNs. Why isn't Broad street completely pedestrianised for example? Why!? What about Little Clarendon street? Why is there not a congestion charge? When will buses be completely electric? Even bollards are not maintained... It is really disheartening after many years in Oxford to see so little change, and to have the prospect of even more commuters with North Oxford.

	The LTNs is in Cowley and Littlemore have been an absolute disaster, leading to widespread traffic chaos & congestion on the all the boundary roads. These schemes do not work and are the very opposite of 'green' and lead to increased pollution and unnecessary longer journey times for all. The answer is to help us all (who have to use cars) to transition to emission free electric cars & build an EV charging infrastructure within the City. As decent hard working Council Tax payers, you have no right to try to make our lives hell with road closures.
	- Creating and expanding a car free zone in the city centre
	Existing boating visitors/residents are currently a concern for local authority in relation to the clean air aspirations and there is the potential of a joint funding opportunity for increased creation of eco moorings.
	We need to move away from multi-car homes to car ownership being the exception (e.g. for those with impaired mobility) rather than the norm. This may require radical changes such as closing Oxford's arterial roads to non-residential traffic to facilitate the smooth flow of buses as well as making space for cycling and walking.
	Congestion charge of £4 a day to enter Oxford city and North Oxford. Blue badge holders and commercial vehicles should be exempt.
	You need a Carbon budget to limit carbon emissions and to increase carbon absorption and bring the two into a relationship in which both are equally important. The city council seems solely concerned with emissions and seems to regard absorption as irrelevant. It is not possible to combat climate change without making Carbon absorption as important as reducing emissions.
	Freight movements make up a significant portion of the carbon emissions in Oxford City Centre. The site being promoted by Ptarmigan in South Oxfordshire District Council presents an opportunity to help in providing a strategic solution to the freight needs of Oxford City and, in turn, help in taking HGV movements off of the network sooner and avoiding the congestion associated with the City Centre environment.
	Having moved to Oxford recently, I have been very disappointed by the bypass which limits enjoyment of public spaces in Oxford miles away from the actual road due to the sound of cars, including green spaces in Iffley and Rose Hill. In North Oxford, the bypass effects enjoyment of Cutteslowe and Sunnymead Park and walking and cycling routes nearby. To the South, it divides Bagley Wood in two. The city has expanded and in areas such as Rose Hill the bypass is very close to where communities reside. The speed limit across Oxford needs to be much, much lower than at present.
	Improve the water quality of the Thames: stop Thames water polluting it.
	Reduce restrictions on parking which just force people into paving over their front gardens, which has huge environmental consequences, such as habitat loss, loss of trees and increases likelihood of flooding.
	It is important to look into the unintended impact of road pricing and road closures around Oxford. E.g. the proposed plan to stop traffic entering Beaumont St from the west would mean I could not get to my GP's surgery in 19 Beaumont St where many Botley and North Hinksey residents are patients. I bike there when well e.g. for vaccinations and routine check-ups but could not do this recently when I was acutely unwell recently. Some allowance for driving to Beaumont St needs to be made when this is needed for medical care
	Vehicle movements into Oxford should be reduced however residents of Oxford should be allowed to drive within the city without being penalised. It is where we live! The introduction of zero emission zones, coupled with closing Marston Ferry Road to cars, will force residents of the city wanting to pass from one side to the other to either pay a charge to enter the zero emission zone (can't afford an electric vehicle and no on-street charging anyway) or force us onto the ring road and the traffic jams that will inevitably occur.
	Careful consideration of LTN's & the placement of them
	We must not build new roads. Stop building car - dependent developments.
	Any strategy to reduce vehicle movements should take into account that working people are strained, and might be struggling to make ends meet with limited time, energy or

	material resources to change their routines. Congestion charges and tolls aren't good for poor people who rely on using a car, for example.
	The biggest polluter is stationary traffic, the poorly managed, long running roadworks are the main contributor in my opinion. Road repairers can be made to drastically shorten roadworks to mitigate this. If there was a way to encourage passenger vehicles to stay for longer in central Oxford then people using said vehicles would make better use of the city centre and help to speed up visitor led regeneration, longer visits with the same carbon footprint would be a positive environmental and fiscal outcome. As everything so far has been focused on keeping cars out of the city centre, it would be a very brave move on the part of the council's to address this issue differently but may be a turning point for Oxford city centre in many sectors. Compared to other cities of a similar age, Oxford has a decent layout that can be quite easily and cost effectively improved.
	LTNs are great, but there are worries that they will be removed in the face of the aggressive and dogmatic response from the rat running community. Please don't bottle out! They don't really care about the LTN - it's just a culture war battleground.
	Keep the lorries and coaches out of the centre of Oxford and enforces it. Stop coaches from running their engines when parked and when stationary for long periods. Stop demonising private cars users. Stop forces the owners of private cars that live within the ring road to use the A34, A40 and other ring road routes. These are frequently gridlocked or closed and stationary cars just add to the air pollution, which defeats the city's air clean target.
	Besides "reducing movements into" there is vital need of "allowing traffic to get out" especially during peak times. Outdated traffic system in Oxford based mainly on restrictions causes huge congestions, more pollution from queuing vehicles, millions of hours of lost work or delayed services to the citizens. (i.e. never-ending troubles with Botley road - "mother of all congestions" - result of previous planning mistakes, missing alternative bypass westwards to relief city centre - even just some one way single track road that would "spit off" excessive traffic to the ring road, smart signals etc.)
	If you introduce traffic filters, you would make it hard for people to use local facilities. Residents made it clear they don't want bus gates, they don't want road closure. When will the Council listen to the residents???
	Although it is important to reduce traffic and associated emissions, I do not think that the LTNs are a good way to achieve this. All they are doing is pushing more traffic onto surrounding streets and increasing emissions there. Instead, it would be better to build or improve all streets for walking and cycling, such as better cycle lanes (separated from the traffic and pedestrians) and improved pavements for walkers/ disabled people and buggies, as well as more chicanes, speed bumps to slow traffic on the minor roads.
	It is incomprehensible to me how resistant to change many local residents are who don't see the need for reducing traffic and are most concerned about being able to continue driving as it is their habit to get takeaways, school runs and supermarkets many of which could be done without cars. The messages about the issues of car pollution causing health issues for local residents doesn't seem to have landed and neither the urgency of avoiding further climate change.
	Since most of the traffic is university or school run (evidenced by traffic reduction in holidays) make them pay or stop them.
	Start thinking about stopping cremations (because they give off carbon)
	Do not make it difficult to travel to the city centre or people will go out of town to shop.
	Shopping and city chambers out of oxford to cut car parking and buses travelling into our city. This is long term thinking
	Improve traffic flow so not constantly stop starting. Reduce over population of the county. Reduce the commuter culture being created by all the towns around Oxford to live but most the work being in Oxford.
	Traffic restrictions create congestion & more pollution, free flowing makes less pollution.
OCC/Governance	Many of these measures are unpopular in the short term so there is a need for new laws and strong leadership urgently

	Matching actual practice to vague promises.
	Use the same law enforcement with developers as you do with other people.
	Lobby The Government for the changes you need to be effective rather than exploitative.
	Focus on individual responsibility as well.
	More rules and regulations for landlords.
	We also need regular discussion with others (other countries) who by continuing at a much higher level that the UK to encourage climate change (such as those countries who are allowing huge forests to be cut for palm oil plantations do great harm.)
	Perhaps offer weekly questions or topics for people to think about/comment on -- this needs to be an ongoing process rather than a yearly one
	As a society we haven't yet truly begun to face up to the changes necessary to tackle climate change. It will require action and change from all parts of society (individuals, business, political etc.). It will require both big changes as well as lots of small incremental changes.
	Oxford cannot do anything about global warming. The most of this comes from least developed countries. If you want to tackle this issue invest all of the money in helping the least developed countries to fit their factories with air filters and more efficient energy systems and depurators to clean residual waters.
	Communicating with residents about how their actions impact more widely is also key. The Council did a really poor job of communicating with residents about Low Traffic Neighbourhoods, for example, which has caused a lot of division within the areas that have them. I think that better communication by the Council as to why they are important (less traffic, pollution, etc.) could have helped to lessen some of these divisions.
	Whether I have a job to feed my family due to reduced opportunities and reduction in my take home pay is very important
	Oxford is one of the most expensive cities in the UK. If you are planning to increase taxes and add charges to promote green initiatives, you will force people to move away. I personally noticed that in the last 15-20 years the number of children per family has reduced from 3-4 per family to 1-2 per family. It is too expensive to bring up children, especially in Oxford (and London of course). Households get less and less support from the Council.
	Creating a consensus around the need for urgent action.
Reuse of old buildings/ retrofitting	There should be a presumption in favour of retaining existing buildings and adapting them, and against demolition and new build which has a large carbon footprint.
	Existing housing needs retro-fit or sustainable heat / energy systems.
	Converting business/employment premises to housing. There is a significant amount of redundant employment/business premises.
	I am not very enthusiastic about over regulating things, but I would love to see more redevelopment of existing underused buildings rather than developing current green space
	We will need to be able to respond to more extreme weather events, but that is not an important 'opportunity'
	Old council stock should be updated to be greener i.e. solar panels
	There needs to be more support for people looking to retrofit older houses to make them more carbon efficient. Support in terms of what needs to be done and who can do it as well as financing for those on lower incomes.
	Conversion of low density shops and housing to create more homes
	The new local plan should have policies that concentrate development on 'retrofit first' (i.e. sub-division of under-occupied property) and new build should be the exception.
	Planners need to accommodate residential renovations rather than new builds etc.
Allocation of new housing	Hold building companies accountable for their mistakes. Don't build on greenbelt land as it floods everyone.
	The best thing you can do to reduce carbon footprint: - Stop forcing new housing into the countryside where householders are forced into

	carbon-intensive commuting options. - Use the space within the ring road for imaginative, high-density housing - In particular, redevelop the Botley road with an imaginative combination of medium-rise flats and retail and underground parking alongside world-class public transport options and cycle lanes
	- New housing must be built on the more than adequate number of existing brownfield sites, and not by taking the city's vital and necessary resource of a Green Belt.
	The biggest change needed might be tackling inefficiencies of housing stock. Help households switch from fossil fuel heating and cooking.
	Forbid building on known / suspected flood plains.
	Reverse the policy of building employment/business premises and not housing within Oxford City
	Too much building of student accommodation.
	Not building on green belt, especially diluvial plains and water meadows - like at Iffley and Wolvercote.
	Protection of existing houses is important in Oxford's environs if not in the city itself.
	Not building on greenfield sites, preserving villages/conservation areas
	We must change our values, less growth, more connection. 4 day week.
	Avoid building in already overcrowded areas in the city - increases traffic.
	Build on all the disused trading & industrial estates e.g. Osney Mead!!
	Development on brownfield sites sounds sensible except that some areas classed as 'brownfield' by the Council are valuable community assets and are green, not 'brown'. Examples are the beautiful Warren Meadow, beloved of families, walkers and joggers but doomed to disappear by privatisation under houses; Bury Knowle's large, green former orchard, was classed as 'brownfield' because of a shed on it. It should have been incorporated in this over-used park: instead it was built over. In short - THE POLICY MAY SOUND GOOD BUT HOW IT IS APPLIED CAN BE HARMFUL TO OXFORD AND ITS CITIZENS. Friends of Lye Valley have already highlighted the increasing frequency of extreme weather conditions which make the builders' rubble bank above the Lye Valley unstable and liable to collapse; yet the Council insists on building on top of it.
	--Stop empire-building by aiming for growth; choose steady state economics. The Council seems wedded to a competitive model of constant expansion; change it.
	It is more important to make sure we only have the developments we need, not planning for growth as if it has value in and of itself.
	I'm not yet seeing anything regarding how amenities and public services should be a mandatory accompaniment to any new housing. People need that as much as a roof.
	Limit new development
	Building new houses e.g. the Ox-Cam Arc is very bad for climate change, and insane given the latest IPCC report, particularly on greenfield sites/greenbelt land. This is ecocide. We need to stop this and instead encourage people to make better use of housing stock, incentivise taking in lodgers and incentivise living in smaller houses by introducing land value tax Essential new houses should only be built on brownfield sites. Building on greenfield sites should be illegal. We need to use the empty part of the existing built environment for energy-efficient very low-cost homes, let by Housing Association or Council, or for part rent-part buy schemes for key workers We need to protect allotments from being built on as when climate change causes food shortages in future we will rely on them for survival.
	I am really concerned about housing developments on green belt sites, specifically the "Hill View Farm" development in Old Marston, and the effect on the environment this will have. It is outrageous that this site has been removed from the green belt as part of the Oxford Local Plan 2036. These precious green sites need to be protected, not built on. It will also destroy the village feel of Old Marston.
	Re. Brownfield sites; Must be judged on a case by case basis.

	Maintaining greenbelt sites and inner city parkland/nature reserves.
	All City development must be on brownfield sites only, especially conversions of retail property.
	- Penalising the short-let/Airbnb market so that more housing stock is available, reducing the need for further development, and giving people opportunities to live longer-term in Oxford and cultivate outside space.
	It is time the Council stopped paying lip service to its environmental goals, while pursuing a policy of aggressive expansion of the housing stock, as a response to social inequality and economic deprivation. Building more houses will line the pockets of the rich, but it will not help those less well-off to find better jobs and decent hours and wages. Building houses for commuters from other counties is the last thing Oxford needs to meet its financial shortfall.
	Use what we've got in terms of land not used that is not a field. Use sites in Oxford and surround towns first where buildings are abandoned only.
	Stop any new building, including housing, unless required for people already living in the city. Stop any new educational establishments being set up in Oxford and encourage existing ones to move out of the town. Stop the two universities expanding or say that they can only expand on sites out of Oxford. There are far too many students taking up accommodation that should be family homes.
	High density large numbers of new housing in the city centre. Multi-storey (20+) housing is required to help solve the MASSIVE housing crisis in the city and to do so with high density, low car, walkable housing. It is pointless in providing new housing on the edge of the city against high density walkable housing in the city centre. High density homes reduce the need for cars and are a lot more sustainable. The height limit in oxford must be scrapped immediately and the council needs to get a grip on the crisis and start building thousands of new homes NOW.
	DO NOT expand the business and research sector when people can now work remotely
Local food production	Also need to reduce car use by having more local production of food and other stuff we need. Am very concerned about food security in Oxon as well as in UK as a whole. Why are we letting so much stuff be grown and made abroad when we could do it here? If we could provide more affordable living then people could afford to do these essential jobs.
	Encourage bigger supermarkets to take in locally sourced products.
Renewables/ Energy efficiency	Solar heating on all practical surfaces of the built environment.
	Carbon efficiency measures in conservation areas should not be at the expense of maintaining the conservation principles in the areas
	There should be tighter regulations on new build e.g. install PV cells, increase insulation & make buildings carbon neutral as possible.
	Go vegetarian
	Stricter EPC ratings/rent/testing (10 years is a joke)
	Oxford has many old buildings - carbon efficiency is difficult.
	No new homes without solar panels.
	All planning applications to show how energy use will be reduced.
	Help for domestic houses to go greener.
	Few houses in my area have solar panels, some incentive might encourage them.
	Make turning of traffic lights far better, turn them off outside peak times.
	Local area - street linked heating systems and referendums.
	Provide viable alternatives e.g. vegetarian options, electric cars and promote reduced consumption.
	Creating infrastructure for smart meters, better insulation, air conditioning, and humidity control.
	Making renewable energy options affordable.

	- Requiring new developments above a certain size to achieve higher than the existing regulations and zero energy in the case of new housing
	Incentivise use of renewable fuel - incentives for personal use of solar panels, or encourage switching to green suppliers.
	The ability to use canal water should be recognised as a net zero form of heating and cooling for new development.
	Move to hydrogen economy. Green hydrogen development.
	Oxford city is densely populated. Despite an ever increasing need for housing, I am concerned that an explosion in building and additional housing is not at the expense of worsening the climate crisis. Also, there are still too many stories of developers still able to shirk their responsibilities, including building poor quality housing; not completing housing properly before moving on the next development; even moving flood risks downstream to protect the new development. All of this behaviour shows they are only interested in profit. They must be held to account.
	Care must be given to ensure buildings such as tower blocks and social housing have fireproof materials and cheap materials are not used.
	Electrification, especially of heating.
	Implement a city wide scheme to help those who want to buy electric cars but cannot afford the cost to install charging points at home. This scheme should also not be restricted to those who "own" but available to those who rent as well. Going green with cars should not just be focused on taxis and buses!!!
	More research required in green energy production such as fusion and fuel cell etc. More electricity generation using Archimedes screw turbines
	Build a lake to keep water from the rain in winter and use it to water green areas in summer.
	Plan with the population for local/district heating and power schemes.
	The Council should avoid mandating particular solutions such as renewable energy schemes and focus on the end policy target: lower CO2 emissions. That could be delivered more cost-effectively through more energy-efficient buildings, offsetting etc. Oxford is a world centre of excellence in many of the technologies required to achieve that goal and the Council should encourage, not impede, innovation
	Wood (seriously) should be prioritised as a building material where possible
	The circular economy should be embedded in new developments and how waste management is done
	Go low-meat. End capitalism.
	Limits on new builds so that they must meet a higher minimum standard of energy efficiency and cradle to grave carbon footprint. Stricter requirements for landlords, especially of HMOs, to frequently assess energy efficiency of rental properties, and retrofit where needed. Raise the minimum standards to which they must adhere.
Creation of sustainable jobs	Create green jobs. make it possible for people to lead green live - e.g. 4 day working week etc.
	Quantifying the effect of deliveries of on-line goods ordering.
	Supporting local areas to thrive so people stay local
	Supporting individuals to make meaningful changes
Education	Include climate change in the curriculum for schools, so that students are aware of the threats climate breakdown poses, understand their own impact, and know how they can reduce their impact.
	Encourage individual citizens to be aware of their personal contributions.
	Education to change attitude and value of local residents.

	Increasing public awareness by holding more community events such as environmental youth groups and talks by local climate experts etc.
	Planet-friendly in schools.
	Provide access to advice on sustainability.
	Education for locals

Housing

Subtopics	Comments received
Site allocations	The county definitely needs more housing. This doesn't necessarily mean the city needs more housing.
	This cannot be at the expense of access to green spaces and nature however. It is vital for mental health and our planet, and can't be ignored.
	People's work near accommodation to reduce commuting
	There should be no building on areas that tend to flood or are at risk of flooding in future!
	I also think it is very cynical to locate the affordable parts of these developments in the least attractive parts of developments sites e.g. right next to the busy and noisy ring road, in the case of the Old Marston Hill View Farm development.
	Oxford City is already densely populated. I believe that additional housing must not happen at the expense of worsening the climate crisis.
	The current assumptions are around growth of both the economy and local population. I DO NOT SUPPORT THE CURRENT GROWTH AGENDA which is unsustainable. This relates to land use priorities as well as what is sustainable in terms of ecology and the planet. The economic growth plans end up putting more pressure on local housing, as people are drawn into the area, and take land that could be used for housing.
	Given the decline of the 'high street', I believe there should be a serious look at zoning rules - i.e. retail/office/domestic. If you can mix these up, then there'll be less need for in-Oxford travel and more opportunity for housing. And yes, it can be done. After all, Cornmarket seems to now be significantly occupied by Jesus College, which is residential.
	Essential that housing is IN THE CITY and not in the surrounding villages, which, amongst other things, increases the already terrible traffic
	Housing should build on previously-used, or brownfield sites rather than on green spaces
	Less large scale housing developments within the ring road - Lack of infrastructure health services, schools etc. to support these. Build new small towns outside central areas - Keep Oxford as a heritage city.
Allocation of mooring sites	The Boat Dweller Accommodations Needs Assessment for Oxford suggests the need for 41 new residential moorings. The Trust's mooring policies do not now support online residential moorings (although there are some historic online residential moorings in Oxford by Hythe Road Bridge and at the Agenda 21 moorings). Moorings in basins, laybys offline marinas would be within the scope of the Trusts mooring policies, and subject to meeting the relevant criteria may be possible. However, there are few (if any) sites on the Oxford Canal in Oxford that would be suitable for residential moorings. One possible site that has been looked at previously is on Castle Mill Stream (adjacent to the Oxford Canal) this water is an EA navigation - but some of the bank is in Trust ownership. The provision of any new residential moorings should consider the need to future proof them for climate change and to reduce emissions that contribute to poor air quality, in particular, ensure that shore based power is available for any new residential moorings.
Affordability	Planning department needs to consider support of property renovation to support affordable housing within the ring road

	Oxford will become unattractive to business if it does not get a grip on its housing crisis.
	I have a graduate job and work for the university but my rent is very high and property prices have sky rocketed in 10-15 years. This will probably force me out of the city soon.
	The economy will never be inclusive in Oxford if a cross-section of society can't afford to live in Oxford.
	There should be good accommodation .i.e. like Moonside for retirement both private otherwise the availability at the moment is very poor or too expensive - care homes cost is unbelievable.
	They divide between people who can only access low skilled paid service jobs and professional and high skilled jobs is getting worse - as tech advances more social housing has to be priority for reducing inequality.
	First time buyers are at a huge disadvantage due to landlords with more buying power. As they increase their portfolios it gets even more difficult.
	Our schools really struggle to hire good teachers because there is nowhere affordable for them to live.
	Housing needs to be affordable for people working in Oxford
	The lack of affordable housing only encourages unscrupulous landlords to exploit tenants.
	London weighting for jobs, seeing as rents/house prices are London-level. Not really acceptable that Oxford University doesn't offer this. Tell the VC and Liesl Elder to stop letting business dudes and Exxon put their names on new buildings new programmes and instead learn to explain to donors that staff need to be paid a decent wage on non-precarious contracts.
Student accommodation	The housing shortage has been created by the rapid creation of too much employment in Oxford and the growth of graduate students by both universities because research graduates do not 'count' as students in housing terms. They are clearly a useful source of income
	Student accommodation is placing a heavy demand on local services i.e. doctor surgery and more development does not leave social housing - first time buyers
	Housing for students is important but there are too many developments for students within the city. These could be built outside the city leaving the city sites for workers and families who are not transient. Transient occupants destroy the community.
	Enough student accommodation blocks in Cowley thank you.
	Charging private landlords of students council tax to be used for important social housing and other needs to address inequality
	Housing students should be part of an over-all plan to have a vibrant city that would include students, families, retirees, young adults, key-workers, those needing social assistance, and more from the rich diversity that is a city.
	There are many difficulties for student accommodations that want to increase their capacity or built new facilities. For years some accommodations, like Grandpont House have not been allowed to do it. It would increase local business (construction companies, food and services business, students who buy in the city)
	Make new built students flats affordable for students so they don't use all private rental stock
	Universities have a responsibility to house their students
	I think it's good that the university are building more housing for students, and hope that will take off some of the pressure of other rentals around the city
	There is already so much student housing in the city, more is not needed
	Where student accommodation created by converting non-student residential properties or demolishing former residential buildings, a corresponding number of low-cost housing should be built or made available to offset rising house prices in

	Oxford. Part of this cost should be offset by the Colleges responsible for the accommodation.	
	I take issue with oxford university spoiling the city with its ugly buildings, e.g. in Jericho, and creating housing which is all about profit and does not take into account the quality of life and mental health of the students who live in that accommodation. They are terrible and inhumane landlords. I think the council should take that into account when giving planning permission.	
	There needs to be a cap on the amount of students in the city	
	The universities should not be given carte blanche to grow their student numbers and residence halls, where that growth conflicts with the more general need to create housing & affordable housing and to protect green spaces. (Castle Mill, 'Stavertonia' and the Northern Gateway are all problematic in different ways.)	
	Plus if you do have more student housing it needs to be taxed as does all educational accommodation as they use all the local resources.	
Key workers	Key workers are not encouraged to live here. Maybe when they are young and don't mind house-sharing. But when they want to feel more settled, or start a family, most cannot afford to live anywhere half-decent.	
	If more affordable housing is provided this should help key workers and first time buyers without necessarily prioritising them. I find the definition of key workers problematic - how to do you draw the line?	
	Housing key workers close to the city centre will reduce traffic and reinvigorate the city businesses	
	As a keyworker myself, I feel that it's completely wrong to treat us any differently to anyone else. We are not more important. Everyone is of equal value. Don't treat us differently. It's not right to prioritise keyworkers over anyone else	
	Potential development sites are earmarked for 'student accommodation', while housing for key workers is desperately needed - notably sites on Marston Road, Oxford, which would be ideal for workers at the John Radcliffe Hospital and other Headington hospitals, all of which have difficulty recruiting staff because of accommodation problems.	
	Key workers should get much higher wages, to be able to afford houses that already exist	
	More housing for key workers	
	As a teacher I know I really benefited from the scheme to give me money to buy my flat, and I think more schemes like that for key workers would be great.	
Homelessness	Housing homeless people is important	
Quality of rented accommodation/HMOs	Build social housing estates which are managed by the Council instead of housing association businesses which appear to make massive profits from doing the barest minimum by way of managing their properties and the behaviour of their tenants. Properly enforce the rules and regulations relating to HMOs and other rental properties in and around the city. Landlords, particularly in East Oxford, are still getting away with making vast sums of money from letting slum properties to desperate people, many of whom do not know their rights	
	Regulating landlords cramming	
Affordability of rented accommodation/HMOs	Better regulation of landlords, renting prices, and standards of rental properties	
	Other agencies exist to meet some of the above objectives so OCC should not have to prioritise them. They can help by encouraging SME through affordable rents.	
	Rents according to salaries	

	Revision of rental regulation to ensure affordable housing of consistent standards without overcrowding
	When considering affordable housing, this should include both selling AND renting. If I didn't have to pay so much on rent and bills I may actually be able to afford to buy a house one day...
	Support for those who rent in the city. Rented accommodation near people's work.
	House prices will not reduce if more houses are built so any new building of houses must be kept for social housing only and these houses need space for transportation storage outside i.e. bikes.
	Some rentals rent a room that is far too small to be considered a bedroom.
Availability of rented accommodation/HMOs	Stop giving houses to the lazy, while the rest of us spend our life working to live in a house no bigger than theirs. Do not allow lifetime council homes. When their need goes, give to someone in greater need of this accommodation.
	OCC must reduce the numbers of HMOs in East Oxford to ensure a safe and diverse community.
	It's unfair how families in Oxford can be bidding on housing for over 5 years.
	We need to get away from OWNING houses......... let's try to get secure and affordable housing that is not for profit.
	People who claim benefits should not be discriminated against when looking for rental accommodation
	Reduce nos. of HMO's
	Also if someone wants to buy their council house they should be allowed to by Cottsway Housing Association.
	If housing is taken out of the rental market by tourism then there is less for people to live in.
	Social housing must no longer be sold on - scrap the right to buy
	Those in social rented housing who do not work in Oxford should be offered a social rented housing away from Oxford.
	When we moved into our development of 19 flats, there were far more owner-occupiers and only one short-let. Now there is only one owner-occupier that we know of, and at least 5 short-let/Airbnb-type properties. Please, please crack down on Airbnb - it is killing the housing market
	More rentable housing for young couples - places with a small outdoor area, close to amenities, 2 bed, with good social area for not extortionate prices!
	We need more houses/flats for social rent
Density/type of accommodation	Please should give greater thought to the changing character of communities as more houses are adapted for multiple occupancy. As a result, the number of family homes in the centre is decreasing and people are less invested in the future of their community.
	More social housing for general needs so that it doesn't become ghettoised. Support for more community housing projects for co-housing, LLTs.
	If denser housing were provided e.g. flats on top of the retail premises along the Botley Road then people could walk or cycle to walk.
	Land trusts where people can own bricks and mortar but the land value, which is a product of all in the community, is retained for all the community.
	Residential sub-divisions (the only way to meet housing needs within carbon budgets by enabling the heating and insulation of space and fabric being occupied and reducing the need for new build) can make housing affordable by reducing unit cost and meet the housing needs of the elderly.
	Housing should be of the 'missing middle' density in which it is comprised of apartments and townhouses rather than traditional 'suburbia' to maximise sustainability of new developments while also increasing liveability and the quality of life for residents. This would also positively impact resident's health by promoting an active lifestyle.

	Access to accommodation that is suitable for an individual's stage of life, and access to services appropriate to their needs. E.g. people wanting to start families will soon need gardens, space, access to schools, children's centres, whereas people in later life might need access to health care, cafes, events, leisure, community centres, health and fitness centres, etc.
	I don't support limitless new housing for limitless migration into Oxford. I think overcrowding would spoil the city. I think we need a steady population size to maintain a good quality of life for people living here
Quality/design of development	Looking after those in council owned sub-standard housing is important and addressing discrimination and structural racism in housing is important
	Oxford / Cambridge arc housing development plans are a travesty - economically and environmentally.
	I don't think cramming people into ugly, small affordable housing in Oxford city is the solution. Providing more attractive housing, with more space and better public transport into the city for work etc. makes more sense to me.
	Important to maintain high standards of design and build, 'levelling up' to improve overall quality of new developments, not at the expense of public amenities by filling every plot
	Provide leadership to improve the sustainability and maintenance of existing housing stock.
	Council house with chance to part buy. Reinvest back into council houses.
	So many people are badly housed
Reusing old properties/retrofitting	There is not much space left inside the ring road. Instead of developing new properties and reducing green space, the council should invest in redeveloping vacant or dilapidated buildings/plots
	We need to use the empty part of the existing built environment for energy-efficient very low-cost homes, let by Housing Association or Council, or for part rent-part buy schemes for key workers
	It's important to see how building use in the city has changed, where Covid/the new Westgate centre has emptied areas out, and work out a balance of affordable housing and retail opportunities plus other amenities that can draw people to those areas e.g. green places, urban woods, exhibitions, cafes.
Energy efficiency/carbon neutrality	New housing is clearly needed but not at the expense of the natural environment and the primary importance of dealing with climate change. They cannot be considered separately.
	Can we install solar panels, rainwater collection systems, and/or gardens on roof spaces?
	Build houses as low-carbon / zero-emission as possible both in their structure and in their whole lifespan
	New builds should have an increased minimum energy efficiency, to reduce both environmental impact and energy bills
Downsizing	The right type of housing. Ask people to down-size
	Elderly people stay in too -large houses because they don't want to change locality. Build for older people in good quality developments.
Providing for those with a local connection	Local initiatives need to be made thinking of the whole town and that includes the workers barred from being able to live in town. It includes the people all-over Oxford, not just the people who live in the geographical area of the proposed plan.
	We should not try to house people from elsewhere except those from the NHS, police and something else...
	More housing for people with a local connection would be an amazing step forward

	People who work in Oxford should be the focus. Those who live in Oxford but work elsewhere e.g. London, should pay an extra on the CT so they would be discouraged.
Traffic/transport connections	In the city but not building car centric developments outside the city centre.... this just adds to car dependency which is a subtle tax on our poorest
	Air quality is important for every resident in the city, but is not happening
	There is also no sustainable transport for new residents of these very destructive new developments in the Green Belt on the edge of Oxford to commute into Oxford. Existing commuters into Oxford, including key workers will then find it more difficult to continue to commute into Oxford through these new developments. This has not been thought through.
	Increasing public transport links between the towns around Oxford and making these more affordable seems a good way to alleviate housing shortages within the city and interfering with the green belt
	Banning private cars from the arterial roads so that buses from the wider area could get in and out more easily might help take some of the pressure off.
	Building 30% more homes as proposed by the 2036 local plan is foolhardy. It is not really driven by the need for more housing for local people, but by the government's economic growth agenda for this region. It will cause huge pressure on services, create further traffic congestion and make Oxford an unpleasant place to live.
	Encourage car sharing and zero car developments
	Good air quality from roads where we have eastern bypass to take more traffic. Endorsing not environmentally friendly place to live. Queuing traffic and road conditions appalling.
	Housing must support the transport plans - so actively encourage walking and cycling (and actively discourage private car use)
	Many people can't afford to live in this hyper expensive city. So stop punishing them for having to drive into the city for work
Supportive amenities/infrastructure	The Westland drive development will do little to offset the need for many hundreds homes create by the approval of the North Oxford development. You cannot simultaneously approve a scheme creating a huge housing demand with no plan for meeting it, and claim to want to meet housing needs. And again, if you plan for meeting housing needs, how can Boswells and Debenhams be allowed to be turned into a hotel and offices, neither of which are in critical demand? In any case, please don't turn Boswells into a luxury hotel, or Debenhams into offices! It's so dull and sad.
	I would include good access to local facilities here, too - if people are living in an area of the city without good (or even any) healthcare or basic shops, that forces them to travel elsewhere and effectively creates inequality and social exclusion.
	Building a third more homes as proposed by the 2036 local plan is ridiculous. It will cause huge pressure on services, traffic and make Oxford a thoroughly unpleasant place to live.
	This closure of the information centre is one more blow to what is an important amenity not just to tourists.
	All schools should be good. All schools should be local so parents/pupils can walk there.
	Every housing development needs a community hub.
	If more houses are needed it needs to be ensured that with any development comes facilities to ensure enough spaces in schools/education, enough shops, parks, and consideration given to healthcare resources to ensure the NHS is not overwhelmed

Second homes	Stop people buying second homes in Oxford & renting them out at ridiculous prices if social housing tenants about look after their home & garden. Do something about it as another family would love that home.
	If we truly want to address the inequalities in the housing market then we should have a look at the root of the problem. Too much housing lies vacant and is being used for investment purposes. A change in housing rules could address this problem. If housing is not allowed to be bought by international speculators or people wanting second homes we would not have a housing crisis
	Limit how many homes a person or company can own.
	--A minor problem in the city compared with the countryside, but impose full council tax and possibly an extra tax on second homes
Renewables/recycling	Educating future generations of new industries in recycling, renewable energy - move away from the prolific consumerist lifestyle of previous generations.
Importance of open space	If there is also a way of creating some real and permanent small green spaces in the city centre it would be inviting for permanent residents.
	Stop turning our county into a concrete jungle.
OCC	At some point the council has to recognise its responsibility lies more with the townspeople than with the government. The Government makes it harder for the council to behave responsibly but that needs to be challenged.
	Showing leadership in having a low cap on greatest/lowest salary ratio among OCC employees
Safety	well lit areas, noise regulation
	Protect children in poor communities from predatory paedophile gangs.
	Everyone should have the basic right to a safe place to live, particularly vulnerable children.
Protecting Oxford's heritage	There's a fairly tight limit to how much additional housing can be crammed into Oxford without damaging the character of a World famous city and its environment.
Supported living for those with disabilities	More social housing/supported living for those with autism and SENDs.
Housing need	The housing need is overinflated - it should be recalculated
	Oxford City Council has a policy of building employment/business premises instead of housing. Housing must be given priority.
	When talking about housing, the local plan needs to reflect the views of the residents, not be based on the aspirations of developers who want rampant growth. We should be aiming for a steady state economy with modest housing growth.
Effects of Brexit	We have gained 6 million EU citizens for whom housing - must be provided. From my observations in Barton shops, underpass and swimming pool, many of these are young families. Will this regular growth in population and the subsequent demand for housing slow down post-Brexit? Have 'housing need' figures been adjusted accordingly? Has anyone considered this?

Comments about inclusive economy

sub topics	Inclusive economy - 'Other/ Comments' inclusive economy

Voluntary organisations	Support for voluntary organisations which help people gain confidence, improve mental and physical health and move towards employment.
Education/skills training	A school should be part of a system that prepares individuals for participation in a caring, just, and viable society; this includes, but is not solely concentrated upon, self-care and enrichment.
	All schools should be good schools. If a school is not a good school, steps should be taken to support that school. What does it mean when you say developers and employers should provide skills and training opportunities? Are you going to pass a local law that obliges them to do this? Or are you going to support them in this endeavour? If the latter, shouldn't you already be doing this?
	We should focus on identifying local skills needs and providing training to meet them.
	We have many good schools and they change each year, so I'm not sure why you have included that? I'd like to make all the private schools free and comprehensive, so I hope you don't mean them.....
	Trade apprenticeships for young women and men. We need builders more than we need baristas!
	There needs to be more support for apprenticeships and people working in the gig economy. Living wage etc.
	The education system is still flawed. Young offender rates have gone up a lot. We need to educate on drugs, sexual offences etc. We need to show the future generation that they will be supported to finding work and can get a higher education and not be turned away because they might not be the most academic pupil. We still need to support those with lower grades. Especially those from ethical backgrounds among the black community. That could stray from a straight path. It should be the human community and abolish white privilege.
	Not just good but truly excellent schools, with differing emphases, should be the objective. That will require innovation in provision
	Teach all children in School and universities how to live sustainable
	Support schools more for a 'wealthy' city we don't have good enough schools. It's too expensive to attract NQT teachers.
	Rich public schools with great facilities should be forced to share these far more to retain charitable status
	Stop attracting and developing without providing schools and other infrastructure
	Referendums for all - No education researcher has ever studied amount of early year literacy tuition received by 5 & 6 year olds - it been reduced by 90% since 1960.
	Oxford state schools need to be more aspirational for their learners - too many are coasting. The aspiration and attainment in many though not all Oxford state secondary schools is much less than comparable schools in London.
	Most top-level medical research will have grant support from private industry. I'm not sure how much the Council could contribute. But where taxpayers' money could make a real difference is improving the quality of secondary school education. As a university professor myself, I think the Council should focus its spending on high school teaching.
	Make sure they are available close to where people live;
	Improving schools in high priority neighbourhoods
	It's time to support and not oppose home education as the successful option it is. Engage positively with successful home educating patents, instead of trying intimidate and threaten them.
	I think we need to teach more about social and business entrepreneurship in schools, and foster closer links between schools and employers. Careers education needs to be more woven into the regular curriculum.
	Good schools are essential for the future of the city.
	There seems to be a lack of practical skills in schools, squeezed out by academic subjects. We need both.

	Great we now have the River Learning Trust Academy supporting the Oxford Academy - for too long too much difference between comps in Oxford.	
	Easily accessible and low fee vocational courses that can be accessed throughout the city.	
	Develop and promote pathways (education, training, apprenticeships, funding) that help young people get involved in environmentally friendly industries/jobs, at all levels and all types.	
	Buy back children centres Supporting nursery schools	
	Access to good state schools is crucial	
	Better link between early years, schools and universities (people and facilities) i.e. promote "learning city"	
	We should support skills training in all sectors. Oxford city, developers and employers should provide skills and training opportunities	
Independent/local businesses	Independent shops are failing, replaced by low-cost souvenir shops that last a few months to a year. These reduce the value and draw of the high street, only exacerbating the problem. Put money towards supporting independent and local businesses.	
	Very much hoping that the council will take the opportunity to support and encourage small independent businesses to set up in the town centre, leaving the chain stores to The Westgate, and creating a really interesting and attractive town centre.	
	Support development of green jobs, including jobs that don't require a lot of skills e.g. planting community veg gardens, tree planting etc. Re-deploy unskilled labourers to be cycle couriers or help with community services.	
	Assistance should be given to co-ops etc.	
	Bring back the delis, greengrocers and other food shops. Think of what other countries do with their indoor markets. It's so sad what has happened in central Oxford. Used to have so many lovely independent shops - and now we have the Westgate with all the usual high street shops - all rather boring and soul destroying	
	Supporting independent shops/ businesses might be a good way to build some immunity to corporate fluctuations and influence from owners in other countries or towns- people with little investment in Oxford's wellbeing.	
	Get rid of tourist shops, lower rents to ensure a variety of local independent shops that carer for the local community. Introduce charge for tourists.	
Start-ups	Support to small businesses and start-ups, esp. those that respond to climate emergency and inter-cultural/international work	
	Small units for small businesses! Maybe storage container offices? For small businesses/start-ups that can have storage!!!	
	Sort out covered market, good place for start-ups	
Supporting a range of sectors	Having a balance across the Knowledge Intensive Business sector is important for diversity, opportunities and cross sector collaboration/innovation - that is what makes an ecosystem not a monoculture	
	We need to be attractive also to big industries/companies. Where are the BMWs of the future?	
	When it comes to supporting a wide range of jobs, as well as the research and knowledge sectors this should include the heritage sector! As an archaeologist who was never furloughed throughout the pandemic and ensured the urban redevelopment sites within Oxford was maintained from a heritage aspect I feel that the support from the council should increase for the heritage sector and ensure that a wider public outreach on these sites are represented	
	Typical. Ignoring cultural industries & arts sectors.	
	There should be a commitment to sex workers' rights	
	If a plan to balance town and gown a bit more were to be successful it would also help with the old issue of high turnover in the retail sector, as the city would have a more even trading	

	calendar, and it may even encourage more niche shops and service providers to come to Oxford.
	Local business that provides high quality new products and repairs for existing products—I find it very hard to get things repaired or renewed in Oxford.
	I think it is important for the Council to support a wide range of jobs to create a resilient economy. The universities should be able to support health related research and development leaving the Council to focus on a wider range of jobs and training.
	Growth in all these sectors is undesirable in Oxford, when other parts of Britain need jobs and opportunities more.
Business site allocations	It would be strategically advantageous if new businesses were located outside Oxford City since there is a shortage of employees in Oxford and no sustainable way to commute into Oxford.
	There is greater need to support the creation of jobs in the north. Oxford has high rates of employment.
	Jobs are obviously important, but not just jobs for the sake of jobs. The more jobs, the more pressure on housing. Not even employer linked housing will solve the problem as that can only be for those with security of tenure; not the cleaners and the Uber drivers. In the local plan it says that unemployment is not a problem in Oxford. So, could you find a way to use the reputation of Oxford to build employment in other parts of Oxfordshire / the country without trying to squeeze everything within the bounds of Oxford? The Oxford Partnership? Kate Raworth is an Oxford economist with sound ideas ...
	I find research and development very important, but Oxford seems to have a monopoly on most buildings in the city for this. Though I'm sure the research is vital, I do wonder how vital it is in the direct city centre, in places that could be better used for more mundane purposes of the general public while the research facilities are relocated.
	Council supports only pet projects and certain groups. Wood Farms money given to 'Headington' group who decided Wood Farm not in Headington. All sites appears to be developed either for London commuters or students.
	Businesses are moving online.
	Building should be prohibited on green field sites. Redevelop within the city.
	The City Council should concentrate on making Oxford a pleasant place to live - like it used to be. If the retail sector is suffering it's because the huge Westgate development was built on the basis of a 'need for shops' report commissioned years ago. I.e. before Oxford became one of the highest users of internet shopping in the country. The Council's own unreasonable rent demands have turned the Covered Market from a jolly, vibrant, busy place into a veritable ghost town with empty shops. Yet the policies stated above should have ensured this did not happen.
	Any large employment sites should be adjacent to transport hubs such as Oxford Railway Station, so that more jobs doesn't mean more car traffic.
	All business out of the city centre makes sense no pollution, clean air, no on street cafes all out of oxford clean streets for cyclists and taxis etc. no heavy transport etc.
Wider economy	Policies about the economy should be made with an eye on a bigger picture than Oxford itself and not with the idea that the city needs to fight an un-named other in order to encourage small businesses, start-up businesses, research and development, and the provision of adequate space for these to happen.
	Tax advice companies help people to avoid paying tax that is due so are legalised tax evaders. Many lenders that charge extortionate interest rates are legalised thugs taking money from people who can't afford it. Betting companies destroy lives by getting people to hand over money they can't afford to hand over and it's legalised isn't it? Freedom seems so convenient for some doesn't it?
Empty business units	Please stop allowing landlords to let business spaces remain empty. The state of the covered market is disgraceful. Get pop-up shops in, but do something. I've lived in Oxford for 16 years – it's not just the pandemic, things were going wrong before. We could do with more

	specialist food shops, a fabric/haberdashery shop, a toy shop, a magazine shop, and brands like Lakeland, Zara Home, H&M Home.
	I feel strongly that unused buildings should be taxed or compulsory purchased.
Affordable workspaces	Affordable no longer exists in Oxford.
	Oxford CC should reduce rents in centre of Oxford so that small businesses can thrive. We need to avoid what happened in the covered market with small local shops being squeezed out by unaffordable rents - we are fast using a gem.
	Need to get the university on board to reduce rents, esp. for businesses. They own so much land and hog so much of the city's resources
	Subsidise rental costs for small businesses
Diversity of employees	All employers should be required to have open and inclusive employment policies - Diversity of employees is very important.
	Support diversity led social enterprise - run by marginalised communities with lived experience of poverty/refugee/disability and support them to be part of and create new business for themselves. This takes resource initially and more investment as member of the community may be suffering trauma, low self-esteem and much more. This work needs investment in support of emotional kind as well as business support. When successful this ultimately can take some of the most intractably disadvantaged people out of the cycle of deprivation and into resilience and independence.
Supporting research	I do not think our research and development potential would be improved just by increasing numbers, which increase the pressure on housing and sustainability.
	We should support the knowledge and research economy - So should university
	We should concentrate on what Oxford is renowned for - a beautiful city with an excellent university. The jobs flow from this. Keep Oxford special and we will all benefit.
	University is best placed to support research development etc.
	Why should it be the role of the City Council to 'support the knowledge and research economy' or 'nationally and globally important...development in the health sector' as opposed to any other? Or at all?
	The Council is already supporting the knowledge economy with initiatives like the West End development. The University of Oxford is doing the same at Osney and Begbroke so care needs to be taken to ensure the demand is there.
	I feel very proud of the part Oxford has played in the development of the Covid vaccine and research around coronavirus treatments. It is a tribute the strength of the knowledge and research economy.
	As Oxford is so expensive (e.g. property prices), attracting key workers will remain a challenge. So, I think it is very important to consolidate our strengths in terms of first class university, excellence in research and healthcare, as these things will help attract key workers despite high living costs.
Importance of open space	As a tourist destination (pandemic allowing) which is an important part of the local economy, amenities like public conveniences should be provided to make Oxford more attractive.
	Availability of clean, pleasant & accessible outdoor spaces is paramount to mental & physical health and wellbeing.
Traffic	Companies should not be charged parking for employees. Public transport is not available very early or in all areas. Sometimes car is the only way to go to work.
	The more we take cars out of the high street the better it will be for community. This should be thought through together for high streets in the city (e.g. central, Cowley Road, Walton Street, London Road, Summertown etc.)
	Make Cowley Road & Iffley Road one way (one in town & one out)

	I believe you are damaging the local economy with your anti-car & anti-business policies in the City Centre. The parking charges are already ridiculous, and when ZEZ comes in, how many people (many of whom have to drive in) are going to travel into the City Centre for shopping, meal, night out, etc... When they can go elsewhere outside the City Centre and enter & park for free? How about some business friendly policies like free or cheap car parking for electric cars?
	How about LTNs impacting small businesses?
	Traffic coming into Oxford rat runs and only selected areas are given LTN. Perhaps stop traffic coming in - more park and rides, better public transport, not allowing Universities to build car parks.
Job security	Challenge businesses in Oxford that are not supporting their employees equitably and responsibly and call them to account. For example, BMW & Mini Agency works on 0 hour contracts.
Reducing waste	Discouraging fast fashion and throwaway society
Promote homeworking	Ensuring that housing gives sufficient space to have a family and work from home
	Promote work at home for as many people as possible, releasing workplaces for conversion to homes.
OCC	Local academic research gets funding from all over. The council should be working for citizens.
	I feel like these responses are steering me towards supporting a large development, and I do not. I would like to see suggestions on how you propose to do the things in this section without building another science park.
	Many of these things seem to me to be completely outside of the scope of the council. What is it that you are proposing? I would very much be against my money being used for these purposes, especially as it's very unclear what is involved.
Increasing salaries	Appropriate salaries
	Should encourage increased wages based on high cost of living - Oxford rivals London, when increased London wages are taken into account.
Support for workers with disabilities	More opportunities and access to work for people with disabilities, including learning disabilities.
Repurposing empty/declining retail areas	We've got to redesign the high street. Please do not try and keep the physical retail sector alive. You will lose and waste a lot of money and there will be a massive opportunity cost involved. Instead there can be a fantastic redesign of the high street to create more green and community spaces that breathe new life into the city centre
	The Westgate centre needs to stop being a centre for wasteful consumerism and converted too much needed housing and workspaces. And get rid of the town centre car parks.
Quality of employment sites	The Council's treatment of the Covered Market has been disgraceful over many years. Central Oxford is filthy. Please clean up.

Impact of tourism	You don't specifically mention tourism: this is allegedly important to Oxford, but my understanding is that its net value to the community itself is not great as it provides mostly low quality jobs.

Landscape and Green spaces

Subtopics	Landscape and green space - I 'Other/ Comments' landscape and green spaces
The natural environment	All existing green spaces should be protected and properly maintained (whilst leaving to nature as far as possible). Brownfield sites should be actively considered for rewilding, with funding available to kick start this process by clearing sites to get the best ecological outcomes.
	Council is destroying open spaces, like Iffley.
	Allow for more 'wild meadow' type areas for the bees and butterflies.
	Allowing verges and similar to grow wild, and matching it with clear communication as to why, the benefits to the environment etc. Otherwise it is assumed by some that it's due to budget cuts in the council. Also, to create meaningful, long term spaces for wildlife - the pop up on Broad St is nice, but it's problematic from a long term environmental impact perspective given that it's temporary. Provide funding and training for schools to lead inspiring outdoor and environmental education regularly.
	Also encouraging community gardening, rewilding of verges, etc.
	And not cutting down trees along roads without replacing them even if this means cycles have to slow down when using shared spaces (Woodstock Road, Abingdon Road).
	As previously mentioned I think the Oxford Golf Course should be turned into a public park that would serve East Oxford, Headington and Cowley.
	Children can usually be driven by parents to attractive open spaces. Older people have fewer opportunities.
	Close areas for dogs, dog parks as due lockdown dog owners has increased drastically, they need space to take their dogs without a lead.
	Anything to protect & encourage biodiversity should be prioritised.
	Could the colleges create tarmacked or sanded paths round the perimeter of their fields, for the benefit of strollers or runners - but no dogs please, for reasons of good order and cleanliness!!
	Climate change is everything! We all have to do far, far more Only renewable energy Only build carbon neutral or carbon positive houses Allow solar panels on roofs Only build with solar panels and heat pumps Do not build on green belt Preserve nature, encourage wildlife - Plant more trees, hedges, wildflowers, marsh land Support community groups far more Full support to allotments for community food growing projects Be more creative, inventive and urgent
	Continue to plant wild flowers on verges and only cut when required. Loved the wild flowers and seating added to Broad Street this summer. More of this makes Oxford so much nicer, calmer and is more likely to visit and spend.
	Remind The Government that the preservation of the Greenbelt was their manifesto.
	Cut edges of verges only - please everyone & increase habitats.
	Grass cutting more often, Oxford very untidy. Please cut grass around estates, look like rubbish and can't see road signs.
	Green Belt should remain intact and not be altered to allow further development. Maximise and make best use of the green space and countryside that already exists. Be mindful with the planting of new trees and landscaping to ensure that they don't harm any existing views or protected wildlife/habitat
	Don't plant trees on roads cos they damage kerbs, road surfaces, drains etc.

		Eco studies re wildlife, meadows etc.
		Get the bees back
		If planting trees need to take into account the costs of care and long-term maintenance. Don't plant too close. Build road through Christchurch Meadow as historically proposed.
		Encourage the public to make gardens more wildlife - friendly.
		Encourage wildlife gardening, limit - 'paving over'. Encourage derelict, poorly maintained spaces to be 'greened up'.
		Forest gardening' is an exceptional model for enhancing the value of existing open spaces
		Good design of green and outdoor spaces is vital.
		There are still opportunities to plant trees in and around my part of Headington. It would be nice for the local residents association to be involved in identifying these And for them perhaps to do some fundraising in that connection.
		Green spaces - preserving the ones we have AND creating new ones, should be at the centre of all plans for housing provision/development. You have left out 1. Food growing, 2. Natural flood mitigation 3. Urban cooling. These are key functions of green space and need their own policies to be factored in to decision making
		Footpaths obscured by overgrown shrubs private and council sites guilty. Do not build in flood areas.
		Houses and gardens are becoming smaller therefore outdoor spaces really important. Also, people have more opportunity to meet each other.
		I am neutral about the trees, only because they shouldn't be planted just as a consequence of losing more important natural and established vegetation and trees elsewhere. The whole cycle of life needs to be thought about, insects through to larger mammals and birds and all the plant life that sustains these. Roadside trees are of course good for air quality and carbon absorption but the whole picture is crucial.
		Lye Valley should remain protected, it is a gem.
		Improve local parks
		Don't build too close to preservation sites.
		I think that it is important to recognise that not all open space is equal. Open space is not necessarily sacrosanct.
		Patrol green spaces at night though to stop anti-social behaviour.
		I think there is sometimes a failure by some people to fully appreciate just how important the Sites of Special Scientific Interest in Oxford are, both environmentally and culturally.
		Plant fewer male trees that contribute to hay fever.
		We are concerned about pressure on the green spaces to the north of Old Headington and south of the ring road, from Foxwell Drive and Dunstan Park in the west through to the OPT land north of Barton Lane in the east. As Barton Park is completed and new development starts north of the Bayswater Brook, preserving green space such as this band will have increasing importance for all the reasons above. In particular we have worries about Ruskin Field identified for development in the 2036 local plan, and the fields to its north which were considered and ultimately not designated as part of the plan. We would favour all the Ruskin Fields being identified for green and public benefit development, perhaps as a public Park, like nearby Dunstan Park.
		Tree planting can be good, but --Stop cutting down mature trees except where absolutely unavoidable. The Council appears to hate trees and is too ready to cut them down. The mantra 'might become dangerous' is meaningless; the only questions to be answered are 'is it dangerous now?'

	and 'If so, how dangerous?' Injuries from falling trees are vanishingly small in the UK; branch reduction may be appropriate instead. Actuarial risk doesn't have to be zero. If we worried about casualty statistics alone we'd ban most vehicular traffic. And dogs. And bees. --If trees are cut down replace them with trees --Use native species suitable to the site for preference, though some amenity flowering and berrying trees can be appropriate in urban situations. --Don't plant trees on sites that already provide good biodiverse green space; trees are not the only mode of biological carbon capture, nor necessarily the best (e.g. sea-grass, though obviously not in Oxford). I support the Friends of Lye Valley's Supplementary Planning Guidance whose current version is posted on their website. Please adopt it and incorporate it in the City's planning policy.
	Trees should be planted on-street and on-street trees replaced when they have disappeared or been removed. For example St Anne's Road and Gathorne Road suffer from non-replaced trees whose locations have simply been tarmaced over. Trees only hold carbon as long as they are growing. When they drop branches and die, or are burned, the carbon is released. Fens, however, store carbon for thousands of years...as long as they are kept wet. The Council needs to understand and appreciate its fens (Lye Valley, Dunstan Park, Rivermead, Chilswell Valley, and Raleigh Park - to name only the major ones). The Friends of Lye Valley's Supplementary Planning Guidance must be incorporated in the planning process for the protection of the extraordinary Lye Valley fen - open 24/7 and free to visit! The ex-Crazy Golf site
	That is why it is essential that the Friends of Lye Valley's Supplementary Planning Guidance for proposed development in the catchment of the Lye Valley fen is adopted as planning policy.
	Tiny Forest Initiative by Earthwatch is great.
	Please don't use pesticides.
	Please consider planting trees on the ring road to separate cars and the cycle lane. Secure cycle parking is needed in numerous locations.
	it would be great to have more edible planting, e.g. fruit trees and bushes
	Detailed landscape proposals and strategies should be required as part of planning submissions
	Create corridors between green spaces is a much better approach if feasible to do so.
	Tree roots have grown under nearby houses and are the cause of subsidence and cracks in interior walls in the inner city.
	Demolish council garages that are not used (modern cars do not fit in them) and convert to green spaces.
Climate Change	Is the council fully insured for new housing in proximity to rivers being flooded as climate changes?
	Growth in population and economy incompatible with sustainability.
Social issues	- Many other local addicts that I have been seeing for many years hanging around with the drug dealers and begging to young people and local residents need to be moved away. People that give money to addicts should be fined for doing so. And there should be signs warning about not giving money to addicts and beggars
Urban / built environment	- Better street lighting. - Pavement on Stockmore St. needs fixing. - Prevent front gardens being paved over for parking. - Create opportunities for electric charging. - Remove planning restrictions on building on shore wind farms.
	Any changes made must consider electric (wider) wheelchair users.
	Clean, safe streets.

	Important to design some outdoor social spaces within the city centre.
	Create rooftop gardens to save space.
	Children cannot safely cross the road in our area because cars are parked on the road, reducing visibility, and cars speed down the road. The council needs to prioritise people over cars.
	The architectural standards of buildings being built in Oxford are of a very low standard. Seeing houses being built in Waddesdon which have won awards on Sunday and thinking of the dull new development at Barton and Wolvercote ex paper mill site. The very ugly new accommodation buildings for students being built for Balliol. Good buildings such as Keble development in Keble Road and Ashmolean extension and earlier for Christchurch Blue Boar Street which are stylish and take note of their environment. Violation of height restrictions also a problem too.
	But these spaces need to be well maintained. Look at the brook at Florence Park / verges.
	The problem with BBL is that there is nowhere nice to walk to, no nice pubs, restaurants or cafes. Not very safe either. Far too many buildings going up for students who leave in a few years back to their nice areas and we have to put up with a concrete jungle. Personally can't wait to leave the place.
	Maintain the character of areas with an overall development style e.g. Croft Road area.
	Ensuring that all development improves already built land and leaves all green spaces intact.
	Unlimited growth of city can't be reconciled with climate emergency - Need to think about protecting greenbelt, farmland, and nature preserves.
	For me the aesthetic of my surroundings is really important. I chose to move to Oxford for work but also because it is a beautiful city. Sadly the modern designs and distinct change in style of new developments is detracting from that. Witney developed their town centre beautifully. I think Oxford planners should take a look.
	Focus on better open spaces in areas with a high number of town blocks & flats.
	Getting a better balance between the environment and planning. At the moment the odds are skewed too far in favour of development and away from preserving the environment
	Streets always littered with rubbish, after the lorries have been round, even broken glass.
	Before Oxford gets carried away with new projects, development or regulation, I would love to see the city make the most of what it has. Preserve natural sites by using brownfield for new development where possible. Beautiful built environment with a rich history by ensuring development adds to and enhances complements Oxford's aesthetic.
	Development is important to keep Oxford thriving but main focus should be on sustainability and environmental impact.
	How can it be legal to have wheelchair-unfriendly gates for Christchurch Meadow?
	Oxford needs more galleries and sculptures in town.
	Seen the gradual destruction of the beautiful city. Every approach to the city is disgusting, overgrown verges. Litter all along, not a pleasant invitation to visitors. The disappearance of shops and not enough promotion of remaining ones, the Covered Market for example. Too many buses to council estates, many running empty routes could be amalgamated cutting down fumes.
	I live just north of Summertown and I cannot understand now the new easy hotel plans were passed by the council. It is truly the most hideous building I can't imagine it is going to... It is out of proportion to the nest of Summertown buildings. Why!!!
	I realise as I get older I will need more benches to help my walking distances. I love to walk especially walks in nature.
	The need for green space and recreational areas is absolutely vital (the pandemic reinforced this point) and has to be balanced against a need for new developments providing affordable and first time-buyers' housing.
	Prioritise carbon reducing initiatives when planning changes to infrastructure.

	CCTV would be helpful to have at the Plam end of Cowley Rd.
	More initiatives like broad meadow!!
	We need Oxford to be setting a really high bar on design of housing and public space that marries contemporary needs with ecological design, and not allow developers and house builders to simply 'tick the box'. Oxford to develop its own design codes? Prioritise high thermal performance of buildings, both retrofitting existing and building new, to ensure and require developers to highly insulate and make buildings really air tight & minimise heat loss.
	The layby in Summertown should be pedestrianised with greenery and the cars should be moved elsewhere e.g. by the easy jet hotel or around the back.
	Please incentivise building on brownfield sites.
	Improvements to the city looking good could include: - More smart, sensible seating - Water features (e.g. in Broad Street) - More greenery (e.g. Planting schemes in retail centres) - Competition to keep the city clean - Anti-graffiti weekends/parties - Revamping bus/coach station at Gloucester Green - Consult with URA (Urban Renewal Authority) in Singapore for exciting implementable ideas
	The first DDA came out in 1995 and basic access was the first requirement yet, after all these years disabled people still cannot access so many shops, cafes etc. The pavements are really bad and cause pain for many who use wheelchairs, scooters, walkers etc. Streets with cobbles are 'pretty' and part of our heritage but impossible for disabled people, but they could be improved. All new housing should be of "universal" design so to be future proof for elderly people. Too few have access to digital services and so are even more excluded.
	Please do not sanction over-development of brownfield sites without considering the existing communities that live within these areas, i.e. New Osney.
	Better maintenance at South Park.
	Stop using weed killer in public spaces.
	Not more trees along roads - impair visibility and create vegetation maintenance issues.
OCC / governance / stakeholders	OCC need to consider finances and not just ideas.
	Should be holistic approach to planning, where climate change, housing needs, health etc are not dealt with in isolation, with conflicting decisions being taken.
	The poverty stricken charitable institution of the colleges could take a close look at their assets instead of roaming the country collecting their massive rents from their many properties and estate. Should build quality. Plaster on them all I find this very unworthy.
	It is a fundamental requirement that city should manage its finances properly and it should be mentioned.
	Focus on the achievable.
	The objection to Meadow Lane developments shows how the current Local Plan failed in its consultation. Far too many people didn't know about the development the council needs to make sure people are consulted - not just stick it through a letterbox and assume people will read.
	Make green space Broad St permanent.
	Co-ordinate the local initiatives.
	Leaving grassy areas uncut is fine, but many footpaths are bleached because shrubs have not been cut back, council must do their duty and enforce private householders to

	maintain some order. Surely there are local by-laws to enforce maintenance of frontages that are neglected and full of rubbish, properties are being bought to let by absentee landlords who do nothing to ensure maintenance. Properties turning into slums.
	Have referendums
	How is this to be funded? Central government?
	Hold Thames water accountable for sewage leak - they are destroying are rivers and habitats.
	I am a retired planning solicitor. I feel very concerned at the government's attempts to undermine the planning system. I would be keen to be kept informed by the council of any steps that it is taking to oppose these proposals and the forthcoming Planning Bill.
	There is a chunk of our population whose views aren't really considered or understood because they don't respond to questionnaires etc. and may not get involved. There needs to be more conversations / reaching out to people and engaging with them directly.
	The plans to cut emissions lack ambition and need to me much more radical. Given the scale of the problem the response maybe much more bold. The Council needs to come up with a new and more ambitious plan to cut pollution, improve air quality and change people's behaviour. The council needs to do much more to bring about change and needs to do it now.
	Worried that this is simply a tick-box exercise for the City Council.
	I made 2 complaints about neighbours burning brush in their backyards and I have not heard back from the CC. Your response on such issues does not bode well for trust in local govt.
	Introduce more council tax relief options for low income or maternity leave.
	We only ever see Councillors when they are asking for votes and not after they are in seats. Our roads need cleaning and weeding.
	Website difficult to navigate.
	Have a Mayor of Oxford
	The main thing we feel about our neighbourhood is that it is not being looked after by the council, people, parish council, and police.
	Reach these goals sooner, 2040 is far too late. We are running out of time and need to act now...
	Oxford University to open up some of their space?
	More thought should be put into planning permission, unsuitable ugly buildings. Permissions for too many flats which then don't sell on rent quickly.
	Fuel poverty - The council should consider solar energy for the existing housing stock. Also, excess power sold back to the grid goes back to those living there - perhaps reducing rent or service charges thus putting money in the pockets of tenants and leaseholders. The poor cannot afford to buy these
	More facilities for recycling easily, more rubbish bins, more presence in parks & public spaces to prevent littering & anti-social behaviour.
	Please do all you can to ensure Oriel College remove the Rhodes statue. It's horrendous that they keep hanging on to it. And for your part please remove the Rape of the Sabine women painting in the Town Hall. It's repulsive and you don't need to keep showing this stuff to people just because you always have. These things matter enormously.
	Please, please fix the footbridge that links the Isis Towpath with Friars Wharf. It is my main link into town for grocery shopping and the additional distance has become such an issue with my mobility issues that I am considering buying a car.
	CC's responsibility is to keep these area clean & clear of rubbish.
	Reinstate lollipop people
	- Many other local addicts that I have been seeing for many years hanging around with the drug dealers and begging to young people and local residents need to be moved away. People that give money to addicts should be fined for doing so. And there should be signs warning about not giving money to addicts and beggars

Services and facilities	Agricultural land as a resource for food security & local food production.
	Allotments for residents
	Children's play areas do not always need expensive equipment - they need room to explore and learn.
	Is there any police presence in Cowley at all? Did anyone consider elderly or disabled who need to drive to access shops and services?
	Despite mentioning a 38% increase in mental health referrals, there is no specific mention of addressing this in the future. We know post pandemic this figure will increase further so I think this needs further thought.
	The thinking to date in this country and indeed this county, is to build as many houses as possible without increasing the infrastructure to support them. It doesn't work and just causes congestion, anger and social unrest.
	Temple Cowley swimming pool - closed - need to stop closing facilities. Cowley Community Centre - closed Morris ... ... - closed
	Not enough work on maintaining infrastructure we have already, but money seems to go on new schemes. Litter, potholes etc. currently neglected.
	The pandemic has hit less wealthy families the most and may have suffered real hardship. Previously children's (...) could have been the focus of much needed support. Investment in community centres and charities providing support needs to be a priority now. Provision of facilities should be developed in areas of deprivation. For example; open spaces, youth clubs and services, health centres, schools and nurseries. There is a great divide in this city between wealthy and less wealthy areas, this needs to be addressed urgently. Inequalities have increased under the pandemic.
	Easier route to contact mental health support.
	Having a local kids farm for education more allotment spaces as waiting list is too long.
	I would like to see more children centres to support families when support is most needed and the life chances of children can be best helped.
	Indoor community facilities are key too.
	Provide better schools.
	- Support for ethical and green shops, more unpackaged food options
	Fit toilets with a RADAR system for people who want to use them.
	Bury Knowle park should be fitted with (as a minimum) a half pipe for the growing number of local skateboarders.
	There are no facilities on Wood Farm or the surrounding area. Perhaps the community kitchen at the school could be reopened for a social space for people to meet.
	Crown and Thistle pub needs reopening.
	More public toilets in the parks.
	It would be great if tennis lessons could be offered from Hinksey Tennis courts - at the moment most drive to Abingdon for these!
	More play areas for children and young people, basketball areas, table tennis tables (great idea) etc.
	New developments need "village hall" recreation and green space.
	Encourage, promote and assist neighbourhoods to jointly install heat source pumps, solar panels and batteries at home. Pedestrianise more streets in Oxford.
	We support the idea of lots of lamp posts (lower voltage).
	Subsidies for animal agriculture should stop, and instead, farmers should be supported to transition to plant-based organic, low till, environmentally friendly agriculture.
	Spaces for outdoor events, e.g. a bandstand or covered pavilion, with onsite catering (e.g. regular food van), and picnic tables. We could really do with somewhere suitable for an outdoor cinema or drive in, and car boot sales, markets, concerts etc.
	Encourage live music venues and stop closing existing venues (e.g. the cellar)
	We lost the dance halls in Roman Way which was a great loss to Oxford.

	"It would be great to have safe riverside swimming area and clean river water! Also we need a pleasant public area near a river or canal with open green space for picnicking, cafe, cycle access, public toilets, etc. We need table tennis tables in Marston? We are lacking any public tennis courts."
	It would be great to have safe riverside swimming area and clean river water! Also we need a pleasant public area near a river or canal with open green space for picnicking, cafe, cycle access, public toilets, etc. We need table tennis tables in Marston? We are lacking any public tennis courts.
	Making already available facilities more inclusive would be a start.
	Provide a new pump track - the UK mountain bike scene is very big and we have GB roles models who are world champions! Having an official mountain biking area (shot over) and a pump track will help generate the sport and can improve local economy and increase visits.
	The library garden could be put to better use for all age groups e.g. children using library not just sculpture garden. It would be a great idea to open up the library garden into the park. Move benches and shelters for teenagers in the park and make the park more of a community centre.
	There should be more police officers to improve safety and reduce crime.
Local community	Listen to local communities and harness local volunteer organisations.
	Encouraging people to get outside and explore the city and its green areas will help with people's physical and mental health.
	Reducing inequalities vital. Ditto improving health (air, exercise etc).
	Continue to stimulate population by keeping/promoting local natural gathering places: plazas, parks, pubs and above all churches which have been so life giving in the pandemic.
	More support for community owned and managed green space so they can be used for wellbeing - e.g. Barracks Lane Community Garden, Oxford City Farm
	Must address our homelessness crisis.
	More needs to be done to engage the local community in participating in planning and implementing all the things in the points above to help them engage and appreciate and have a stake in the green areas.
Air quality	Beautiful city being destroyed by air pollution, caused by too much traffic. Reduce empty buses. Walking into and around the city is unpleasant due to air quality.
The economy / education and training	Create green jobs in Oxford. Projects for low skilled workers
	Children need to be taught more about nature.
	Education about importance of trees, wildflowers and nature.
	Make rent for commercial small businesses a lot more accessible, need financial support from City Council
	I would like to see more people working to solve climate change, and help people without higher education to find work in this area for an average living.
	Provide work experience for those with mental health or learning disabilities.
	Engage with schools.
	The city needs a better balance of jobs, too much reliance on education and tourism.
Retail	Crucial to regenerate city centre - there was already a large 'Westgate' effect with shops elsewhere (often independent) being forced to close. Also important to support traders in Covered Market.

		We should have a variety of local independent shops.
		Westgate itself is not a pleasant place to go. In my opinion Westgate has done irreparable damage to the city centre. It really is like a ghost town now a pleasant shopping experience at all.
		We are concerned about the closure of so many shops in the city centre and their replacement with expensive designer shops or tourist gifts. Already the city centre doesn't really provide what we need good quality children's clothes & toys; music shops: good quality gifts; locally produced food items.
Waterways		There is one huge tree down across the weir just over the bridge on the cycle trek through from Marston to City Centre. That tree has been there intruding for 1 1/2-2 years.
		More use of the canal should be considered and promoted for non-motorised watersports such as paddle boarding and canoeing and this should be discussed with The Canal & River Trust. There is little information or mention of the industrial heritage, which has helped shape the city, and more specifically the special interest of, and background to, the Oxford Canal as a historic corridor that owes its late 18th-century origins and ensuing development to the presence of an important commercial waterway terminus to the south of Hythe Bridge (i.e. the site now occupied by Worcester Street car park), is a concern from the perspective of promoting an appreciation of the heritage significance, vernacular and working tradition of the waterway to prospective developers. Restoration and reconnection to the canal of the historic basin at Worcester Street car park could be an aspiration for Oxford City Council, radically enhancing the arrival experience and connectivity for visitors at the southern end of the Oxford Canal and introducing an exciting focus and meaningful concept for new development at this location. ☐Urban design The Canal & River Trust have produced their own guidance on what makes good waterside design which can be found on our website at https://canalrivertrust.org.uk/specialist-teams/planning-and-design/creating-successful-waterside-places. We would welcome the opportunity to be involved in a focus group relating to waterways.
		Flood risk at Oxpens and Iffley Meadows.
Transport		- Looking forward to the LTNs being implemented as I have little kids and the roads are not safe for them. I would like to see more speed bumps around.
		All of the above would be improved if car use within Oxford was curtailed. Park and Ride facilities could be improved for those travelling from outside and safer cycle routes created to neighbouring villages.
		At the moment it's easy to walk around Oxford although cyclists and the new scooters are a danger often coming up behind and trying to push past.
		Best way to encourage wildlife is to reduce traffic.
		Blocking off the access from Derwent Avenue to Headley Way. The traffic creates noise & pollution & stops children playing outside. If the access was blocked, our road would improve.
		Reducing support for vehicle movement without reducing the need for vehicle management will put people at a disadvantage.
		Car traffic is killing Oxford. There is promotion of Oxford as a 'cycling city', but Ox County Council is actively hostile to cyclists.

	There is no direct east - west cycle route from the high street to the new road / park end street is very bad.
	To stop building more car centric developments - stop making the same mistakes of the past.
	Current traffic management and plans for ZEZ etc made it almost impossible for city centre residents to access their properties by road, have deliveries or other services that rely on motorised transport. Not realistic.
	Guided buses on 4 major routes? What happened to that idea!
	This would mean giving up space the great gods of cars and housing would use.
	Too much time spent sitting at traffic lights - turn them off outside peak times.
	Some cycle paths are very dangerous in the dark in winter e.g. Towpath, ring road Heyford Hill to Littlemore roundabout.
	Get rid of the LTNs. The Co-op in Cowley is suffering. Financially. Since the LTNs were put in place just to mention one store.
	Better separating/marking cycle paths off from bus lanes and parked cars forcing them to swerve.
	Buses connecting peripheral areas via Ring Road and not city centre would be a bonus (e.g. Kidlington to Headington).
	Other than the Westgate there is nowhere to charge an EV car without subscribing to a service. There should be some fast-charge points that don't require overnight or subscription parking. Elms Parade car park points are still not connected and Park&Ride needs a subscription. This does not encourage people to buy a car if they can't charge at their property.
	When it comes to leisure I find footpath signposting isn't always clear or disappears mid route.
	Reduces the LTA's, promote better bus service - more frequent journeys. Reduce charges for collecting bulky items.
	High percentage that cannot walk or cycle.
	I changed to the Jericho Health Centre, having used the bus co. and found this even continuing that. A year later it was cancelled, I use taxis now.
	Do you people have any idea about bikes and e-scooters rushing along pedestrian only streets, Cornmarket, Queen Street etc.? Let's have a balanced strategy for all.
	I don't like the plans for charging cars to drive into or through particular parts of the city. I drive to a dance class in Jericho 3-4 times a week - a £10 "congestion charge" each time would make this unaffordable. Local business like my dance class teacher would close down if this plan goes ahead in Jericho.
	I like the idea of leaving grass verges to grow wild, but I think that the initiative would work better (and get more local support) if they are first planted with (appropriate) wildflower seeds. If you get people on board first by seeding with poppies, cornflowers, etc. to 'prettify' the verges then they may be less likely to complain about it.
	I would love to buy a car that is a hybrid or even electric but they are outside my price range.
	Seems police, ambulance etc are also negatively affected by LTNs
	Don't allow parking on pavements.
	Remove redundant signs from roads / pavements.
	The bus that can be booked for local journeys can only be done online so I do not have access to that facility - can it be arranged so that people without a computer could book by telephone?
	Not everyone can join if tools are required.
	The city and public transport needs to adapt to in and out of term time.
	Electric trams across the city and beyond.
	A congestion charge would be a good start followed by improved bus services, fare reductions & / or the issuing of free bus passes to a wider range of residents.

		Inclusion of mini busses or shuttles for elderly would take cars off roads.
		We are worried that something like bus gates on the Marston Ferry Road would cut me off from elderly relatives, and doctors, and the Ferry Pool.
		Free parking for all electric cars.
		Also, finish the old road cycle track, the one on the south side. It is ridiculous that this has not been completed. Similarly, work on cycle track across Warneford Meadow.
		Consider local requirements before finalising bus gates (e.g. the ability to drive between Marston and Summertown)
		Post pandemic plan for transport urgently needed. Shocking levels of car traffic containing 1 person. Suggest the relaunch of all public transport, incentivising cost, reassuring re safety (ventilation etc). Disincentivise all non-residents from bringing cars e.g. click + collect for major retailers (e.g. John Lewis) at park and rides, subsidise park and ride, park and ride tickets buys a free hot drink in participating stores, stores/cafes, discounts in hotels on production of evidence of rail journey to city. Market all as 'the Oxford climate premium'.
		Please setup a low traffic neighbourhood in Jericho.
		But local car share schemes would be better for reducing the number of cars - local council initiatives for this would be valuable.
	Housing	Less shared houses because there is too high density which creates too much rubbish (bins left on the roads)
		Increase housing density.
		As I mentioned in brief, one of the key drivers of the housing shortage and inflated prices is landlords buying housing stock, regulation of some kind to rebalance this disparity should be looked at.
		Many other families our children cannot afford to buy a house in Oxford and they have to move out to places like Didcot and Bicester. It is too expensive to live here.
		The burgeoning problem of HMOs & Airbnb is damaging the neighbourhoods and causing problems with rubbish, as short term residents have no idea of how things work & absent landlords just see the properties as cash cows.
		Prioritise housing for those in need over everything - office, research, employment sites. This housing crisis has been going on for too long and current plans to increase employment will make matters worse. Increasing employment all very well when those in need are housed.
		Stop letting Brooks take over our residential areas, thus depriving housing for ordinary citizens.
		Will the new housing ail to benefit many Oxford residents, but rather provide second homes for suburban dwellings for commuters to jobs in London?
		Housing - It's imperative that the council builds one bedroom flats not bedsits - Those of us who face an uncertain future regarding being asked to downsize need reasonable sized one bedroom flats to move into, otherwise we are forced to give away/sell a lifetimes belongings to downsize - This is soul destroying - Not only do you have to move - Losing the community you live in, you lose all your possessions. Not only pensioners, so many young people need their own secure, safe, spaces.
		Renovate old buildings for housing or rent that would save building new built houses.
		I am not in favour of registering all rentals, only HMOs or multi let properties as it will put price already expensive in Oxford higher for tenants.
		Very poor quality of housing stock in the city. Poor insulation etc is a waste of energy. The increasing tendency of landlords to pack many people - often young, low-income, or otherwise vulnerable into 'family homes'. Oxford has what could be described as modern slum housing in many areas - the cost of renting or buying a home has a big effect on the quality of life within the city.

	Build more high quality spacious flats with lovely communal spaces and playgrounds - Much more environmentally friendly and not everyone wants to live in a house, especially people with mobility issues.
	No affordable housing for NHS staff.
	Legislate against paving over front gardens
	Tough place for young people to live, due to cost of housing.
	The present 2036 Regeneration of Blackbird Leys will create a ghetto so sadly I feel no consultation has been listened to, the residents as Spindlebrry Park will no longer exist - 85 houses will be built and most of the residents who are unaware are against this! Ref: Change of land use 2013 & 2016 never named the park so objections weren't aware.
	Use levies on this to fund the building of social housing.
	Not affordable for local key workers like myself.
	Start on the Cowley Road all those terraced houses and shackle shops could be turned in to blocks of flats etc. It is time to.... more people could be housed and have access to walk in to town eliminating the use of cars. Good flats are essential.
	(3) Look at amazing opportunities like the Botley Road. Retail is dying: that presents a golden opportunity to re-develop the Botley road with medium-rise flats, smaller-scale retail units, underground parking, and world-class sustainable transport options (cycle lanes / scooter lanes and the like)
	Normandy Crescent, OX4. There's a couple of families overcrowded in 2 bed flats, while the housing needs team under-occupy 3 bed houses unfairly - e.g. 18 and 26 Normandy crescent. Often empty as people stay with family and friends most of the time.
	Please ensure that Jericho boatyard / St Barnabas Plan does not end up as a closed space for residents only (like Lucy factory) but make it a social space with a new bridge, hopefully a cafe / restaurant, planting, benches, community events...

Comments about local neighbourhoods and active travel

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
Traffic/pollution	At the moment we still are able to drive with the electric capability of our hybrid.	Air quality is very poor.	20 mph zone.	- heavy traffic and poor air quality on St Clements - boy racers audible at night
	Whilst this is a worthy aspiration, it will not work for everyone. People have differing capabilities and family/work circumstances, which should be respected. Policies designed around a particular lifestyle cannot reasonably be imposed on others	Although there is a need to reduce vehicular traffic disabled people do need access & parking spaces.	Air quality & safety now LTNs are installed.	- Too much noisy traffic, busy roads - Poor air quality
	Will not stop using my car!!	Botley Road traffic should have a 20mph limit	We very much like the fact our road (Fairacres Road) is blocked off at the bottom, so we do not have through traffic. It makes all the difference to our street.	Prices of bus tickets in Oxford are very expensive. Plus buses are not always reliable If these were improved it would encourage more people to take the bus
	Without my car I would be housebound	Car volume and car speed prevents cycling. We need Connecting Oxford plus to dramatically reduce car usage and ownership in Oxford. Let's copy Paris!	We are living in the newly created Church Cowley LTN so we are enjoying the quieter side streets - but now the main roads are busier and more difficult to cross on foot or by bike. There are still huge numbers of people driving to the Cowley Centre from the local neighbourhood - they obviously haven't heard about the 15 minute neighbourhood so there is a bit communication job to be done there.	- Noise because of the ring road
	I can't access some facilities e.g. clothes, the river, large parties in 15 minutes.	Cars driving too fast can put people off.	There is a great deal that I like about my neighbourhood. I live in Highfield Avenue Headington. I like the traffic calming measures taken in old road	--Creeping development, e.g. the loss of a good meadow to the development on the Nielsen's site, proposals to build a new pavilion in Risinghurst at the top of the field nearest Shotover instead of on the current site, proposals for developments threatening the Lye Valley --Parking schemes that encourage residents to pave over their front gardens to avoid charges
	We do not own a car.	Cowley Road is the most dangerous and the drivers can be quite aggressive towards cyclists; the bus drivers can be bullies	The Low Traffic Neighbourhood filters (and bus gates whenever they finally get activated with working cameras...) have been wonderful - for me and my children it has been a profound change, both in moving around for basic journeys (school, local shops) but also just feeling so much safer in crossing the road. I really hope they stay and can be expanded across the city, especially now that my oldest child will be starting secondary school (there's a bit uptick in road traffic accidents for 10-12-year-olds, owing to the need to make more independent and often longer journeys - schemes like the LTNs are sure to save lives).	Traffic using village as rat run to Marston ferry Road Proposed housing developments in village ring road with no infrastructure for more cars
	Things are too far away for me to walk to, so have to drive.	Elderly and people with disabilities need access to cars, walking and cycling is not an option. Also people that have to drive their kids to school and then on to work. Walking or cycling is not for most people.	The fast cars going past are scary.	Several roads and pavements are in a state of disrepair
	Those who actively choose not to have a car should be rewarded - perhaps with a free car-sharing scheme run by the council not the private sector. You need to incentivise people away from the model of private car-ownership.	Entirely a question of distance. The things I would normally drive to are too far away to walk and, depending on the weather, to cycle.	Access to ring road via Abingdon Rd. No through routes, so no rat running.	Abingdon Rd is unpleasant to walk/cycle on
	The LTN has increased my walking & cycling.	I am worried that the proposed filter in Dustan Rd will make getting to Ox / Headington difficult.	Low traffic area	Abingdon Road, polluted and congested
	Stop the anti-car rhetoric and focus on other things	I also live on the main road, so while I appreciate the LTN's it does mean that now there is normally a traffic jam outside of my house and I do worry about the air quality.	No trouble with neighbours (quieter area) since traffic calming measures means less traffic road.	Air pollution (wood burners on narrow boats)
	As main carer of my elderly mother who lives independently I have to drive to take her shopping, to various appointments and trips out. She is unable to go out alone.	The city is too hostile for drivers	Easy access to ring road	14A bus doesn't run on Sundays or very often on other days It would be great if it was a bit more frequent
	Oxford has several regional hospitals. It is important that patients can easily get there by car as public transport is not always practicable. Restricting parking, especially at the John Radcliffe site, causes severe congestion, unacceptable delays and missed appointments. The council has an obligation to allow proper	Oxford needs to support carbon-free transport -- including electric cars, buses etc.	The city centre is dying - parking & car driving made unwelcome.	busy main roads - congestion charge needed

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	access. This is not to mention the problems for NHS staff which are disgraceful. This policy must change, parking on these sites must be prioritised.			
	89 years & age & need to be driven so good roads are essential - Not everyone can cycle / walk.	School coaches and old buses are the worst for pollution because cyclists share their bus lane and constantly leap frog between bus stops. When the buses overtake/ pull out you have to hold your breath to avoid the hot smell air that comes out of them.	That it's not yet been subject to crazy LTNs.	Bumps on the road (for speed control) could be bike friendly ex allow a small gap on the side for bike to cycle freely
	My wife is disabled so I need to drive to get her there and have her disability scooter.	I enjoy driving and it's my right to drive, I hate cycling and resent the council's fascistic bullying of motorists and support of cyclists.	Accessible to motorway	Commuters parking in residential streets leaving cars all day long I should not have to pay for a permit to park outside my house
	Use the car when I go outside the ring road or on those occasions when I have heavy loads to carry (or to take several people at a time)	I live in the Florence Park LTN (which you haven't finished yet) and it is great. The surrounding roads seem to be slightly affected at rush hour (but they are main roads so I think that's fine). Outside rush hour they are just as before. There are lots of rolls who pretend this isn't the case. Ignore. More power to your elbow(s).	My neighbourhood used to be easy access to various routes.	routes from station to centre of town in need of renovation
	Mostly drive or use taxi can't push wheelchair too far.	I see poor and inconsiderate driving EVERY SINGLE DAY.	My street and others in this immediate area is quiet and there is no through traffic. Children are relatively safe to play on the street. This should be the goal throughout the city.	Clearly too many unnecessary car journeys.
	Often a car is the only practical option. I am now shopping by car weekly for our household in Kidlington (more variety, better quality, too much to carry without a car) and weekly jointly for ourselves and an elderly neighbour. Transport depends on weather and whether I'm likely to have more than 30lbs of shopping! When I broke an arm a few years ago I soon found out how useless public transport was for getting round the country outside towns. If we couldn't use cars, there would be hardly any recording, and we cannot preserve what we do not know is there. These records go to TVERC, the British Mycological Society national database and the British Trust for Ornithology, respectively. Try carrying 10ft poles or quadrats on a bike if you think this isn't an issue.	I still cycle almost everywhere, but it feels unsafe sometimes due to traffic and the amount of cars parked on the streets (which are reducing the available space).	Not yet, but I hope to say 'LTNs' soon.	Cowley has lots of broken glass in roads parks and cycle paths
	Living in Beckley and Stowood a parish in SODC near Oxford we have no public transport and no local facilities, so we have to drive everywhere. Many of our local residents are key workers in the NHS primary and secondary care (hospitals - JR and Churchill etc.) or work in the university. They have no alternative but to travel by car. This problem is to be exacerbated by development in the Green Belt on the edge of Oxford such as Land north of Bayswater Brook, Northfields and Grenoble Road where there has been little thought of how new residents in these developments will commute into Oxford and how those residents already trying to commute into Oxford from villages further afield though these new developments will ever be able to do so.	I think getting people out of cars and walking/cycling is a slow process - people are so used to driving everywhere.	The trial of the LTN - we need to try solutions to the issues of traffic and pollution	South Hinksey Ring Road should be 50 mph not 70 mph (noise/air quality)
	Local authority does not support pubs or the motorist.	I try to cycle to local places and drive to those further afield. Local driving is generally due to transporting heavy loads and/or people/	No traffic noise	Cyclists without lights, aggressive cyclists on the streets not stopping at pedestrian crossings and who think they own the streets.
	Look at the Mosaics development - entirely car dependent, no facilities.	The LT ends are a good idea as they reduce the traffic but I would like it to go further and reduce the speed of the traffic perhaps a sleeping policeman for cars but not cycles.	A controlled parking zone recently introduced means we are no longer living in a big car park	Cowley seems geared towards cars.
	It's good that Broad Street is now car free.	When I use my car it is usually because I am collecting/returning 4 grandchildren (all under 6) whom I look after regularly. Also I use it to take my dog to Shotover or the River: as he weighs 40Kg he would not fit in a bicycle basket.	LTNs are stopping the 15 minutes s living I'm medically unable to cycle and shop for 4, cars are the only option	E scooters
	Please remove the Church Cowley LTNs. The only two ways I can get out into the wider community is Newman Road or via Sandford out towards Sainsbury's. Although I can access everywhere by car my main routes have all been cut off. I feel	We run a local building firm + need to be able to drive locally to move tools / people & materials	Its neighbourly and reasonably quiet in the estate but hate the A40 noise and traffic which is constant In lockdown it was amazing not having the rush swish and clunking noise form that road 24/7	Lack of connection to different sides of the city when needed e.g. Marston to a swimming pool

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	trapped and put off going anywhere. These are not rat runs to the community who live here.			
	It is extremely important to maintain access for cars to all parts of the city. I need to drive to work as I carry equipment. It is vital for the economic health of the city that access is maintained.	Traffic in Thames Street has become too busy at weekends and Fridays. The noise is loud at night.	easy parking	No management of queues to park in Westgate.
	Paster Street (I think) and Fairacres Road were never re-tarmaced and money went re surfacing Iffley Road twice.	Traffic speeds are out of control - 20mph not enforced!	It's quiet and peaceful, likely thanks to the LTNs in the area which I really appreciate	Traffic warden should be more active when it comes to resident parking.
	I walk or cycle to most things in Oxford. Why so many people drive to their local park boggles me… there should be a ban on driving to a park unless disabled.	There are too many blind corners on the roads & traffic is unsafe. Pavements lumpy and dangerous.	you (OCC) need to focus on improving access for cars/vans etc, and stop focusing on cycling	Too much noise on Thames Street.
	I usually drive to my local shops when I have shopping to do. Unfortunately, because of the LTNs in Littlemore, I have to drive much further. These LTN's cause more stationery traffic and more pollution. Pity the poor people who live on the few arterial routes left to the motorists in Littlemore and Cowley. I wonder who thought this was a good idea. Pity they don't have any common sense!	Re. the traffic, if you cannot easily install tram lines and ban cars then a congestion charge is really the only answer I can think of. Park & Ride helps but only to a certain extent. Finally, please expand cycle-only routes out to the countryside in all directions. Again please look at canal routes/cycle paths in Belgium and Netherlands. Also pilot an annual 'car-free' Sunday for whole city.	And I love the quiet streets following the installation of the LTNs in the Florence Park estate!	I dislike not being able to use my bicycle to travel to nearby villages and Oxford
	Buses are now getting gridlocked due to LTNs.	There's too much traffic in Oxford. Park and Ride should be free or heavily subsidised - that's the only way to discourage drivers coming to the Westgate.	Not often used as a rat run	Cars dominate parking spaces
	I live in a Low Traffic Neighbourhood and this promotes neighbourliness/informal chat on the street, and Covid also got us all talking to each other much more. However, I think we should be learning from best practice in Copenhagen, Amsterdam, and Paris. Oxford's USP is its quality of life, and it won't attract the best talent from around the world unless it remains a very desirable place to study, work, and raise a family. Individual vehicle use should be limited to a) vehicles needed for carrying heavy loads (e.g. in construction and other businesses), and b) vulnerable people who have no alternative. We should tax parking spaces to fund public transport improvements.	The quality of road repairs is so poor. Pot hole patching squeezes out hours after completion as soon as e.g. a bus goes over the patch.	Good road access mostly on edge of city	More road humps
	LTNs are a proven disaster and should be abandoned, they simply force all traffic to one route, creating severe delays and pollution.	The traffic on roads like Cowley Road and even on the Banbury Road make it off putting for new cyclists. This needs to be urgently addressed.	We need the LTN to make it safer and less polluted We are plagued by rat runners	It would be nice if there were sheltered bike hoops because it's not comfortable riding on a wet saddle that's soaked up a winter's worth of rain. I have to bring multiple changes of clothes to make my commute work but it would be more inviting to cycle in if I knew there were places to park my bike under cover.
	I am all for fair & reasonable measures to encourage cycling & walking (for those that can), but not draconian & unfair anti-car measures. Like thousands of others in Oxford, there are countless essential journeys that I need to make by car throughout the year (in all weathers) that are impossible or impractical by cycling or walking.	The very poor state of roads (Botley Road!) makes cycling dangerous especially near station where it is dangerous.	Gridlocked traffic on weekdays (in and out of lakes) because of JR hospital traffic	Too many empty buses going up and down the road causing noise and air pollution
	When I lived outside Oxford coming into the city was a special trip as traffic in Oxford makes access very difficult and spoilt the experience.	The way the council has buckled to the noisy campaigns from anti-LTN people is disgraceful. The vast majority of us want cars vastly reduce in our neighbourhoods. The new Highway Code should provide backup to councils wanting to cut down on pollution, noise, traffic, accidents and get people out of their cars.	I am blessed to live within the Florence Park LTN – its' brilliant! These LTNs are such a great idea for residential neighbourhoods - good for local people, safer roads, less congestion, less pollution	Links to East Oxford could be improved (e.g. a new Thames Crossing near the Oxford Spikes hotel on Abingdon Road)
	Getting to Cowley Centre is now a nightmare	The LTN trial has improved my feeling of safety cycling with my children.	Very pleased w LTN in Florence Park even though it might have slightly increased traffic on Henley Avenue where I live More of this needed	Very few masks are worn on public transport
	I also strongly support the use of LTNs in community areas these are brilliant please keep this up!	The LTNs have improved nothing. The planters are ugly and not maintained.	I like the new LTNs which have reduced traffic and pollution in my neighbourhood	- it is not very easy to leave the city by bicycle to access the countryside beyond Oxford - crossing the ring road to leave Oxford from Marston has not been designed with cyclists or pedestrians in mind at all
	End the school run and everyone will be safer.	The neighbourhood is fine at the moment but forthcoming traffic increases as a result of housing development will have a negative impact on the area by increasing human movement, noise and pollution and lowering air quality.	I love how quiet it is since the LTN	LTN's have led to a two state Cowley those with and those without.

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	The world has only a few years to reverse the global warming hasn't it so why the big effort to get everyone abroad on holiday and driving vehicles around on the roads?	LTNs - useless. Traffic is simply diverted.	I love Jericho but am bitterly disappointed not to say angry that we have been refused a Low Traffic Neighbourhood by the County Council	BMW workers park where they want
	Drive for food shopping as too heavy to carry on a bike	The Botley - Oxford connection is inhibitive for easy travel between the two sites. Botley Road is always traffic locked which, amongst many other negatives, is not good for the environment.	I love the community of Florence Park I love the local feel and the LTNs have helped this	Permit parking is limited to certain flats on the street
	--This is unrealistic. Some of the facilities proposed are very large scale. One could not have all of them available within 15 minutes' walk.	Signage etc hard to discern in town (better in suburbs)	I don't want it to be ruined by the insane LTN plans	Proposed tax on cars CPZ, which is not needed
		Pavements often difficult to negotiate due to parked vehicles, refuse bins left out etc. Through traffic is a problem in St Marys Road. LTNs may make this worse.	I used to like when there were no barriers on local through the roads	School parking a big issue
		I used to use the bus but wouldn't feel safe doing so now because of Covid. I do not think LTNs are helpful for most people who have a variety of different journeys to make; you should focus on encouraging people not to make unnecessary car journeys rather than banning them altogether which makes people feel imprisoned in their home leading to isolation and loneliness. Certain groups should be targeted i.e. those with unnecessarily large cars or those who like to drive around little streets very fast just for fun or to impress their (ignorant) mates. Education is key. Too many people in Oxford think that having a huge car improves their status - could this be reversed by clever marketing?	I'm in Low Traffic Neighbourhood (Cowley) and absolutely love it for safety, noise, pollution walking and cycling	Parking - I cannot get a residential permit on my own street because it's a 'new build'. My alternatives are too expensive. Limit permits per house?
		I work as professional domiciliary carer, car is a necessity to visit on average 9 to 12 service users around the city within a shift no matter what's the weather on the day. Also as a recently diagnosed cardiac, I am not able to walk or cycle far.		Also, the buses do not interconnect well with other services, for example going across the city means going into the city first, which adds to the cost Buses already cost too much
		If I have my children, the car is sometimes easier (double buggy!)		The No9 bus is very infrequent in comparison to no8 and starts much later in the morning
		Air quality on Banbury Road and Woodstock Road is hazardous		More one ways, not road closures
		Overhanging trees on pavements causing obstructions. Have to walk on road also cars parked on pavements. Above is more prominent on Campbell Road needs to be addressed eye ... council needs to advise if residents don't cut these obstructions back the council will do it and they will be fined and charged.		X11 BMW coach is usually empty.
		Parked cars, school run traffic, cycling on Cowley & Iffley Roads in Headington.		The disastrous effect of the Westgate Centre on increasing polluting traffic especially at week-ends. Please move to access by electric vehicle only, initially shoppers but eventually for delivery
		Reduce cars to the Westgate Car Park (that was a planning mistake...1,000 car spaces under the shopping centre!). Thames street is often grid locked.		The impact of the traffic at McDonalds on the Green Road roundabout
		Low traffic neighbourhoods need to be supported & encouraged		Would love if Cowley Road was safer to cycle
				More cycle lanes needed
				Headington cycle paths are a bit fragmented by the shops
				Can we have park & ride or school bus pick up for city school & not permit schools for all
				New Road layout in Headington causes hold ups
				Lack of secure cycle racks to enable leaving cycles at bus stops into city
				Reduced traffic means I feel less safe walking anywhere at night as it's too quiet so I am now driving more for short journeys where I would have walked before.
				No electric car chargers available on our street.

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
				too little parking because students ARE bringing cars even though told not to
				When cars queue up along Cricket Road.
				more direct bus routes to Headington High Street
				Reduced traffic means I feel less safe walking anywhere at night as it's too quiet so I am now driving more for short journeys where I would have walked before.
				No electric car chargers available on our street.
				The planners of the close only thought about cars. Made no alternative routes short cuts/ for pedestrians or cyclists
				The roundabout at the top of Woodstock Road A40 east west should not come through here
				Can we have park & ride or school bus pick up for city school & not permit schools for all
				Local footpaths aren't well signposted along the route
				A lack of enforcement to control the traffic speed
				New developments planned nearby that will not provide parking, so the residents will be parking on the estate where I live
				The constant attempts to gentrify and block roads. It's making it really unpleasant and unsafe walking around
				Unauthorised driveways
				Appalling and long-term parking problems at the JR - so-called "Access to Headington" has made the disgraceful situation no better.
				No electric car chargers available on our street.
Flooding				Flooding at end of Beechey Avenue OX3 due to inadequate drain maintenance
				Excessive development and redevelopment. Current redevelopment on Mill Street/ Gibbs Crescent (OX2) and the planned redevelopment of the Oxpens area (on a flood plain) will much reduce the quality of local life
				Flooding risk Thames Water waste water does not drain properly in my and several of my neighbours properties
Access to open space	Countryside, parks, National Trust sites	If cycle routes felt safer (i.e. from being knocked off bike) I would cycle to local parks. I don't have a garden so parks are important to me.	Access to green space (e.g. Shotover Woods, St Margarets Park, Bury Knowle)	Planting more trees along Marston Ferry Rd to create more shade cover would make it more walkable in hot/wet weather
	There are no parks here.	I am very limited with walking and use a wheelchair & car to get about & enjoy south parks of Headington Hill Park, but need to park nearby.	Access to both city and countryside, plus excellent parks.	Headington needs more flowers
	The green belt	I love green spaces, river walks	Access to countryside walks	I also dislike the lower part of our Parish being taken out of the Green Belt and given over to developers
	Refrain from excessive 'tidiness' clearing natural environment.	There should be an access to South Park at its Eastern end by Cheney School. This would avoid the use of the very busy Warnford Lane and less busy Cheney lane. Until the railings were replaced a clear footpath had been established along this route indicating a strong desire to enter the park as soon as possible from an easterly direction to get out of traffic.	Access to green spaces - South Park & particularly Boundary Block corridor & Warneford Meadow & Lye Valley SSSI.	I think it poor that the city leases the land between Lye Valley and Cowley Marsh to the Oxford Gold Club for their exclusive use. This should be turned into a park that could be enjoyed by a significant portion of the population of the city
	I want a stable climate or a climate which is increasingly less unstable. I want to walk to areas which are vital for stopping the climate from becoming increasingly unstable i.e. climate stabilizing forests.	The parks in my walking distance are not suitable for under 5s	Access to Port Meadow & Trap Grounds	Not enough sitting areas around flats, no garden to grow things
	If too far away to walk or cycle, then make use a park that is more local.	Save the green belt	Access to the river and green spaces	Improve access to green spaces, often only accessible via narrow alleyways and the quality of the green spaces could be improved too via shrubs etc and benches.

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	Green spaces, nature reserves, SSSI's - Very important	Public open spaces should provide benches for the elderly and disabled.	Access to the Thames and several nature reserves.	water in Hinksey park's lake should be cleaned and looked after, ducks and other birds looked after
		Motorised traffic is a real problem - parking - pollution - congestion - danger - ugly space invading.	Access to towpath	More picnic areas
			Accessibility to good paths, waterways, open spaces	At the moment the Parish Council wants to erect a new pavilion in an unsuitable site at the top of the playing field Drainage and biodiversity implications are not what I would wish for More developed ecological consciousness about how the land contiguous to Shotover SSSI both acts as a buffer and has ecological value of its own would be useful The development at the old Nielsen's site is environmentally poor and will destroy a decent piece of grassland.
			I love that I live close to the parks, the river, and other green spaces where it is nice to walk	On road parking should also be replaced by trees and planters (to sequester carbon, provide shade to mitigate the likely increased number of heat waves in the future, and to promote insect life and other biodiversity) On road parking can also be replaced with small 'parklets' (parking bays) (including benches) that make it easier for people who can't walk long distances without a rest to undertake journeys on foot
			Although we live right by the railway station, the neighbourhood is very green and peaceful, and genuinely dark at night.	Headley Way, where I live The lovely green banks, trees and daffodils (in the Spring) have been replaced by an ugly concrete expanse with railings
			Aston's Eyot + Kidneys	Need more places to meet in the city.
			Yes, I can do short walks or get exercise at a playing field/nature reserve and go over a golf course to another nature reserve but these are relatively short walks.	Lack of green space under 10 minute walking distance
			Surrounded by green/nature parks	Too many desperate visitors every weekend trying to enjoy the river and green spaces they have lost where they live
			Wildlife is lovely, empty fields.	The new roundabout at top of Banbury Road was just tarmacked. A missed opportunity to plant something beautiful + good for wildlife, Bicester have managed!
			Wide pavements Trees in Summertown	Broad Street is a beautiful historical place in the heart of Oxford, could be turned into a nice public space with some trees/planting, seating areas, cafés, for people to sit/walk and enjoy the beautiful historic surroundings. Bonn Square is one example, and it is very popular and well used
			We love our local park and use it every day and access to a community centre and allotments.	
			We have good access to the countryside & parks & city centre.	
			We have easy access to nature and wildlife and the river, quiet and traffic free access into town apart from the pinch points of Folly and Magdalen Bridge.	
			Access to a good range of open spaces within walking distance	
			We have a well-balanced neighbourhood with green fields, easy access to local amenities all of which would be lost if more development takes place. Why unbalance any neighbourhood when development can and should take place away from the city centre?	
			We can walk to five different parks from here	
			Walk to University parks.	
			Very green & leafy.	
			Trees, meadows, flowers especially wildflowers & front gardens.	
			Two large green areas close to my house, with trees. Very near to fields and the Cherwell River Path and university park.	

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			Uncut grass verges, all the street daffodils Community gardens, community woods and community orchards	
			In particular I greatly appreciate the large number of trees. There are opportunities to plant more and to maintain those that exist with greater care.	
			The walks by the river, canal, urban nature reserves.	
			There are a lot of parks and playgrounds nearby.	
			There are still a few nooks and crannies where there are old buildings and you can see wildlife.	
			Good local allotments. Interest in green issues strong locally	
			The green fields that the council want to build on.	
			The side roads are very leafy, with lots of birds and bees around.	
			The semi-rural nature of Iffley. So far the Council has been prevented from ruining the two remaining village meadows in Iffley, rightly called 'the lungs of Oxford'.	
			The proximity to Marsh Park for greenery, space and exercise. The trees and green space at Elder Stubbs Allotments.	
			The river, easy access to rural areas.	
			I am fortunate to have a garden and access to the meadows, so I left the parks to those needing a green space.	
			The parks are excellent and the community is committed to keeping them nice and improving eco-diversity.	
			Marston allotments, and the meadows	
			I'd also highlight the good work the Council does in maintaining planting and trees across relevant spaces: Florence Park is an especial highlight for my family and myself.	
			The park opposite Salter Close, it's a fantastic amenity and enjoyed by all including me and my family.	
			Being close to a wood is great	
			Being near the river, as long as it doesn't flood!	
			Big gardens where children can play, people can grow their own veg, watch wildlife.	
			Bury Knowle Park	
			Can walk from the door to open green spaces but also to shops etc	
			Conservation area, village	
			Excellent swimming close to the river, open spaces.	
			Close to the countryside.	
			Park with activities nearby	
			Cutteslowe is fantastic- the park, the river	
			Open fields good paths nearby.	
			Dog walks in the woods	
			Easy access to local nature reserves	
			Easy access to the river, and the improved cycle route along it.	
			Florence Park is an incredible resource. We are close to Cowley Road & town, and the river is near and accessible.	
			Friendly access to green spaces.	
			Garden city environment	
			Green belt and unbuilt on country	
			Green. More trees instead of parking bays.	
			Headington has lots of green space, with good sized gardens and lots of trees.	
			Hinksey park is a beautiful green space, and creates a natural hub for the neighbourhood.	
			Historic monuments, beautiful parks, meadows and trees.	
			Hollow Way Recreation Ground; The Marsh; Florence Park; Oxford Retail Shops.	

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			Wildlife in my garden despite being close to the city.	
			Excellent facilities - outdoor pool, nice park	
			Many green spaces and convenient routes to other local areas	
			Feeling of space, what the city council are trying to take away from us ahead of the new local plan based on the flawed developer friendly last one.	
			Florence Park (the park) is just wonderful, and kept me sane throughout the lockdowns.	
			Grandpont is a beautiful idyll located in the city centre of Oxford. It offers the best of the countryside and the advantages of being in a city.	
			Access to open spaces & local amenities on foot.	
			Florence Park and cafe; The Thames Footpath	
			Florence Park, Flo's in the Park, Jolly Post Boys.	
			The high level of greenery, particularly in Florence Park.	
			The greenery extracting carbon from the atmosphere.	
			The history and the trees/green spaces.	
			The local Park, although not cared for as it should be it still is a draw for families and community groups.	
			The culture, the greenery, the fact there is real momentum to make change.	
			The extensive coverage by native trees.	
			The fact that my allotment site is a short walk away and the fact that a nice park and nature sites are also within walking distance	
			The proximity to the centre the city through University Parks	
			Surrounded by water and green spaces. Grandpont family room, South Oxford Adventure Playground, Hinksey Park, Pool, Playground and Lake. St Ebbes school.	
			Some wide open spaces nearby.	
			Spindle Berry Park and Native Park as it's peaceful.	
			So lucky I live by the river / canal. There are many lovely walks to where I live.	
			Scenery for our painting	
			River paths for cycling and walking. Aston's Eyot for wildlife.	
			Safe gardens for children to play in.	
			Proximity to green space, such as Florence Park and Iffley Meadows, though I need to cross busy main roads to get there.	
			Semi-rural.	
			Close to South Park.	
			Proximity to Shotover Country Park and other local sites of natural history interest such as the Lye Valley (We moved here to be near the C. S. Lewis Nature reserve.) It is, however, essential that the Council conform to statutory requirements not to damage SSSIs. In the case of the Lye Valley, this requires a much better understanding of the complexity and value of the site than current plans for the area is currently displaying. See Lye Valley website and the Friends responses to this planning exercise.	
			Proximity to the Thames, Christ Church Meadow, other green spaces, the Cow Mead allotments	
			My neighbourhood is very convenient for local amenities as well as offering easy access to open spaces.	
			Old Marston and surrounding area very green	
			Open air	
			Its unique combination of green and built environments, blue-green river corridor, nearby nature reserves, the pleasure if gives to visitors and those from neighbouring parts of the city,	

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			the values of many residents who are passionate holders of environmental values	
			Access to wild areas of nature	
			Lots! Florence Park, Iffley village and the river for walks, runs and bike rides	
			Love Binsey and Oxford community - mix of green spaces	
			Lye Valley is a lovely place to live, right next to the nature reserve	
			Many of the facilities I need are within easy reach. There are parks and recreation grounds	
			Many small open spaces of different types	
			Milham ford park	
			Local parks - Bury Knowle and park on Jack Straw's Lane	
			Local excellent park (Cutteslowe)	
			Boundary Brook Nature Park Urban foxes, bats, hedgehogs sometimes	
			It is semi-rural and allows the 'Natural Health Service' to give live and hope back to people during and after this stressful 20 months of the pandemic	
			It is made pleasant by natural characteristics including the River Thames, Castle Mill stream and the canal, and open green spaces	
			It is very near the edge of the City with countryside virtually on my door - some public access and some not but all wonderful to be in or to see I find the freedom and equilibrium I feel away from the urban areas is so important to me - the sense of space both physically and mentally, being part of the environment, the land and proper wildlife In Headington, I enjoy the sense of a past, history, the space - streets are fairly wide, houses have gardens, the SSI at Rock Edge, are all attractive aspects	
			It's close to a few parks and the Thames and Sandford Lock are reachable by foot or bike.	
			Together, Oxford City Council, Oxford University Development, and Oxford County Council are about to impose an unsustainable increase of houses, cars, people, pollution and a radical reduction of green space, wildlife, fresh air, quiet active travel route, mental wellbeing Think again, please	
			I live in Cowley and there are good routes to the Chilterns, The Cotswolds, and the Vale of White Horse, even if the boundaries of the city and local towns and villages seem to be increasing by the size of nearby "fields"	
			I live in Grandpont and have easy access to a lot of free green spaces	
			I particularly like Sunnymead Meadow, and being able to walk around it in peace and quiet I also particularly like Cutteslowe Park	
			Great area Marston although verges a mess this year	
			very picturesque	
			I love Florence Park and the network of gardens	
			I love its walkability and the predominance of green space - Ashton's Eyot, Iffley Meadow/Fields, Christchurch Meadow, South Park and so much more all around	
			I love the footpaths and green spaces and parks and feel so lucky to have these on my doorstep It makes Oxford feel like a great place to live and gives you space to breathe This is why we must protect this precious green space from development (e.g. Swan School, Hill View Farm development in Old Marston) as it is so beneficial to mental and physical wellbeing, especially during the pandemic	

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			People are creative here and it's nice to wander through the immediate streets and see their front gardens - a lot more pots have appeared in the lockdown I'd love it if you could invest in bringing the park up to scratch - it looks a bit neglected, though the planting needs to be sympathetic to its ambience	
			The views of the golf course, the proximity of Lye Valley, Shotover, Marsh Park etc	
			I love the nature where I live I don't want to see it destroyed for new housing	
			Is usually quite quiet and a good green view from the back garden	
			It is in the Green Belt outside Oxford, but within 6 miles of the city, It has beautiful landscape and countryside and a conservation area with important historic housing and an attractive village and buildings, that Oxford residents enjoy and share Our parishioners have said in a survey for our Neighbourhood Plan that they want to protect the Green Belt (which Oxford City councillors have lobbied against and won) and we do not want to be part of Oxford We have an important SSSI Sydlings Copse and College Pond which many local residents enjoy which is now in great danger from the Land north of Bayswater Brook development which Oxford City Council lobbied for The effect on the landscape, environment and climate change will be devastating	
Access to shops	Aldi not reachable unless driving.	The shops in Headington offer limited range and are more expensive. There are no facilities.	I can get almost everything I need by walking round the local shops	Area being developed with no thought to shops doctors, dentists etc the infrastructure is not able to sustain heavy development
	What basic high street shopping? Oxford is becoming a ghost town. A city council with no forward thinking.	Currently walk up to 45 minutes to reach some places e.g. cafe, farmers market, bakery etc. Very limited facilities in my area especially if wanting to avoid big supermarkets or chains.	There are a good mix of local businesses nearby for recreation and practical shopping	Temple Cowley shops really need developing to encourage local shopping
	Supermarkets, garden centres, retail shopping centres: I drive.	Do big supermarket shop every two weeks which is not realistic on a bike?	(Near South Park) It's close enough to the hubbub of Cowley Road and minutes away from the centre of Oxford, but still quiet throughout the day and at night.	Few shops or facilities in Abingdon Road
	There are no shops near me so I have to drive.	My supermarket shopping is delivered via online link.	Able to access other supermarkets, not just one local Sainsbury's on foot or by bicycle	
	The car is used for a big weekly shop. Other top-ups usually on foot.	Good facilities	Access to city centre and the railway station	
	My parents are old and can't walk and cycle to the retail park or even the Asian shops and carry 32kg flour bags on buses etc	I am 73 and a neighbour is over 90. We walk to shops, younger people nearby have good delivered, this is the way things are going.	Walking distance to shops	
	If the distance is walkable or on bus route else I take the car also heavy shopping.	I am not able to cycle/walk to the supermarket - all cheap ones need the car.	The Cowley Road and its shops	
	I rely on my daughter to bring grocery shopping for me every 2 weeks as it is too heavy for me.	There are no basic high street or healthcare facilities, cultural entertainment, restaurants (except the local pub), or anything else within walking distance.	Good shops and pubs and restaurants. These should be supported.	
	I shop locally quite a lot.	My local neighbourhood is Iffley/Rose Hill with shops, health clinic, pubs, and footpaths all within walking distance	Access to shops and facilities	
	I live in St Clement's. I cannot cycle due to a disability so the cycling option is never there for me. It is really difficult for my wife and I to access (without a lengthy bus journey each way): - any supermarket larger than a local/Express branch - any B&Q-type store - a garden centre - the countryside outside Oxford - our Covid vaccinations (we had to get lifts or taxis to Kidlington and Kassam)		Yes, in general we have 15 minute access to many facilities.	
	I like to walk and cycle or use the bus into the city centre for shops, but I will drive if I need to pick up something quickly, or buy something large.		Well resourced - Most things I need are easily available.	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	It's a 4 mile trip to walk into Oxford centre to do shopping by foot - which I do but many people my age struggle with this, especially carrying stuff home.		Access to a good range of shops within walking distance.	
	I don't use the city centre any more.		We chose to live here because our home is near our workplace, schools and shops	
	I don't like driving to shops, but the city centre is too far to carry back heavy shopping.		We have shops on our doorstep.	
	I couldn't do my shopping by bike as I couldn't carry it		Local amenities are great	
	I am fortunate to be close to these facilities and as a retired person easy access is important.		There are good shopping facilities for all basic necessities in my area.	
	Helpful Post Office and 7 Co-ops but often limited stocks.		There are lots of local shops	
	Get a Pound Store in city centre		There are several really good small businesses in walking distance	
	For clothing or household equipment shopping I take the bus or drive. For supermarket shopping I use the car.		Really nice shops and cafes within easy walking distance (Summertown).	
	For food shopping I drive to the supermarket.		Good shopping opportunities.	
	Dr's surgery / basic shopping only by car.		Some local shops	
	Cheapest supermarkets not available locally.		Close to the centre.	
	Another proper supermarket needed.		Easy access to shops (importantly a supermarket and DIY store).	
			Corner shop nearby	
			Cowley shopping centre, it's nice it is enclosed with a roof on it, unlike the West gate.	
			The central location	
			Summertown is fortunate in having most shops/cafes and services that I need.	
			Summertown is a cheerful, friendly suburb with many food shops.	
			Shops within walking distance, but the variety of shops is not great.	
			Well located	
			Nice shops	
			Quite close to Cowley Rd/Magdalen Rd shops.	
			Still close enough to cycle to Headington, city centre, Cowley etc	
			All amenities on my doorstep - doctor, dentist, shops, buses.	
			Proximity to city centre: I live in St. Clements	
			Good local medical and shopping facilities	
			Shops at the Roundway - access due to cafe sitting blocks path.	
			Nearby shops and post office	
			It's lively and there are still a few independent shops	
			Lots of supermarkets	
			Easy flat walking to nearby shops	
			Good high street close by	
			Florence Park/Cowley has everything close by More retail/shops be good, decent cafes	
			Good corner shop and Templar square is convenient (but needs an overhaul)	
			There is a pleasant shopping street much improved over recent years but also reduced by the empty shops and loss of some independent businesses, sadly	
			Surrounded by great businesses	
			easy to get about in foot and by car	
			Variety of shops and amenities within 15 minutes	
			Handy for shops	
			Have more type of shops	
			Headington has a good shopping centre	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
			I appreciate the shops in Headington	
Access to leisure/cultural/sports facilities	Converting under used tennis courts to pickleball/paddletennis.	I am 94 and walk with two sticks. I shop or visit activities on a mobility scooter and only in good weather. I no longer visit theatres, museums on my own.	Access to arts and culture.	Seems strange that the Playhouse and Moma are so limited in what they are able to offer.
	You can't access garden centre without car.	When doing 1.5 exercise class - 25 minutes cycling each way on top is too much & Headington is up hill!	Walking distance to cafes and restaurants.	incredible Music Venues are closing rapidly, The Cellar and the Wheatsheaf are now both sadly gone I have been in local bands and played there and seen many up and coming performers
	What about places of faith communities?		Wonderful museums.	Being continually dumped on by the council It takes our amenities like our community centre and gives us a block of flats it takes our swimming pool and gives it to Blackbird leys and it lets developers build student accommodation which is the last thing we need
	Restaurants and theatre = city centre by taxi. If I walk to work it takes an hour.		Brilliant book shop	No Next gen sports facilities apart from the skate park
	A big gap in leisure provision is for skate/BMX riding in Headington. The former crazy golf site would be excellent.		The church is over the road.	No local swimming lessons - could easily be offered at the pool but never have been, meaning most have to drive to Brookes Heyford Hill. Pool not heated enough for children - 24 degrees compared with 28+ at other outdoor pools. Lake water not monitored for safety/ designated as a bathing area despite thousands of people bathing there each year.
	Nearest gym is a student gym so no longer go there because of Covid. Have to drive to former gym (David Lloyd) as no bus goes to it and in winter access is by a dark lonely path.		The diverse range of cultural /retail /cafes on offer	The plans for the Ferry Leisure centre and related areas
	I am very involved in church activities, these either take place in my home (maximum of 6), small groups in other homes/gardens for these I usually get a lift; Sunday services (distanced and masked) I usually get a bus. For midweek prayer meetings, online, I am at home.		The rec ground has been surrounded by fruit trees by volunteers. The play facilities are good.	Not autism friendly
			Historic buildings, museums and libraries.	
			Sports facilities, near shops / leisure.	
			Beautiful area, rich history and culture, international, world leading university.	
			Local cinema and many restaurants.	
			Cultural facilities.	
			Easy access by foot or bus to leisure centres	
			Cultural attractions	
			I read and there are loads of community amenities nearby	
			The Leys pool a short bike ride away is a great discovery.	
			Street art. Variety of restaurants. Always something happening.	
			Culture/entertainment	
			Nearby for tennis and swimming	
			cultural and leisure facilities	
			Put cafes close by.	
			My favourite Oxford restaurant MOYA.	
			having the shops and my gym just a few minutes away	
			My neighbourhood, South Oxford, is brilliant, real community - church, school resident, been here for years.	
			near city centre, easy access to many things	
			Access to activities & amenities.	
			cycling distance from cinemas	
			Museum. National trusts	
			Lots of pubs, restaurants and culture	
			Lots of small shops/cafes	
			Easy access to shops, pubs, bars and restaurants	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
			Local cultural facilities	
			Lots of cafes and restaurants	
			Lots of facilities - Library, shops, gardens, cafe	
			Local golf club & nearby restaurants	
			Lots of local facilities which offer affordable prices	
			Close to amenities on Cowley Road and not too far from the city centre	
			I like living in my neighbourhood a great deal: access leisure in a short distances is great	
			I love that there are many facilities and culture at walking distance	
			I love the eco-refill centre in Old Marston	
			I love the independent local shops and cafes, and I adore the Magic Café!	
			cultural and social amenities	
Litter/waste	One way to increase community pride in the local neighbourhood is to keep the streets clean. We seem to get a partial street clean every 2 or 3 years at best. This should be properly funded to return to a very regular service - and this should apply County wide.	Clean & sweep the streets	Would like better if streets were cleaned once again and verges cut, but leaving enough for the bees/butterflies.	Dirty buildings and floors
		The poor condition of pavements and the amount of litter sometimes put me off walking.	Great waste collection / recycling	Frequent fly tipping around
		The streets are not clean.	Florence Park is well kept	Garbage truck drops litter.
			There is a sense of wanting the neighbourhood to be nice so there are frequent 'tidy-the-street' events.	
			Streets are calm & clean.	
			Not anymore gone to rack and ruin, especially when you have to do your own litter picking.	
Building works (construction of new development nearby)			Being on the edge of the city my 'neighbourhood' is still quite rural, although current building plans are set to ruin this and make it a much more crowded and traffic blighted place. The 159 houses planned will be accessed by a narrow country lane with a sharp S bend, so this lane will immediately become dangerous for all users, whatever their mode of transport.	At the moment the constant building work in grounds of convent and substation have severely affected parking on our road and the noise affecting people WFH
			Headington USED TO BE a pleasant suburb with its own conservation areas Now developers routinely flout the planning restrictions in these areas, confident they can get away with building bigger and higher than was permitted in their planning permission e.g. 'Quarry Heights' In short PLANNING ENFORCEMENT NEEDS MORE TEETH AND MORE STAFF. Another problem is abuse of our LWS and LNRs by car drivers e.g. at the Slade entrance to the Lye Valley about which I have been complaining since 2015 - and land grabs - e.g. both in the Lye valley and along Peasmore Piece where back gardens are extending out into the public green space	Planning permission favours students and businesses over local residents
			I consider myself very fortunate in living in a lovely area which is soon to be blighted with inconsiderate unnecessary development of new unsustainable housing on Green Belt land on which a very successful SSSI area sits	
Access to healthcare facilities	City needs more 'hubs' for healthcare issues (GP surgeries plus outpatient facilities)	Access to hospital involve walk & 2/3 buses for sick vulnerable person unreasonable.	easy access to world-class hospital	the lack of a local NHS clinics
	Used to walk to Doctors Surgery but closed down. Although continual promise of one locally opening I have to drive.		Medical services and many amenities	
	To reach healthcare facilities I have to use taxis or buses.		Close to hospitals and Headington.	
	Although I say that I do walk or cycle to healthcare facilities, as noted on the previous page, this would be a 15 min cycle or 40		Doctors and pharmacy nearby	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	min walk - and this isn't really feasible if unwell. We need a permanent healthcare facility in the Marston/Northway area.			
	I can walk or cycle to my GP and *routine* hospital appointments, but things get tricky if I'm actually unwell! - there are no straightforward public transport links to such places, so then driving or taxi seem necessary, which is a shame			
	I have many facilities within walking distance including GP practice. However, to access hospitals in Headington I would usually drive.			
Education (Quality of/Access to)	It is ludicrous adult learning centres were closed... were well attended to learn the computer, it was closed for a fatuous reason.	To go get work/drop children off at childcare is too much to do so on foot/I don't have bicycle that can take 2 kids under 2	We like our child's school.	Lack of local secondary school for children moving on from St Ebbe's and South Hinksey primary schools
	Special school - Taxi service or I have to drive		Being near St Ebbe's School, it's lovely to see the children and their parents in the neighbourhood	lack of adult learning facilities etc
	South Oxford (Grandpont/ New Hinksey) needs a local secondary school, or guaranteed entry to one of the city secondary schools and a safe cycle path for access. At present they are scattered all over the city to wherever is least popular that year and many schools do not have safe access by bike or bus.		Children and nice people live here; there is a children's nursery.	Does more education need to be given around how to recyle?
	School is 50 minutes away but still walk there.		Good schools	Poor primary and secondary schools.
			Schools close by	
			Nice new school (the Swan) - plenty of primary schools	
			Its richness of opportunities for expansion of experience and knowledge	
Community facilities/events (community centres, pubs)	A good community centre with community facilities, libraries, sports centres, healthcare facilities.	I live in the middle of a farm, with only one pub and no shops or other amenities in walking or easy cycling distance.	People/Imagination Library/ Homestart charity that supports families in the Littlemore area.	Marston has no 'centre' / hub. Bits in Northway & Old Marston
	We have lost our pub so if we want to socialise we would have to use bus/car.		A good community spirit has developed in recent years, and increased during the pandemic, supporting local people and engaging more people in gardening, planting and other eco-friendly activities (we started a detergent refill station, a bike doctor session, a litter-picking group, a community larder to address both hunger and food waste), and I have been substantially involved, which has been great.	
	One of the two pubs within a short walk for me has closed.		We have an active resident association that pulls the neighbourhood together. Lye Valley especially.	
	It would be wonderful to have a community centre like the Ferry centre in E Oxford which offer a fantastic range of adult education and sports. Have to drive there.		Good activities and communication network within neighbourhood	
	Iffley Fields - excellent neighbourhood facilities and location to live in.		Many cafes - which also make for a lively, friendly atmosphere.	
	Could you please add some drinking water fountains around the neighbourhoods?		The Sunday market.	
	City needs more hubs for continual learning and creative expression (art, crafts, music, performance). When large buildings (Debenhams, Boswells) become vacant don't just create a new hotel or suite of offices be bold and radical. Change the way we use city centres for local participation and wellbeing. Don't just think of tourists, think of the people who live in the city.		East oxford farmers market, Flo's, restore garden cafe.	
	Be nice to have more outdoor community events in summer - Carnival, fetes, live music. Free family fun.		The community centre on Wood Farm disappeared when the school was redeveloped. Swimming pools are all two buses away.	
			Despite central Government the City Council does work to provide good families / amenities.	
			Several community centres, churches and related activities.	
			Community centre - friendly and clean.	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
			Local market run by Headington action - particularly as now held in a park so is pedestrianised Would be even better when proposed modal filter comes in at quarry Road if the proposed trial goes ahead	
			Neighbourhood Network website has publicised good events to bring community together, such as Window Walks Florence newsletter	
			An active community centre	
			Plenty of social activity going on	
			Close to library	
			Good independent shops and restaurants	
			Great amenities very nearby e.g. cafes, pubs, restaurants	
			The chance to come together to purchase and maintain a community pub The construction and maintenance of a modern Village Hall.	
			I like cafes and small food stores with Indian food etc	
			I like ethical & community focused facilities such as ark - refill shop & cafe	
			Tap Social have recently taken over and transformed The Whitehouse Pub	
			I like the number of community events	
			tennis courts and swimming, and the community centre, which are all important to me I don't have children but there seem to be a lot of amenities for families nearby	
			I live in Jericho and I love it I get dinner from a restaurant on Walton street (take away) at least once a week I meet colleagues and friends for coffee or a pub regularly in my neighbourhood	
			I love Littlemore & Oxford City I love the bustle and the excitement	
			I love living in St Clements with its pubs, bars & restaurants within cycling distance	
			Local businesses are great for the community	
Safety	In reality I can't walk, I don't go in evening I would drive/ taxi for safety & to go out of town.	As a woman I am scared to walk alone at night in empty streets and this seriously affects my freedom of movement, often meaning I have to get lifts, pay for transport and taxis when I could easily walk to places. This is the same for most of my female friends and family. Measures to make streets seem safer would allow me to walk and cycle everywhere.	It feels a safe neighbourhood	Not enough lights on streets.
		Power scooters are illegal but happen and are frightening.	Good buses, routes out of Oxford	At night Rymers Lane, running alongside Florence Park tennis grounds, is very dark and a little intimidating as a lone woman to cycle
		Many roads in the city centre, especially St Giles street is far too wide and busy to be comfortable to cross for the physically hindered, negatively impacting many residents quality of life and hindering the shift to more sustainable living as people do not feel safe travelling actively/	Yes, it's friendly and usually feels very safe.	LED lights can be too bright especially at night time.
		Men are scary.	generally feels safe for families	Cornmarket is ugly and intimidating at night
		No comment as The Friends of Old Headington. However, some of our members have expressed concerns about personal safety in some parts of the neighbourhood as well as levels of traffic on the roads. The implementation of a low-traffic neighbourhood would help address the latter and improve air quality.	Low crime rate, at the moment	The Cowley Road & George Street are dangerous places to be at certain times. I was recently knocked down by a car on the Cowley Road & & there are no CCTV cameras
		I'd be wary of waiting at night	I feel unsafe in certain areas	Reduced traffic means I feel less safe walking anywhere at night as it's too quiet so I am now driving more for short journeys where I would have walked before.

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
		Too much "yobbishness" Summertown makes you feel unsafe - the kebab van attracts a certain clientele that doesn't exactly make you feel safe. During Covid, there were kids hanging around the Summertown shops with boxes of beer. This was not an isolated case but a regular occurrence when we walked each night. There were never challenged by police or other service. Drinking, shouting and generally being a nuisance is just destroying the area and doesn't exactly make a shopping leisure activity pleasurable let alone make people feel safe	Can feel a bit unsafe - Our car parks are sometimes used for drug dealing, people hanging around.	Too dark at night
		The city centre can become unpleasant at certain hours of the night on the weekend.		Far too much light at night e.g. Lewis' is lit up all night and often during the day
		The area I currently don't feel safe to walk about with my kids		
		It would not be safe to cycle (in my view) into town or back in the dark.		
		I mostly feel safe cycling, but I sometimes have to take the long way around in order to do so		
		At night, better lighting along the towpath would be reassuring.		
		Don't feel safe walking alone at night		
		I do not feel safe walking in my local neighbourhood at dusk or after dark.		
		I do cycle, but feel unsafe doing so at times.		
		I cycle regularly but not in darkness hence bus for restaurants/theatres which are for me evening pleasures		
		I do all these things by bike usually, but some of the routes aren't safe and air quality is terrible. It doesn't put me off entirely, but it is a deterrent.		
		I cycle but, particularly with young kids sometimes don't feel safe.		
		I cycle anyways as I don't have a car but safe, separate cycle paths would be amazing as well as more cycle parking on arrival.		
		Ditherers, be they cyclists or pedestrians, are the most dangerous people on the road. Over cocky delivery motorbike riders, are also a pain Re pedestrians, one sometimes thinks that teenagers have not been taught how to cross the road confidently. Some seem to close their eyes and run!!!		
		Also although I usually feel safe walking in the neighbourhood, this has changed with the closure of the Gasworks footbridge. The alternative route doesn't always feel safe as there are trees/plants obscuring view. I cannot move fast if I was to avoid trouble.		
		Drug dealers and addicts begging		
		Lack of street lighting is a limiting factor on footpaths specifically Marston cycle path nr Croft Road. I can't believe there is STILL no street lighting here. It puts this essential route from Marston into town out of bounds for me as a woman at night-time and in winter because it doesn't feel safe. There is no safely lit alternative of a similar distance.		
Public transport	A new bus service has just come to the edge of Beckley and we plan to use it regularly.	It is hard to use public transport to cross from one neighbourhood of the city to another e.g. Marston to Cowley.	Good buses, routes out of Oxford	
	Wood Farm has very basic facilities to get anywhere. Car is needed as buses are not regular and expensive. Journeys by bus also take about four times as long.	Better bus services closer to home and improved services from Marston to Summertown/Headington would help.	The superior bus network.	
	We need somewhere out of the city with good bus services at a cheaper price. But at the moment using the bus is not safe it spreads Covid etc.	I am concerned about heavy traffic jams at weekends/approaching Christmas which delays buses and taxis (important to me). Park & Ride doesn't seem to work well.	Very good bus services to and from the J.R. Hospital and other hospitals.	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	I have no bus service, even though I only live 3 miles from Headington.	I am a pensioner with arthritis, so car use is essential to me, as public transport is infrequent, inconvenient, unsafe and expensive.	Good bus service.	
	My partner is somewhat disabled and reliant on very local bus or taxi	I can't use public transport to visit garden centres/for click and collect supermarket groceries	Great bus service.	
	Incentivise non Oxford residents not to bring in cars in daytime e.g. free/subsidised park and ride, charging points at park and ride	Public transport is poor.	Being close to open spaces, rural feel, but a bus ride away from the city.	
	Improve the train station, create more local platforms to connect the train to different areas in Oxford, e.g. Cowley branch line - connect retail parks, business parks with local trains. Turn the commercial airport to local flights.	There is no cross city bus routes except for P&R. Two buses and a walk necessary.	Bus routes available are frequent and go quite a few places.	
	I would like to catch a train without a long bus ride across the city. Buses can often be a slow way to travel on the congested routes they use.	WWE need bus routes to link with outer housing e.g. Eynsham and West Oxfordshire, North Oxford	Good bus routes.	
	If you're elderly you require easy access to taxi etc if you don't drive.	When I have 2 children to take with me, driving is better, bus is sometimes possible but it's only hourly and not on Sundays.	Central, well served public transport.	
	I would like to have better access to the train station from South Hinksey, as I have to use my car.	We do not have access to any public transport	Excellent bus service into the city centre.	
	I would like to take the bus more often but find it is very expansive especially for short journeys and if one has to change buses. There are no buses on Sundays between Marston and Summertown. Miss the Pick-me-up	Too many empty buses competing for same routes.	Easy access to Oxford. Good connections.	
	I would like to take the bus more often but find it is very expensive especially for short journeys and if we have to change buses. There are also no buses on Sundays between Marston and Summertown, and no buses at all between Marston and East Oxford.	There are also no buses which go from the village.	Easy access to buses	
	I work 40 minutes away, no public transport. I mostly cycle everywhere but occasionally drive.	Sometimes interconnectivity within East Oxford is difficult and requires trip into city to come back out (by bus).	Quite good access to London and Birmingham.	
	I still rely on public transport for some trips, it is essential.	Maybe advertise the Oxford Key bus card to people so they are aware that public transport is cheaper if you use this, or incentivise public transport by introducing lower rates for commuters? Encouraging employers to introduce bike-to-work schemes or incentivise cycling as a commute would also help I think.	Plenty of buses.	
	I take the train to work.	Sometimes we go by co-wheels car to transport musical instruments around the place	Most needs are met locally, but only if I can access them Bring back Pick Me Up	
	I live in the country and I would like a bus service that is cheap, reliable, frequent and fast - small buses often, going direct and linking up with trains. If such a service existed then people would use it. At present most bus stops have no seat or shelter, buses are infrequent, connections are hopeless, routes are dreadfully slow and the whole exercise is very expensive - why would anyone use a bus unless they had to? Traffic would be cut dramatically if we could use an efficient bus service. School children should all be able to get a bus.	Public transport is too expensive no bus pass until 66, I'm 62	Bus stops nearby.	
	I live in the city centre so am able to and do walk or cycle to everything I need.	More efficient use of buses - too many large buses clogging up the city centre	Oxford City - good rail and bus links Headington - more of a village feel	
	I live in a village with no public transport or shops or pubs at all	Not good access by foot to the train station.	the high-frequency high-quality bus route to the city centre and station	
	I have disabilities that reduce my mobility, and used to use the 'PickMeUp' bus, but since it has suspended services, I am less able to access areas without a direct bus route to or from.	Bad transport to Headington.	convenient for buses and trains	
	I don't own a car My senior bus pass changed my life - for the better! I live the 15 minute city and it's great.	Need more public transport facilities	public transport is excellent It's a great area	
	I actually sometimes use the train to get to work but this doesn't seem to be an option. Expanding the Cowley line would be a very good idea so that it does take passenger traffic.	When too ill to walk I've taken a taxi.	easy to bus or cycle or walk into the centre - a brilliant place to live	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	I catch bus into Ox city.	I would bus but too expensive	Excellent bus routes	
	Headington great but poor bus routes.	I used to cycle a lot but now that I have a baby, I still can't take him with me on the bike. So, we need to take the bus o taxi/private hire car. There are places we need to go where we need to take two buses to get there inside the city. Bus connections are awful. Everything goes through the city centre.	good public transport	
	Free regular reliable bus travel.		convenient bus route	
	Excellent bus service into city and hospitals.		Frequent buses	
	Buses are too expensive to be attractive for short journeys. It is cheaper to pay for parking than to take the bus in many cases.		Bus routes to the city and rail station on my doorstep	
	Bus service is very important for everyone in the city. Reliability is the biggest challenge faced by busses with all main roads into the city being traffic jam hot spots and delays every day this pushes people away from using the bus and into their own transport the city should be public transport only after crossing any bridge into the city		I can get to the city centre easily, and if I need to go further, there are good bus connections	
	It depends where you live we need to get people on to buses more.		Headington has excellent local transport provision	
	Because I live in a village with no public transport		It will be even better when the actual bus gate camera is installed!	
Active travel	My wife and I cycle to the MAJORITY of things, but sometimes (e.g. hospital appointments) we go by taxi or car.	Walking or cycling either along our current roads is dangerous, and the paths that lead across various fields are not suitable for cycling or walking with packages.	The cycling and walking path from Lonsdale Road to Marston Ferry Road	I dislike certain main roads which are very wide and are hard for me to cross.
	Bike safety is not optimal with very busy roads and many cars parking in cycle lanes temporarily or long term (e.g. overnight parking on Iffley road)	No cycle lanes / and or intermittent ones.	Being close to a cycle way.	not enough pedestrian crossings on main roads
	Cycle routes are not adequate - please consider making them wider and safer and more consistent - they often end suddenly forcing the cyclist into busy traffic.	No good cycling route into town (though as a confident cyclist I'm ok with it). To my knowledge, even more so with walking routes.	15 minutes cycle to station and shops but only if you can cycle	Yes, the new cycle racks
	Better bike lanes needed for longer routes	None of the above bother me on a bike or on foot. Bike routes could be further improved though the LTNs and sustainable transport routes are helping.	We love cycling around since the introduction of LTNs.	The sudden closure and abandonment of the pipe bridge over the Thames - very inconvenient Destructive proposals for Oxpens, near ice rink
	Banbury and Woodstock Roads need urgent resurfacing to remove potholes and uneven surfaces and make safe for cycling	Not able to cycle or walk at all. Currently, to leave the house, I need either a taxi or official NHS ambulance service (no member of my family is within call)	Walking distance / cycling distance to most things.	Lack of proper pedestrian access to Tesco, meaning that people have do dodge between traffic on a really busy junction.
	15 minute city splendid idea.	Not enough bike racks around Broad Street, along High Street and by Queen Street access to Westgate. Really fantastic new cycle lanes in Headington, thank you but the Plain and St Clements remain scary on a bike. I think that a different colour tarmac and signs saying that cyclists have priority might help	We are known as 'the village in the city' and benefit from being an example of the 15-minute neighbourhood with access to a wide range of local facilities.	Marston cycle track unlit
	Again, the cycling infrastructure in Oxford needs significant investment. Currently, the roads are dominated by cars, which clog up the cycle lanes.	The bushes along paths and cycle routes are not cut back often enough which makes them treacherous especially when they are stinging nettles!!	Lots of people walking or cycling	The bridge across the river has been closed, which is a vital walking and cycling connection to train station and centre of town
	15 minutes' walk is very different from 15 minute cycling - separate thing.	The Cowley Road is not particularly cycle-friendly. Occasional heavy loads are car jobs.	The many walking opportunities.	The dangerous cycling route into and out of Oxford under the railway bridge This makes it hard to take children safely into Oxford by bike. This is the only cycle route into Oxford when the towpath to Folly Bridge is flooded as it often in winter
	15 minutes' walk doesn't take me to the places I need to go so I have to use the bus.	The Florence Park LTN has made cycling much safer.	The towpath has been widened and the surface improved for cycling.	I am elderly & walk with a stick, the pavements are ill kept & used by cyclists & scooters & parking for cars, I often have to step out in to the road & as I wear hearing aids I have to be very aware of the traffic coming at speed
	Would it be cheaper to just offer free bikes?	The footpath along St Clements Street is very scruffy and feels exposed to traffic. Perhaps plant boxes could be installed to create a division from traffic?	Boundary Brook cycle path and footpath.	The footbridge has been closed for too long. This affects my ability to walk into the city easily

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	We need dedicated cycle/walking tracks that are safe to use - they should go along farmer's fields, not along the roads which are too narrow.	The new extended cycle lane over Magdalen Bridge is extremely frightening and I am surprised there have not been any accidents yet. I have seen cars and buses drive in the cycle lanes. Aggressive cyclists put me off - they are frightening and intimidating	The presence of separate cycle lanes e.g. Marston Road. Marston-Ferry Road.	
	Best to walk cycle or drive to facilities out of the city centre. Less pollution less accidents cycles only see great thinking. Very long term planning is needed though.	There is a sign on the Kidlington Road saying 'Oxford - A cycling city' this is really not backed up by the road layouts, signage etc. Having lived/cycled in Belgium and Netherlands, I know for a fact that significant improvements can be made and will radically change people's habits.	I like how East Oxford is, or has the making of, a 15 minute city.	
	We do not have a car and occasionally hire the co wheels car for local trips, but mostly we can walk or cycle.	There are no obstacles. However, it would be good if the police took more action on illegal scooters.	The Marston cycle path	
	Walking and cycling are not the same. I cannot cycle for health reasons but would walk more if the pavements were safer.	There are no provision of places to leave bikes safely. Even with CCTV, the police are not bothered to check / investigate stolen bikes.	Lots of footpaths away from roads.	
	Try to walk or cycle wherever and whenever it is possible for me.	There are too many people on scooters/cycles who pay no attention to elderly who can't get out of the way quickly	Being able to walk to work and walk out to the country.	
	There is far too much easy parking available at all suburban shopping centres to encourage people out of their cars.	There must be separation of cycle and pedestrian paths. All too often pedestrians are put at risk by cyclists on the pavements. Why is this not enforced - it's illegal?	It's great that we can walk into the city centre in 10 minutes.	
	There should be wider cycle lanes	There should be a cycle lane on both sides of all main roads.	Blackbird Leys is already a 15 minute community- bar a concert hall	
	The Oxford canal towpath (which is also a NCN route) provides a cycling and walking route to many facilities but improved way marking to indicate links to the canal and to other facilities should be considered. Any way marking on the towpath should be agreed with the Canal & River Trust.

Use of canal towpaths increased dramatically during the pandemic, highlighting their own value as a local resource for health and well-being not just as a link to other resources. | There should be more segregated, dedicated cycle lanes with decent surfaces that are kept free from parked cars, free from vegetation in summer and free from wet leaf mulch in autumn. I.e. the sort of thing that car drivers can expect as a matter of course, but the council seldom provides for cyclists. | Marston Ferry Road Cycleway. | |
	The '15 minute' city is a laudable aim but also needs to include people with reduced mobility who can't walk or cycle. Oxford is a brilliant place to walk and cycle because there is a culture of cycling - it is not seen as an anomaly. But it is not perfect and steps need to be taken to make it feel safer, so that it is not just the most confident cyclists who feel able to cycle on the roads (as opposed to dedicated cycle paths).	I have got rid of my car but find it difficult when I need to get rid of bulky waste and now it is very expensive too. Why not make it free and a priority for people without cars please? More carrots less stick please.	Cycle paths are often poorly thought about in Oxford. The situation with the diversion of the cycle path out to South Park Road due to the works around the new Oxford College conversion is dangerous both for bikes and cars.	
	I have seen various ambitious schemes for Cycleways in Oxford. Some would have a highly detrimental effect on the environment e.g. a bridge across the Lye Valley. However, the most obvious improvements to the cycling experience are ignored e.g. sloping pavement edges on and off cycle lanes at Old Road, a coherent line to cycle e.g. on the Botley Road and Old Road; a surface which is pleasant to cycle on - many cycle paths are bumpy; and signage where the cycleway disappears e.g. at Rose Hill. The major crossroads Windmill Road/London Road/ Old High Street only has one 'cyclists forward' line. Is painting a line on the road so difficult??? The cycle path surface from Wheatley to Headington is also deeply unpleasant, from uneven surface, noise and pollution from adjacent vehicles.	To get into the city by bike involves cycling back up Morrell Avenue or Headington Hill. This is too difficult for me.	The designated active travel route OXR18.... BUT you are intent on ruining it with a new housing that would make it unsafe.	
	Secure cycle parking is not always available at neighbourhood stores.	Too many casualties because cars don't pay attention to bikes.	Easy, accessible cycle routes.	
	Cycling is not safe in Oxford.	A lot of facilities are in city centre which is more like 20-25 minutes by cycle.	Parks, river, shops, post office, bank etc in walking distance	
	Only cycle.	A lot of the bike lanes around town are full of potholes.	Ability to walk/cycle into city centre.	
	Once again I would like to emphasise that the city needs to do more, far more, to make the roads safe for cycling on. Repair potholes, clearly mark cycle lanes and enforce the law when cyclists - who are part of the traffic they are not IN the traffic - are	A34 - unpleasant to cycle beside and our village situation means we have to carry bikes over bridge to access city.	Seeing and hearing people of all ages walk/run past our house on their way to the river, and the Meadow Lane cycle path	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	abused by motorists. Equally, seek a change in the law that when cycle path exists that a cyclist MUST use this and stay off the roads. At the moment use of cycle paths is not mandatory, this is unfair to motorists.			
	Oxford should go all out to encourage cyclists, it could do so much more.	Although there are some cycle routes around the city, the priority is still for cars and cyclists suffer from poor driving and car emissions.	Recently there have been upgraded cycle path tarmac to fix pot holes and remark the lanes along St Giles and Banbury Road south of Summertown. This has been really great, thank you.	
	My normal practice is to walk to everything within about a 3 mile radius, to cycle beyond that within the Oxford ring road	Although there are some good cycle paths around Marston, I would encourage more into the city centre.	Good walking and cycling routes	
	When employed I always cycled to Brookes, only walking or bussing if there was a problem with the bike. My dentist is still there and I cycle.	I love cycling but cycle routes are often poorly maintained and most days I have a near miss incident with traffic - I feel very unsafe on the roads and I am a confident cyclist.	Our access to several parks and walking routes.	
	It would be great to have more speed bumps on Cowley Road and surrounding roads and LTNs	Arterial routes especially Cowley and Iffley Road do not provide enough space for cycling. Other routes have incomplete segregated cycle lanes which leaves the whole route feeling unsafe.	More enclosed cycle racks	
	It's not always easy to cycle because there aren't always safe segregated cycle routes	Arthritis in my knees prevents me cycling far, to get to more attractive places, so locally it's quite urban and busy where I cycle.	Places to jog and dog-walk Loads of places locally to canoe	
	Library is also within walking distance.	I am happy to walk to local amenities, though parks are a bit further away.	It's possible to live a '15 minute city' life style here	
	Lots more bike parking needed at pubs, culture venues & healthcare to better enable cycling.	At major intersections there should be separate lights for cyclists and pedestrians.	I can easily access shops, gym, green spaces by either walking or cycling	
	Maintain good pavements, footpaths and the road side where cyclists pass.	Bad road surfaces (e.g. St Clement's) can make cycling less safe, especially if you have to swerve out of the cycle lane into the flow of traffic to avoid a pot hole. Cars/vans/taxis parking in the cycle lanes are a problem (e.g. St Clement's) and don't seem to be regulated. This makes cycling more dangerous as you have to swerve in and out of the cycle lane. Bike lanes are very narrow (e.g. South Parks Road). This gives cars the illusion that they can safely pass cyclists but it can feel dangerous as a cyclist. The widened bike lanes on Magdalen Bridge are a great way to tackle this.	I feel safe walking / cycling at night	
	Making cycling routes safer and more connected.	Better and safer cycle routes not going into the city but to an area out of the city	There are nice cycling routes!	
	If it is cheaper to implement, the target of 15 minutes could be increased to 25 minutes.	Better cycle lanes are needed to feel safe.	Everything accessible by walking and cycling / cycling paths for leisure	
	I would cycle more if I know my bike is safe. Too many bike thefts.	Better cycle paths out of town along main roads would be greater for longer commute.	Some cycle routes	
	I would like to access most of these by walking but they are in excess of 15 minutes' walk away, so I take the bus.	Cycle routes & footpaths are very good near me.	Quiet but close enough to town to access on foot	
	instead of focussing on LTNs, which seem to be resulting in wide inequalities in traffic flows and only improve things for cyclists if that happens to be your route, do more to make cycling safer on the main routes in/out of town centre i.e. more bike lanes, more, and more clearly marked priority boxes at junctions	Cycle routes unlit and hedges not kept out of path. Not enough bike racks.	I like the fact that I am close enough to the city centre to be able to cycle in, but that I also have shops and other facilities nearby	
	I would like to be able to walk or cycle to my local leisure centre, but the cycle route is dangerous for children and so we drive. There was a local leisure centre in Temple Cowley which closed down, I used to cycle with the children to that one.	I try to use the most efficient vehicle for the trip I am making - the logistics, children and luggage involved - whether that is bike, box bike, motorbike, car or (infrequently) bus.	Walking distance to Westgate, train station, centre of town Cycling distance to Summertown, Cowley, Iffley, Botley	
	I walk when it's possible, otherwise use the bus.	Cycle ways are a disgrace.	Feels safe to walk and cycle locally	
	I walk and cycle as much as possible and live within easy access, but more could be done to encourage cycling in the city, and to make it feel safer and more desirable.	I walk or cycle around my local neighbourhood.	I can walk to the station and get on a train to London	
	I walk but I do not cycle because I don't feel safe from cars	I walk or cycle to local shops but otherwise drive.	Its connection to walking trails	
	When I could still walk, I used the local bus to reach the city centre. Being very old, I found bicycles [on the pavement and	I walk, I do not cycle for safety reasons.	I like being able to cycle safely, however the footbridge over the Thames (currently closed) at Grandpont should be repaired as a priority	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	ignoring traffic lights] very daunting - and the idea of scooters also being added, terrifying.			
	I used to walk to walk and cycle much more but am now too old.	Cycling with a small child in town often feels dangerous!	I live in East Oxford and it functions as a 15 minute neighbourhood	
	I think this is naïve and unrealistic. I would feel very disconnected from the world in a 15min bubble.	Cyclist education is vital. Traffic rules flouted, cycle lanes ignored etc.	I love being able to walk or cycle into the centre of town, or to nature reserves and fields It's the best of both worlds!	
	I try to cycle or walk everywhere & rarely use the bus but it's hard as it can be a long way to cycle.	I would cycle to work if there was a cycle path to Berinsfield rather than having to cycle on the A4074!		
	I love living in Oxford because I can get everywhere I need on a bike or on foot. My teenage children can run their own lives without my partner or I having to provide a taxi service. We should provide encouragement and support to support everyone in walking and cycling (e.g. through cycle training for children and adults, cycle to school and work schemes, and electric bike availability for older people).	Do a bit more than print pictures of bikes on the pavement.		
	I make an effort to walk/cycle. If something is too far away I may not go there	Don't cycle anymore, too dangerous Walk, bus or car.		
	The current high moral tone of cyclists is offensive.	Everything's fine for me, but I am already keen on walking.		
	I no longer cycle (don't feel safe on a bike) due to balance. I've fallen over on foot never mind bike.	Existing Cycle routes need better planning many cause a danger to themselves and motorists		
	You only support bicycle ownership if you are a student, and I am not, and I do not own a car. The council needs to work harder to support those who do not own a car and are reliant on getting around on foot - you can't expect everyone to be able to drive to the tip or to out of town shopping centres or to the other end of town at the drop of a hat. Are those on foot even allowed in to the tip once they've hiked all the way there? It is SUCH an unfriendly city	Far too idle to cycle to Sainsbury's. (And have you tried cycling on the Ring Road?)		
	I visit university park several times a week (about 22 minute walk). I mostly work from home and work full time so don't usually walk there during the week. I would consider cycling especially if there were measures in place to reduce traffic, and / or increase safety for cyclists. I would walk there more often at weekends if the main roads were less polluted.	Cycling in the rain is not an issue for me, but having to leave my bike exposed to the elements really is a problem.		
	I cycle more than 15 minutes for many of these. That said my area is quite well provided with local facilities.	I walk / cycle to most places.		
	I cycle to different neighbourhoods for different purposes; nothing is too far away by bike. Often, it is also faster by bike than by car or bus.	I walk & cycle all over Oxford and would welcome more walking and cycling routes.		
	It would be safer if cycles followed the Highway Code and didn't ride on paths or cross lights when they show red. Or crowd on pedestrian free zones during the times when they are not permitted.	I used to use buses a lot but I am now inhibited by sight/health problems. But I think traffic control and cycles are very good. Not scooters!		
	I am retired no, but used to work from home, so before that used to cycle to Witney every day - a cycle route to Eynsham would have been very welcome.	I walk a great deal, without any trouble although aggressive cyclists are a problem on the tow paths by the river. I am not able to cycle as I have problems with my balance.		
	I am lucky with there I live so can walk or cycle and I enjoy both activities too.	I walk a lot but have to take bus into town. Not confident enough to cycle far on main roads. Too much traffic and poor cycle lanes		
	Everywhere in Oxford is very accessible by bike or walking, or public transport which is excellent. I strongly support the use of walking/cycling/public transport within the city over the use of personal cars and think it would be great to encourage and incentivise others to do so as well. Some cycle lanes could do with improving in some areas, but generally they are good.	I walk a lot to places. Only cycle in the summer. Drive when I have to carry heavy/bulky things or my destination is too far to walk or no suitable bus route is available.		
	Do find carrying bike over railway bride a challenge - we need bridge with ramp.	I would be interested in more ideas about how to continue cycling with small children/doing the school run by bike. Help to finance a cargo bike or similar.		

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
		I walk as much as I can, usually cycling at night to see friends as I don't like the newish white lights, which cast dark shadows on the pavements especially where there are cars and I feel unsafe, needing to walk in the road. I used to walk to work, which was not easy in East Oxford with bins on pavements and cars sticking out of front cars, again requiring walking in the road. (The lowered pavements for these cars also put pressure on my poorly knee). Walking in the road I was often deliberately buzzed by an aggressive cyclist in Percy Street, and then again with cyclists on the pavement in Magdalen Rd and Southfield Rd. I eventually gave up and used the car.		
		I walk in daytime but bus/drive in evenings		
		In general, I cycle everywhere, but the drivers can be aggressive and the cycle routes are not well maintained.		
		In the field beside the ice rink, the footpath along the river is covered in geese droppings. Requires maintenance.		
		Inconsistent and disjointed cycle network.		
		I would like my children to cycle to school but the re-vamped Marston junction is still not safe enough for cyclists with cars crossing over cycle routes, for example to access Marston Road, Cherwell School, Swan School.		
		It was a mistake not to improve cycle access to Oxford Parkway		
		It would be helpful to have better cycle routes on Iffley Road.		
		More cycle lanes could be created e.g. on the wide pavement of the Banbury / Woodstock road going in to Oxford. The junction of Marston Road / Horton Road / Banbury Road is v dangerous for cycles.		
		More cycle lanes/routes especially Botley to Eynsham.		
		More cycle parking in the right places IE, not the back of the Westgate. Cycling in Oxford feels more dangerous than in London.		
		My neighbourhood has no major problems, apart from a periodically flooding cycle path (Marston).		
		The path by Mill Stream is for pedestrians only but is used (illegally) by cyclists. So make a cycle path AND a pedestrian path. Look at how people use routes and facilitate safely that usage. Try to accommodate non-car use. Repair the Gasworks Pipe Bridge and improve lighting/surfaces throughout the cycle and pedestrian only routes.		
		High street is a cycling death trap.		
		More safe cycle routes needed in the city - Particularly to give easy access and safe routes to schools.		
		Most 'cycle routes' in Oxford are nonsensical - examples - Old Road where you don't know whether to ride on the pavement or not - Botley Road - weaving to the left and right of pedestrians. Most have a steep pavement so the cyclist has one dropped kerb to ride up - or has missed their chance to join the cycle lane e.g. on Old Road near Roosevelt Drive. Only the Slade has a slanting pavement edge - and that cycleway becomes nonsensical along Horspath Driftway - on and off the pavement with a dangerous right turn if you want to join the cycle path on the Ring Road.		
		A key arterial road like the Iffley Road has on street parking in cycle lanes - why should car owners be allowed to leave their private property in the road for their convenience and daily endanger other road users. The Plain is very dangerous for all road users, especially cyclists. Magdalen Bridge's wide cycle lanes all too often puts cyclists and buses in the same road spaces. The lack of cycle lane space running up the junction with		

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
		Longwall Street and the terrible road surfaces going on up the High Street. Skips sitting for months and months on the High Street opposite West End Hotel, dangerously close to the junction where cyclists are already imperilled by motor vehicles.		
		I am afraid to cycle, but would like to. I walk or bus sometimes.		
		Cycle facilities are poor or non-existent.		
		I am now retired but continue to walk and cycle in preference to using a car		
		I am recently living in an LTN and this is making walking much more pleasant across a wide area. Still not easy to go far without encountering a busy road without handy crossing points.		
		Old age prevents us from cycling and walking at all far		
		Oxford is becoming more for the car than the cycle.		
		Needs sustained and dramatic increase in safe cycle routes between and from the surrounding villages into the City		
		Not keen on cycling on Oxpens Road because the cycle lane is narrow and the traffic is heavy making turning right not very safe.		
		Nothing is done to help pedestrians. Cycles go on roads and pavements at will with no warning and every measure is made for them yet they are not responsible or accountable.		
		Nothing puts me off walking - traffic and ugly bits of West Oxford make it less enjoyable.		
		Pavement cycling should be discouraged. Unsafe for walking. Cyclists rapidly slow down.		
		I am walking to local facilities and services more than I used to but on some occasions I do still drive. Changing habits is a slow process.		
		People who cannot cycle they should be allowed to use their personal scooters		
		Please prioritise bike lanes over private cars infrastructure		
		Secure cycle parking near to the public transport links for longer journeys		
		Several roads have recently been tarred and chipped and road markings/bike lanes not repainted very quickly which means cars park where there used to be double yellows, making it hard for drivers pulling out of side roads to see cyclists and drivers get closer (e.g. Morrell Avenue, Donnington Bridge). Please try to repaint lines quicker on roads that are main cycle routes		
		The pedestrian pipe bridge must be fixed & re opening soon - it is a vital route. Drivers need re-education about bikes. Cyclists need training about pedestrians and & dogs.		
		Some electric cars are very quiet and they are noticeable until they come very near the pedestrians. There is a potential danger for pedestrians crossing streets where there is on street parking. Visibility is obstructed.		
		Some roads e.g. Hollow way are very dangerous for cyclists.		
		The paths all over Oxford are appalling it is safer sometimes to walk on the roads.		
		The pavements on my way to the shopping centre (Bodley Way) are accidents waiting to happen - trip hazards.		
		The South Oxford Cycle route is poorly marked out, with ambiguous and worn-out markings, a bridge that has been condemned, and a stupid muddle of local and national route numbers on confusing signs/markings.		
		The 'Sustrans' tracks are not well maintained, the cycle paths are not well maintained and have potholes. Drivers do not give cyclists enough space when overtaking. I have been subject to abuse when on my cycle.		
		Many uneven pavements		

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
		The road markings are really bad... For example you've taken out the cycling paths and put cycles in the middle of the road. Drivers don't really care about cyclists so please put the cycle lanes back up, I really felt safer with those there.		
		I cycle and walk a lot in my neighbourhood, but only for pleasure, as there are no facilities at all to access, other than footpaths.		
		I do cycle but have been knocked off my bike by car doors opening and feel uneasy overtaking cars when there is heavy and sometimes inconsiderate traffic, so would like segregated cycle routes		
		I do cycle but winter is worse for school traffic which has noticeable increase in pollution and smelly cars and buses and coaches and lots of traffic lights to stop and start which is harder work on a bike.		
		I cycle down Iffley road, on the way into town I feel safe, but on the way out of town I don't. There isn't a consistent cycle path, and the side streets often have fast driving cars, because there isn't much traffic.		
		I cycle everywhere.		
		I cycle or walk unless it is not practicable to do so (e.g. if moving heavy or bulky items); in that case I take public transport whenever I can.		
		I dog walk always / a lack of green spaces as cycles are taking over!		
		I don't feel safe from cycles		
		We need more cycle routes in the city centre & East Oxford.		
		Willow Walk is my main cycle route into Oxford. It is in a very poor state of repair and urgently needs maintenance that would not cost much e.g. cutting back low hanging branches and filling in significant areas of broken surface. More reflectors on trees near the Ferry Hinksey Rd end or some low level lighting would also make it safer for someone with age related night vision issues to cycle home from Oxford after dark		
		New road surfaces such as on Rymers Lane and the Florence Park area were also never embedded properly, which has left loose gravel which has given me frequent punctures.		
		Trees in middle of Headington cycle lane. Very dangerous route via Headington/Cowley into city centre.		
		Try to walk locally, but can only walk so far due to disability.		
		We cycle down the 'devils backbone' however this is often to narrow and overgrown in summer.		
		Walking and cycling are well catered for already in Oxford.		
		Where are the protected cycle ways along Botley Road, London can do it		
		Way finding to and from routes such as the Oxford Canal (NCN route) should be considered.		
		I walk when possible but overly-restrictive regulation could have a severe impact on journey times and hence productivity.		
		I go along the Marston Cycle path into Broad Street. Coming home from Broad Street there is a junction where I need to turn right from Parks Road into South Parks Road just before the museum. The way the traffic lights work means they are letting cars come in the other direction at the same time as they're letting me turn right. I often get stuck in the middle of the road with my arm out signalling that I want to go right with lots of cars whizzing past me. This does not feel safe.		
		I take my life in my hands every day by cycling or walking to where I need to get to.		

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
		Why isn't there a (well-signed, nice and well-lit) pedestrian route through into the Business park from the Hollow way side? I can imagine many fewer people would drive to the Oxfam store or to the gym there if there was a nice route that didn't mean you had to go all the way down Marshall road and via the ring road footpath/all the way down hollow way and past the petrol station...		
		I have no problems		
		I live near Headley Way which has had major changes in the last few years. It is little improved (and for the residents with a downhill cycle lane outside their house, much worse), but we still receive the consultations, and there is the same talk about walking and cycling - and the same car-centred approach.		
		I live on the Thames towpath so find the aggression/speed of some cyclists difficult as a pedestrian - I have to be alert and careful.

The closure of the pedestrian bridge in Grandpont by the Geoffrey Arthur building/Friars Wharf is a huge problem. It has cut off my main route to walk to shops/work. It has also massively increased traffic (pedestrians and cyclists) on the section of towpath where I live. | | |
Housing	15 min neighbourhoods would be more achievable with higher levels of occupancy of existing housing (i.e. residential sub-divisions)	Plan needs to take account of changing population and planning regulations.	That Old Marston retains a good sense of 'villageness'.	student houses poorly maintained and noise from these
	Planning authority takes no notice of local residents - look at height of flats at the top of St Omer Road - despite pleas from local residents another storey was agreed and the building overpowers the residents of St Omer Road. And more-high rise flats are planned.		Summertown is largely a 'low rise' area. I have in the past lived in a high rise area in another city. The wind tunnel effect of high & densely packed buildings is ghastly.	Not enough affordable housing. Oxford needs to build more homes NOW and a lot more than currently proposed
			Low housing density	Properties used for investment, non-local ownership, empty residential spaces
			Good ratios of gardens & green spaces to houses	Students in family-sized houses as HMOs - Could be better used as family housing
				Too many flats instead of family housing
				Front gardens filled with litter
				Too many rentals with short leases.
				Too much social housing for non-residents
Effect of pandemic on mobility	Have moved to shopping mostly online now.	Buses don't feel safe due to Covid.		
	Public transport is unsafe due to non-enforcement of mask wearing.	Pandemic made me walk and cycle more. Too many are in habit of using cars because of fear of infection on buses/trains.		
	I now work from home, which I prefer and meet friends in gardens.			
Disabled access	Disabled - Unable to reach bus stops	Access for disabled. Even those not registered as disabled		
	I use a power chair outside. Have no car	My partner is unable to cycle and walk far due to disability - not the environment		
	I feel there is a risk disabled drivers will be left behind in the drive for reducing traffic	I am disabled so have limited mobility.		
	Disabled cannot walk or cycle to local shops. Have to drive.	Minor disability requires a car.		
	Again. Not all can / walk cycle!!! Disabled pushed to the bottom of pile as usual.			
	I have mobility problems which mean I cannot carry heavy shopping on foot, and spinal and pelvic pain problems which prevent me cycling. My husband is extremely vulnerable to Covid as he has a blood cancer, and no antibodies, despite double			

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
	vaccination. So I am not going to use buses or taxis for the foreseeable future.			
	Being disabled everything difficult to access being surrounded by 2 bypasses.			
Variety of businesses	Far too many restaurants in city centre. Other functions (music shops, hardware shops) disappeared	We need to encourage a variety of local shops for local services.	The mixture of housing and cafes, food shops, parks and open spaces all closely together.	The new developments in the Botley area (commercial) are an opportunity missed. Ugly buildings, unwanted hotel and student blocks, lost local businesses
	We really agree with this idea. Small specialist shops better than out of town chains.		Independent shops.	not many independent shops or cafe, or local businesses
	We would like to see more independent shops in the centre with local produce (grocer, butcher etc) to reduce supermarket dependency.		Reasonably good, but no bank or surgeries.	Too many charity shops
	Some things you cannot get - we need an ironmonger & people who fix things.			Nowhere to buy "ironmongery"
	Our neighbourhood needs a hardware shop.			As a retail shopping venue Oxford City is very unexciting.
	Oxford has excellent everything.			Not enough housing and too many jobs.
	More good quality food shops needed in market (in centre).			Would like a corner shop nearby (North Summertown)
	More money put in to Templar Square - stop loss of shops like Smiths.			Greengrocer and butcher gone - too many estate agents.
				Too many cafes and restaurants not enough retail
Access to workspaces/offices	Having dedicated workspaces open to all, like public libraries, where you don't have to pay to work or buy something like in a café.	My journey to work is too far to walk or cycle.	Within walking/cycling distance of work.	The poor broad band speed (WFH)
	In our household one walks to work, one from home.	Live too far out. Have to wear a suit at work. Drive to railway station	Summertown has good local provision, but would like to see lower business rates/rents to encourage new businesses and alternative uses for vacant retail sites.	
	Work too far away for public transport, but bus/walk locally.		Easy and flexible commute to work	
Affordability	There is a high turnover of shops / cafes etc - rents & business rates seem very high.			Expensive to sustain a basic level of living.
				Rates too expensive for independent retailers
Quality/variety of development	I feel that the masses of 1930's suburban houses are all exactly the same	Wonderful architecture	Extensions to established houses	5G fittings is a disgrace
			The beautiful architecture, especially when adorned with window boxes and other signs of personal care by the neighbourhoods inhabitants	All the barriers, cameras that keep appearing
			The North Oxford Victorian Suburb Conservation Area is an oasis of calm, has beautiful trees and needs more protection from unworthy planning approvals for developments which are ruining the character of this unique area	Some buildings are waiting for refurbishment
			Beautiful centre of town	Look abroad for ideas and inspiration when it comes to urban design and planning.
			Lovely old houses	The Crown & Thistle pub is an eye sore
				Crown and Thistle pub (commercial property) in Headington has been neglected for many years - building is deteriorating with greenery growing out of the building fabric and attracting graffiti
				The 60s/70s architecture
				Wasted space, often on car parks that are empty.
				Very concerned by poor developments such as the EasyJet hotel in Summertown
				The plan for Thornhill Park overcrowded development
				The rail bridge is ugly and embarrassing when welcoming visitors

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
				The development along the railway line is of poor quality and is not very attractive.
				Westway Square, ugly overbuilt, unwanted
				The threat of three housing developments happening at once, and never having once been asked about them, before they were enshrined in LP 2036
				Ageing housing stock / stock that has gone into disrepair.
				ugly signage on shops & street furniture - Licensing of adult shops and betting offices
Homelessness		We need to get people away from sleeping rough.		
		There are regular agents at play outside shops that are clearly not homeless but begging for money - this is destroying the area		
Tourists		Tourist groups unregulated in Central Oxford make walking about difficult. Coaches / groups should be regulated by a booking system.		The neighbourhood which is very central has three hotels in close proximity, reinforcing a sense that the city centre is predominantly for tourists
Road quality		Re-lay pavement with large slabs in St Clement's - not flat enough at present.	Fences along Grenoble Road in poor condition (ours with holes and falling down)	
		Road maintenance is poor		
		I would say that; the Oxford City Council/or/and Oxfordshire County Council have some good quality routes in some parts of Oxford. However, more needs to be done, especially near Spark Town (on the Banbury Road)		
Anti-social behaviour/noise		Love the parties the alcoholics have everyday 20 yards from our house, not. Bad language, abusive and fighting, urinating in the bushes.	Quiet street.	Drug use around the Cowley Road
			Low crime	It feels (perhaps wrongly) as though violent crime is increasing; petty crime does not seem to be taken seriously
			The streets are quiet with lots of trees and hedges nearby to dull the noise of traffic nearby.	Lots of bike theft (from our gardens/sheds)
			The quiet on my street as Osney Island is a dead end and below the horrid Botley Road madness.	Drug dealers in the park is very frightening
			Generally there is good co-existence with the students but student lifestyle and that of working people, families, local residents aren't always compatible. And a few ruin the area for the many. I would like the council to come down harder on those who regularly make a noise or nuisance.	Overhead droning aircraft - Kidlington
				Graffiti
				The people causing criminal damage to the hedge along Hollow Way in order to illegally get onto Oxford Golf Course
				Being trapped between A34 and railway line Noise from A34
				Too close to Oxford train station Incredibly noisy and smelly
				Need more sound screens
				too much noise, too few restrictions on noisy local bars
Diverse communities			Good balance of students/residents	
			It is good to be in the middle of 2 very different communities of Rose Hill and Iffley.	
			The community of Florence Park is very diverse, friendly and inclusive.	
			The diversity of people and shops.	

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
			Inclusive environment, cosmopolitan, liberal, cultured and educated place	
			Its lively multi-generational and multi-cultural atmosphere	
			I think we are very lucky to have such a range of cultural things happening here (e.g. Pegasus, UPP)	
			I love the diverse and rich Cowley Road - the council should do more to support the independent shops and traders who set up here East Oxford is at least as important as the Covered Market in terms of a uniquely 'Oxford' area, and the council could do more to promote it	
			Lots of families	
			Diverse nationalities	
			It isn't squeaky clean It is a good mix of social and cultural groups I love that I can hear 5 different languages in one 8 min walk It is a mixed area not a gated, one culture group	
			Eclectic Community	
Friendly neighbours/community atmosphere			Strong sense of local community with neighbours looking out for each other - definitely strengthened during the pandemic.	- No sense of community for young people
			There's a good community spirit and sense of civic pride.	- No community centres or communal areas
			The sense of community and support from our local Councillor, Susanne Pressle.	Access to basic amenities and family run shops
			The neighbours and community	A lot of anti-social behaviour - drinking and drugs - public defecation/urination, shouting and sex near Cowley bus stop opposite our house Police and council not interested
			Good WhatsApp group connecting people in the street.	A lot of local shops are starting to close so the variety of shopping options is reduced
			Very friendly, kind, supportive (whole street is a community).	Need more local refill shops
			The friendly people and social activities arranged.	About the city more generally: pre-pandemic, the city has often felt overwhelmed by tourists which can exclude local residents who are trying to go about their daily business e.g. food shopping.
			So glad I moved to Florence Park. The community centre and Flo's in the park are now a big part of my life. Community is important for everyone but especially those of us who live alone.	Homelessness
			People look out for each other, the children play together in our shared garden.	Dominance of Oxford Brookes is damaging to Headington huge blocks of student housing
			Also, there is an active residents association that helps to foster a good community spirit in our neighbourhood.	LTNs have really split the community and repairing this damage could take some time.
			Kind, supportive neighbours and strong community feeling Excellent and hardworking community association in DRARA	Unrestricted bonfires
			I absolutely LOVE living in a village in the city! Our village is also very sociable and supportive!	I was mugged along Marston Road many years ago I still get catcalls/people leaning out of speeding cars and making unpleasant suggestions/comments on Marston Road
			I love Cowley road! The community is generally very lovely and the small businesses on that road are brilliant!!	Need more social spaces for teenagers and the elderly to bring an isolated community together.
			I particularly like the friendly village atmosphere	No noticeable police presence or response to crime
			I think Risinghurst has a nice community spirit, with events such as fireworks & summer fete (in non-Covid times)	Iffley Road feels unsafe at night time - not much traffic or movement of people so walking as a female feels unsafe
			I love the community feel of East Oxford It is cosmopolitan and convenient	Gentrification
				Lots of homeless people, who deserve to be supported better
				not enough support for community food growing projects or our city allotments

subtopics	'Other/ Comments' re: 15 minute city	Is there anything that stops you wanting to walk or cycle around your local neighbourhood?	Is there anything you particularly like about your neighbourhood?	Is there anything you particularly dislike about your neighbourhood?
				Inequality throughout Oxford.
				Racist incidents
				The area has become homogenised by much relatively expensive, privately owned residential development, which tends to be segregated, discouraging a sense of community.
				The biggest dislikes/concerns of Cowley road is feeling unsafe at times - due to how aggressive some of the homeless people are on Cowley road can be very intimidating
OCC/Stakeholders				Councillor who refuses to engage with his constituents unless they agree with him. Pushing his personal hobbies onto his ward destroying vulnerable people's lifelines and social networks
				My neighbourhood has suffered from some very poor planning application decisions in the last 10 years which have prioritized visitors and outside traffic at the expense of the local community and facilities
				the failure of Oxford University colleges to properly maintain the upkeep of the local housing they own; this is especially true of St Clements lending
				No enforcement of rule or planning decisions
				People need to be told about the idea of a 15 minute neighbourhood.
				Negative effects of Government cuts since 2010 on local council funds used for facilities such as libraries, maintaining provision for young people, maintaining infrastructure.
				The unthinking, unheeding local Council which does not value the opinions of the residents
				The council's willingness to allow developers to spoil it by building on every last square inch of space. You're going to destroy the very thing that people like about Oxford
				Unstoppable developments
				Too much planned development without proper planning/consideration of the consequences - build first and consider later is NOT A PLAN.