
Prepared for:



Consultation Report:

Jericho and Walton Manor
Area Pilot Traffic Scheme.

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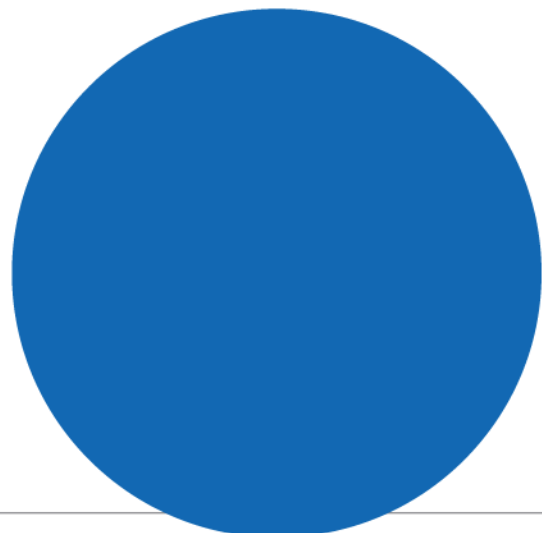
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Executive summary





Here we summarise the findings from a consultation to gather feedback from residents and stakeholders on the proposed new pilot traffic scheme for Jericho and Walton Manor.

Background to the survey

Oxfordshire County Council have recently run a public consultation to gather views on the development of a new pilot traffic scheme for the Jericho and Walton Manor areas of Oxford. It is proposed as an alternative to the existing traffic filter on Walton Street at the Worcester Street junction, which was introduced by an Experimental Traffic Regulation Order (ETRO). The trial of this traffic filter expires in May 2021.

The current traffic filter on Walton Street has its pros and cons and the pilot scheme seeks to retain the benefits of the current barrier whilst addressing the concerns received by Oxfordshire County Council about it.

Oxfordshire County Council's key aims for the development of a new pilot traffic scheme for the Jericho and Walton Manor areas are:

- To create a low traffic environment where more people choose to walk or cycle;
- To address the transport challenges that come with growth across the county; and
- To complement other transport measures, including the proposed Oxford Zero Emission Zone and Connecting Oxford.

The pilot would be introduced by a new Experimental Traffic Regulation Order (ETRO) and will last no longer than 18 months. It aims to reduce motorised traffic cutting through the area, making it easier for more people to walk and cycle. The pilot would restrict turning movements for vehicles at some junctions, namely:

- No left turn for motor traffic from Little Clarendon Street into Walton Street;
- No right turn for motor traffic from Walton Street into Worcester Street;
- No right turn for motor traffic from Beaumont Street into Walton Street;
- No U turn for eastbound motor traffic on Beaumont Street.

Following this consultation on a new pilot traffic scheme, Oxfordshire County Council will decide whether to:

- Remove the existing traffic filter on Walton Street; or
- Make the existing Walton Street traffic filter measure permanent; or
- Remove the existing Walton Street traffic filter and introduce the proposed pilot traffic scheme.

The council encouraged feedback on the proposals through an online survey which was accessible on the Oxfordshire County Council website (www.consultations.oxfordshire.gov.uk) from 5 March to 19 March 2021. In addition, the Council received feedback in the form of letters, emails and comments on social media which have been analysed separately to the survey.



DJS Research, an independent market research company, was commissioned by the Council to provide an independent analysis of the consultation findings and produce this report.

Overall sentiment about the proposed traffic pilot scheme for Jericho and Walton Manor

Overall, just over a quarter of all respondents (27%) feel 'positive' towards the proposed traffic pilot system for Jericho and Walton Manor. However, more than three-fifths (62%) feel 'negative' towards the proposed traffic pilot scheme. A tenth (10%) say they are 'neutral' about the proposed traffic pilot scheme.

When looking at sub-groups of respondents, just over a quarter (26%) of all residents feel 'positive' towards the proposed traffic pilot scheme for Jericho and Walton Manor, although a majority (more than three-fifths - 63%) – express a 'negative' view towards it. This finding for all residents is very similar to the findings seen for residents of Jericho or Walton Manor (26% feel 'positive' and 62% feel 'negative'). However, less than a fifth (19%) of residents in other areas of Oxford feel 'positive' towards the proposed traffic pilot scheme for Jericho and Walton Manor, with more than seven tenths (72%) expressing 'negative' views towards it.

The small number of respondents answering on behalf of local businesses appear more likely to view the proposed traffic pilot scheme positively, with 71% (15 out of 21 respondents) saying they feel 'positive' about it. There is also some evidence to suggest that the small number of respondents answering on behalf of groups and organisations may also be slightly more likely than residents to feel positively about the proposed traffic pilot scheme (4 out of 10 respondents feeling this way).

Support for individual elements of the traffic pilot scheme for Jericho and Walton Manor

Overall, the highest level of support recorded for the four measures is seen for 'no right turn for motor traffic from Beaumont Street to Walton Street', with just under half (47%) of all respondents supporting this measure to some extent (36% 'fully support' it and a further 11% 'tend to support' it). However, more than two-fifths (45%) object to this measure to some degree (36% saying they 'strongly object' to it and 9% indicating that they 'object').

A similar level of support is seen for the measure 'no U turn for eastbound motor traffic on Beaumont Street', with just under half (46%) of all respondents supporting this measure to some extent (35% 'fully support' it and a further 11% 'tend to support' it). Interestingly, of the four proposed traffic pilot scheme elements, this measure is opposed by the lowest proportion of respondents, with two-fifths (40%) of respondents objecting to this measure to some degree (33% say they 'strongly object' and 7% indicate that they 'object').

A slightly lower level of support is recorded for the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street' – more than two-fifths (44%) of all respondents support this measure to some extent (33% 'fully support' it and a further 11% 'tend to support' it). However, more than two-fifths (44%) object to



this measure to some degree (36% saying they 'strongly object' to it and 8% indicating that they 'object').

The lowest level of support for the four measures is seen for the measure 'no right turn for motor traffic from Walton Street to Worcester Street' – just under two-fifths (39%) of all respondents support this measure to some extent (30% 'fully support' it and a further 9% 'tend to support' it). Interestingly, this is the only measure that is opposed by more than half of respondents (53% object to this measure to some degree, with 44% saying they 'strongly object').

The only significant difference in support for any of the four proposed measures between residents of Jericho or Walton Manor and residents in other parts of Oxford is seen for the measure 'no right turn for motor traffic from Beaumont Street to Walton Street'. Residents of Jericho or Walton Manor are more likely than residents of other parts of Oxford to support this measure to some extent, with more than half (54%) of Jericho or Walton Manor residents saying they either 'fully support' or 'tend to support' this measure, compared to just over two-fifths (44%) of residents of Oxford.

There is some evidence to suggest that the small number of respondents completing the consultation on behalf of a local business may be slightly more likely than residents of other parts of Oxford to express higher levels of support for the measures 'no left turn for motor traffic from Little Clarendon Street to Walton Street' and 'no U turn for eastbound motor traffic on Beaumont Street'. However, due to the low sample base size this should be treated as indicative rather than statistically significant.

For each of the four individual elements of the traffic pilot scheme for Jericho and Walton Manor, there is some evidence to suggest that the small number of respondents completing the survey on behalf of a group or organisation may express slightly higher levels of support than residents – however, due to the low base size this should be treated as indicative rather than statistically significant.

Additional comments received on the Jericho and Walton Manor traffic pilot scheme

Reflective of the overall sentiment expressed when asked how they feel about the proposed traffic pilot scheme for Jericho and Walton Manor, the majority of comments received by respondents relate to concerns about the proposed traffic pilot scheme rather than positives.

The most common themes for the comments made by respondents relate to 'concerns about specific location/access to Walton Street/Manor Street', 'concerns for residents/residential streets (e.g. amount of traffic) and 'I do not agree that it is a proper LTN scheme/I don't believe it will work', all of which are mentioned in between 22%-23% of the total number of comments made.

At a lower level, the most commonly-recurring themes in the comments (receiving mentions in between 10%-13% of the total number of comments made) are 'I prefer/support the previous/current LTN scheme', 'keep the Walton Street barrier/keep it closed', 'concerns for pollution', 'I don't support the scheme/it is disappointing (general comments)', 'concerns for rat runs', 'concerns for pedestrians/cyclists' and 'concerns about specific location/access: St Bernard's Road'.



Current travel behaviour for local journeys

Overall, the most-used form of travel for local journeys amongst respondents is walking, with approaching three-quarters of all respondents (73%) walking for local journeys most days and a further sixth (16%) walking a few times a week. More than a third (37%) use cycling most days for local journeys, with a fifth (25%) cycling a few times a week.

Although three-fifths of respondents (60%) use car driving as a means for undertaking for local journeys at least once a week, only just over a tenth (11%) travel this way most days for local journeys. Meanwhile, only a quarter (25%) say they are a car passenger for local journeys once a week or more and only a very small minority (3%) use taxis for local journeys at least once a week.

The use of other means of transport for local journeys is relatively much less frequent amongst respondents, although 4% say they travel as a car club driver or passenger at least once a month. The least-used methods of transport are motorbikes or mopeds (97% never use this form of transport for local journeys) and mobility scooters (99% never use this mode of transport).

Opinions on cycling in Jericho and Walton Manor in summer 2019 (before the Walton Street traffic filter)

Of the four cycling statements that respondents are asked to rate, the highest agreement levels are seen for the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic'; half (50%) of all respondents agree to some extent with this statement, with 26% strongly agreeing with it.

Agreement levels with the two statements that before the Walton Street traffic filter 'my local area was pleasant for cycling' and 'there was safe space for cycling' are similar, with just over three-tenths (31%) of all respondents agreeing to some extent with both of these. However, more than half of respondents (51% and 57% respectively) disagree to some extent with both of these statements.

The lowest level of agreement is seen for the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads', with a quarter (25%) of all respondents agreeing to some extent with this. However, more than three-fifths (61%) disagree with this statement to some extent (33% disagreeing strongly with it).

Opinions on walking in Jericho and Walton Manor in summer 2019 (before the Walton Street traffic filter)

Of the three walking statements that respondents are asked to rate, the highest agreement levels are seen for the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads'; more than half (52%) of all respondents agree to some extent with this statement, with 23% strongly agreeing with it. However, more than a third (36%) disagree with this statement to some extent.

The pattern of agreement/disagreement levels with the statement that before the Walton Street traffic filter 'my local area was pleasant for walking' are broadly similar, with half (50%) of all respondents agreeing to some extent with this

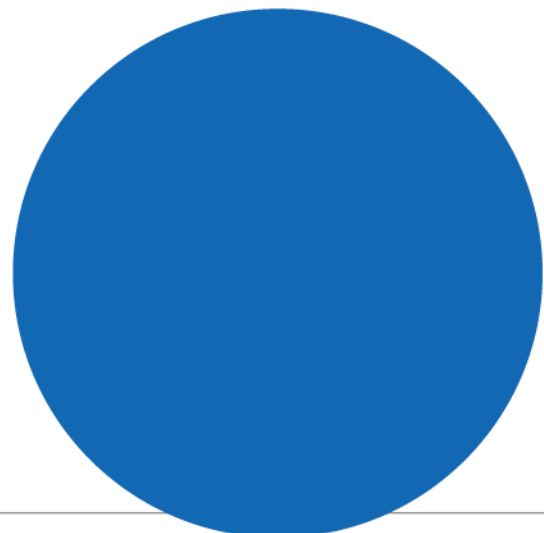
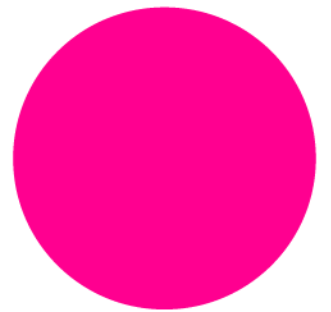


statement and 22% strongly agreeing. However, just over a third (34%) disagree to some extent with this statement.

The lowest level of agreement is seen for the statement that before the Walton Street traffic filter 'walking was unsafe because of the traffic', with nearly a third (32%) of all respondents agreeing to some extent with this. However, more than half (54%) disagree with this statement to some extent (34% disagreeing strongly with it).



Introduction





In this section we provide details of the background, objectives and methodology used in the consultation.

Background to the consultation

Oxfordshire County Council have recently run a public consultation to gather views on the development of a new pilot traffic scheme for the Jericho and Walton Manor areas of Oxford. It is proposed as an alternative to the existing traffic filter on Walton Street at the Worcester Street junction, which was introduced by an Experimental Traffic Regulation Order (ETRO), and the trial of this traffic filter expires in May 2021.

The legal process called an Experimental Traffic Regulation Order (ETRO) is used when it is very difficult to assess the impacts of the scheme in terms of traffic or public support, but the cost of implementation and removal is relatively low cost. In an ETRO, the Council introduces the scheme first and there is then a six-month period after the scheme is introduced when the public can submit objections or letters of support. At the end of the six-month period, the Council assesses the objections and decides whether to confirm, cancel or extend the ETRO for up to 12 months longer to allow further consultation and monitoring.

The current traffic filter on Walton Street has its pros and cons and the pilot scheme seeks to retain the benefits of the current barrier whilst addressing the concerns received by Oxfordshire County Council about it.

Oxfordshire County Council's key aims for the development of a new pilot traffic scheme for the Jericho and Walton Manor areas are:

- To create a low traffic environment where more people choose to walk or cycle;
- To address the transport challenges that come with growth across the county; and
- To complement other transport measures, including the proposed Oxford Zero Emission Zone and Connecting Oxford.

The pilot would be introduced by a new Experimental Traffic Regulation Order (ETRO) and will last no longer than 18 months. It aims to reduce motorised traffic cutting through the area, making it easier for more people to walk and cycle. The pilot would restrict turning movements for vehicles at some junctions, namely:

- No left turn for motor traffic from Little Clarendon Street into Walton Street;
- No right turn for motor traffic from Walton Street into Worcester Street;
- No right turn for motor traffic from Beaumont Street into Walton Street;
- No U turn for eastbound motor traffic on Beaumont Street.

Following this consultation on a new pilot traffic scheme, Oxfordshire County Council will decide whether to:

- Remove the existing traffic filter on Walton Street; or
- Make the existing Walton Street traffic filter measure permanent; or



-
- Remove the existing Walton Street traffic filter and introduce the proposed pilot traffic scheme.

About the consultation approach

The council encouraged feedback on the proposals through an online survey which was accessible on the Oxfordshire County Council website (www.consultations.oxfordshire.gov.uk) from 5 March to 19 March 2021.

There has been a reasonably high level of interest in this exercise and good response to the survey, with a total of 721 responses. A full profile (by respondent type and demographics) of who responded to the survey is provided overleaf.

In addition, the Council received feedback in the form of letters, emails and comments on social media which have been analysed separately to the survey.

About this report

DJS Research, an independent market research company, was commissioned by the councils to provide an independent analysis of the survey findings.

The survey introduced the proposals then asked respondents a series of questions including closed ('tick-box') questions, and an open question where respondents could type in other comments they had on the Jericho and Walton Manor traffic pilot scheme that had not been covered in their feedback.

In addition to analysing the closed questions, DJS Research carried out thematic analysis of the open comments from the online survey on a question-by-question basis, coding them into themes so that these could be quantified.

This document summarises the findings from the independent analysis.



Respondent profile

In total, 721 responses to the survey were received. A profile of the respondents who completed the consultation is provided below and overleaf (tables 1 to 6).

Table 1: Please say whether you are responding as...?

OVERALL RESULTS (all responses: n=721).

Respondent type	No. responses	% responses
Resident of Jericho or Walton Manor	535	74%
Resident of (another part of) Oxford	106	15%
Worker in Jericho or Walton Manor	31	4%
Resident living outside of Oxford	18	2%
Owner of a local business	21	3%
Representative from a group or organisation	10	1%

The large majority of respondents are Oxford residents – nearly three-quarters (74%) are residents of Jericho or Walton Manor, with a further 15% living in other parts of Oxford and a small minority (2%) residing outside of Oxford. A further 4% are workers in Jericho or Walton Manor. The remainder of responses are made up of people responding to the survey as a local business (3% - 21 respondents) or as a representative of a group or organisation (1% - 10 respondents).

Table 2: What is your age group? OVERALL RESULTS (all responses: n=713).

Respondent type	No. responses	% responses
Under 16	0	0%
16-24	17	2%
25-34	46	6%
35-44	85	12%
45-54	131	18%
55-64	161	23%
65-74	161	23%
75-84	79	11%
Over 85	6	1%
Prefer not to say	27	4%



Most age groups are well represented, although only 2% of respondents are aged under 25.

Table 3: What is your ethnic group? OVERALL RESULTS (all responses: n=608).

Respondent type	No. responses	% responses
White (i.e. British, Irish, Scottish or any other white background)	586	96%
Asian or Asian British (i.e. Indian, Pakistani, Bangladeshi, any other Asian background)	8	1%
Black or Black British (i.e. Caribbean, African, or any other Black background)	1	0%
Mixed (i.e. White & Black Caribbean, White & Black African, White & Asian and any other Mixed background)	8	1%
Chinese	5	1%
Prefer not to say	0	0%

Table 4: Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? OVERALL RESULTS (all responses: n=683).

Respondent type	No. responses	% responses
No	610	89%
Yes – limited a little	51	7%
Yes – limited a lot	22	3%
Prefer not to say	0	0%



Table 5: Please tell us how best to describe your disability or disabilities. OVERALL RESULTS (all responses: n=683).

Respondent type	No. responses	% responses
Mobility issues	48	7%
Sight issues	14	2%
Hearing issues	23	3%
General health issues	30	4%
Prefer not to say	97	14%

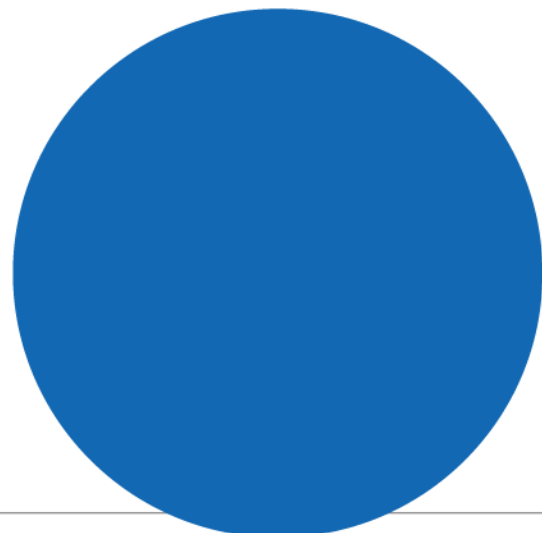
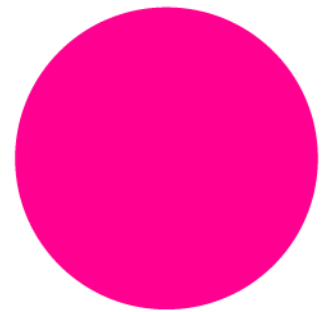
Table 6: How did you find out about this consultation? OVERALL RESULTS (all responses: n=715).

Respondent type	No. responses	% responses
Local community group/ organisation	273	38%
Leaflet from council through my door	219	31%
Friend / relative / neighbour	83	12%
Email from the county council	50	7%
Facebook	22	3%
Local newspaper online or print	22	3%
Twitter	18	3%
Instagram	0	0%
LinkedIn	0	0%
Oxfordshire.gov.uk website	28	4%

In the remainder of this report, where appropriate we have analysed how views differ by the various respondent types and demographic groups outlined above.



Views on the proposed traffic pilot scheme for Jericho and Walton Manor



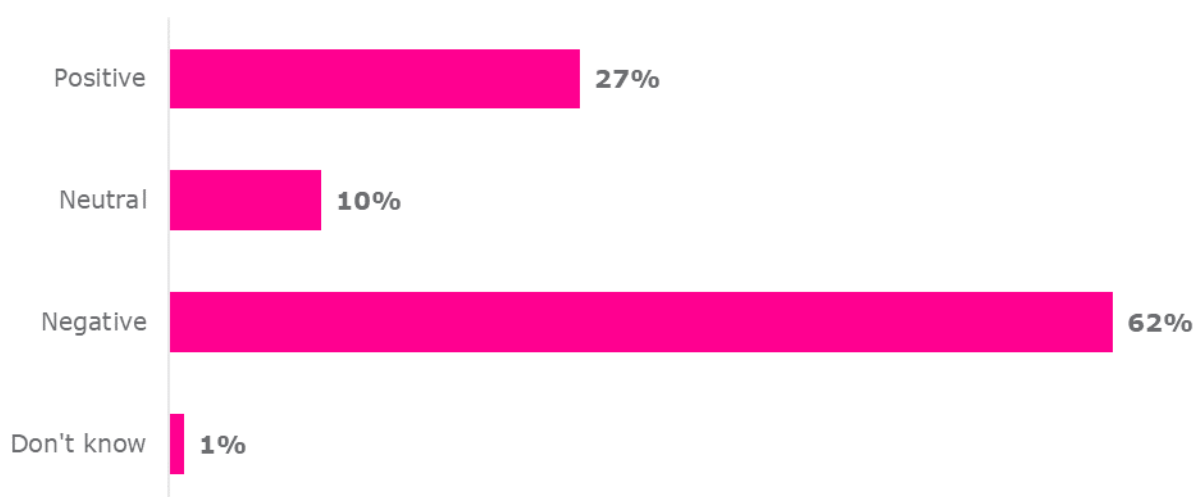


Those responding to the survey were asked how they feel about the proposed traffic pilot scheme for Jericho and Walton Manor.

Headline findings

Results for all respondents for this question are summarised in figure 1, below.

Figure 1: Overall, how do you feel about the proposed traffic pilot scheme for Jericho and Walton Manor? RESULTS FOR ALL RESPONDENTS (n=719).



Overall, just over a quarter of all respondents (27%) feel 'positive' towards the proposed traffic pilot system for Jericho and Walton Manor. However, more than three-fifths (62%) feel 'negative' towards the proposed traffic pilot scheme. A tenth (10%) say they are 'neutral' about the proposed traffic pilot scheme.

Results by Resident type

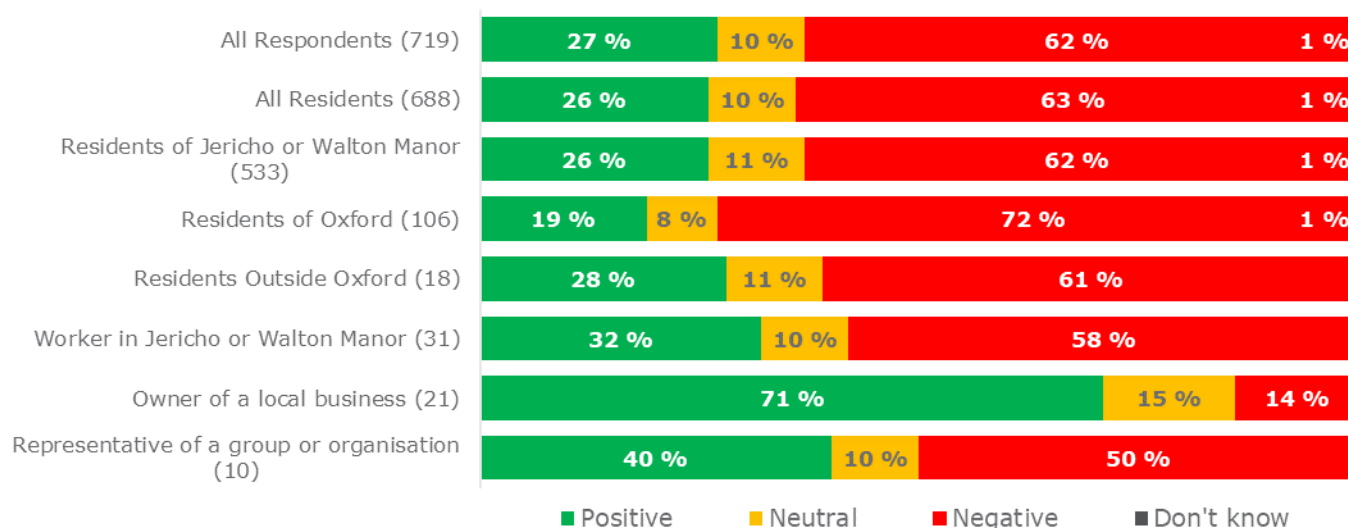
Figure 2 (overleaf) show how responses to this question varied for different types of respondent.

It should be noted that the base sizes for those answering on behalf of workers in Jericho or Walton Manor (31 respondents in total), those responding on behalf of a local business (21 respondents in total) and those answering on behalf of a group or organisation (10 respondents in total) are relatively low – although comment has been made on the findings from these respondents where appropriate, the findings for these groups should be treated as indicative rather than statistically significant.

Further analysis of feedback from residents also highlights some differences in opinion by demographic factors (such as age and disability). Where applicable, these differences are detailed under figure 2 (overleaf).



Figure 2: Overall, how do you feel about the proposed traffic pilot scheme for Jericho and Walton Manor? RESULTS BY RESPONDENT TYPE (n=719).



Overall, just over a quarter (26%) of all residents feel positively towards the proposed traffic pilot scheme for Jericho and Walton Manor, with the large majority – more than three-fifths (63%) – expressing a negative view towards it. This finding for all residents is very similar to the findings seen for residents of Jericho or Walton Manor. However, less than a fifth (19%) of residents in other areas of Oxford feel positively towards the proposed traffic pilot scheme for Jericho and Walton Manor, with more than seven tenths (72%) expressing negative views towards it.

There is some evidence to suggest that workers in Jericho or Walton Manor may be slightly more likely than Oxford residents to feel positively towards the proposed traffic pilot scheme (32% of them expressing a positive view).

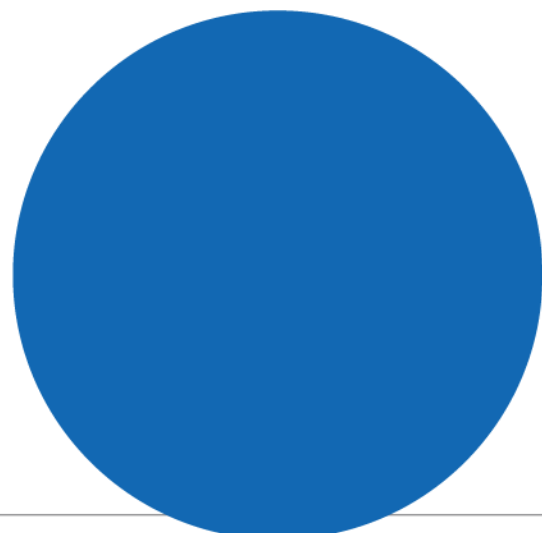
Respondents answering on behalf of local businesses appear more likely to view the proposed traffic pilot scheme positively (71% - 15 out of 21 respondents - saying they feel positive about it). There is some evidence to suggest that those answering on behalf of groups and organisations may also be slightly more likely than residents to feel positively about the proposed traffic pilot scheme (4 out of 10 respondents feeling this way).

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- Those aged between 45-54 appear slightly more likely than other age groups to feel positive about the proposed traffic pilot scheme (31% of 45-54s, compared with 25% of 35-44s and 23% of 65-74s).
- There is some evidence to suggest that those with a limiting disability may be slightly more likely than those with no disability to feel positive about the proposed traffic pilot scheme (32% of those with a limiting disability, compared to 27% of those with no disability).



Levels of support for individual elements of the traffic pilot scheme for Jericho and Walton Manor



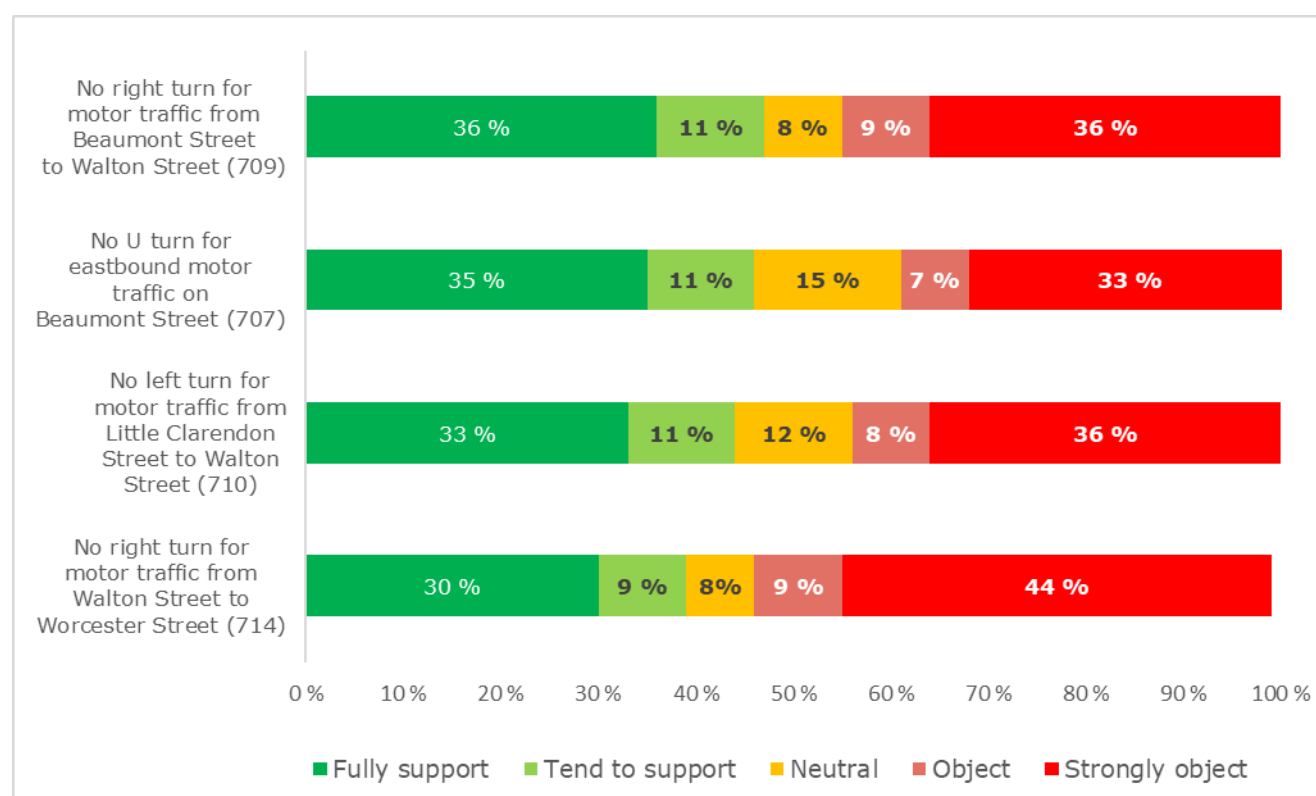


Those responding to the survey were presented with the four proposed elements of the pilot scheme and were asked to indicate their level of support or objection for each one.

Headline findings

Results for all respondents for this question are summarised in figure 3, below.

Figure 3: To what extent do you support the following measures? RESULTS FOR ALL RESPONDENTS (n=707-714).



Overall, the highest levels of support recorded for the four measures is seen for 'no right turn for motor traffic from Beaumont Street to Walton Street', with just under half (47%) of all respondents supporting this measure to some extent (36% fully supporting it and a further 11% tending to support it). However, more than two-fifths (45%) object to this measure to some degree (36% saying they 'strongly object' to it and 9% indicating that they 'object').

A similar level of support is seen for the measure 'no U turn for eastbound motor traffic on Beaumont Street', with just under half (46%) of all respondents supporting this measure to some extent (35% fully supporting it and a further 11% tending to support it). Interestingly, of the four proposed traffic pilot scheme elements, this measure is opposed by the lowest proportion of respondents, with



two-fifths (40%) of respondents objecting to this measure to some degree (33% say they 'strongly object' and 7% indicate that they 'object').

A slightly lower level of support is recorded for the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street' – more than two-fifths (44%) of all respondents support this measure to some extent (33% fully supporting it and a further 11% tending to support it). However, more than two-fifths (44%) object to this measure to some degree (36% saying they 'strongly object' to it and 8% indicating that they 'object').

The lowest level of support for the four measures is seen for the measure 'no right turn for motor traffic from Walton Street to Worcester Street' – just under two-fifths (39%) of all respondents support this measure to some extent (30% fully supporting it and a further 9% tending to support it). Interestingly, this is the only measure that is opposed by more than half of respondents (53% object to this measure to some degree, with 44% strongly objecting).

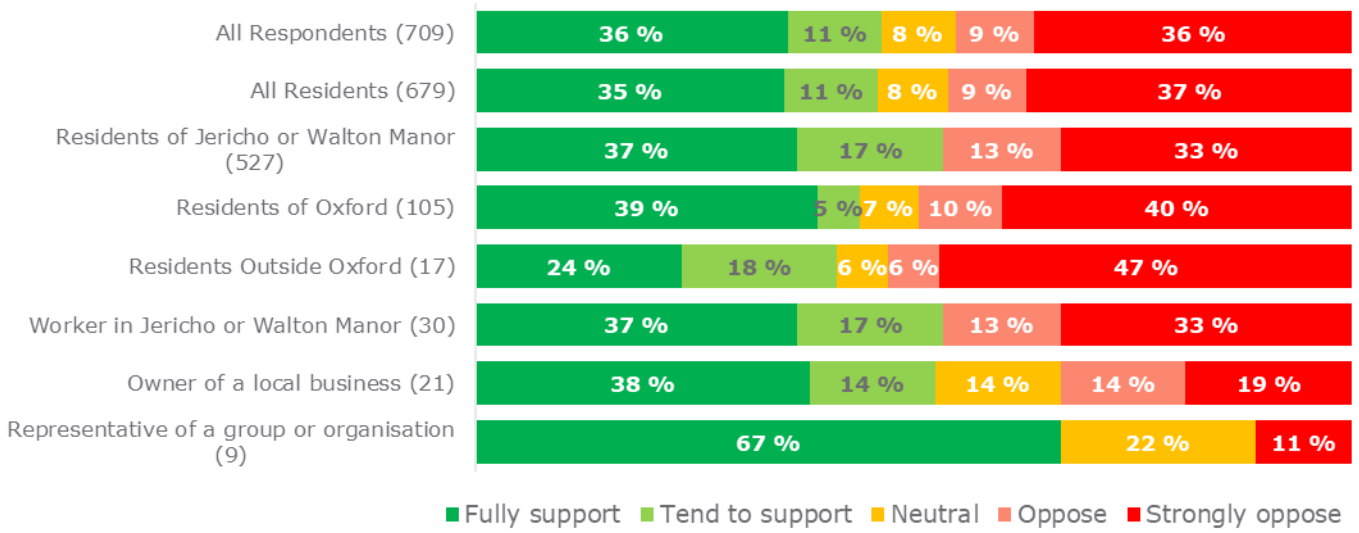
Results by Resident type

Figures 4-7 (below and overleaf) show how responses vary for different types of respondent for each of the four proposed measures presented.

It should again be noted that the base sizes for those answering on behalf of workers in Jericho or Walton Manor, those responding on behalf of a local business and those answering on behalf of a group or organisation are relatively low. Although comment has been made on the findings from these respondents where appropriate, the findings for these groups should be treated as indicative rather than statistically significant.

Further analysis of feedback from residents also highlights some differences in opinion by demographic factors (such as age and disability). Where applicable, these differences are detailed under figures 4-7.

Figure 4: To what extent do you support the following measures: 'No right turn for motor traffic from Beaumont Street to Walton Street'. RESULTS BY RESPONDENT TYPE (n=9-679).



Overall, more than two-fifths of all residents (42%) support the measure 'no right turn for motor traffic from Beaumont Street to Walton Street' to some extent - 35% saying they 'fully support' it and a further 11% indicating that they 'tend to support' it.

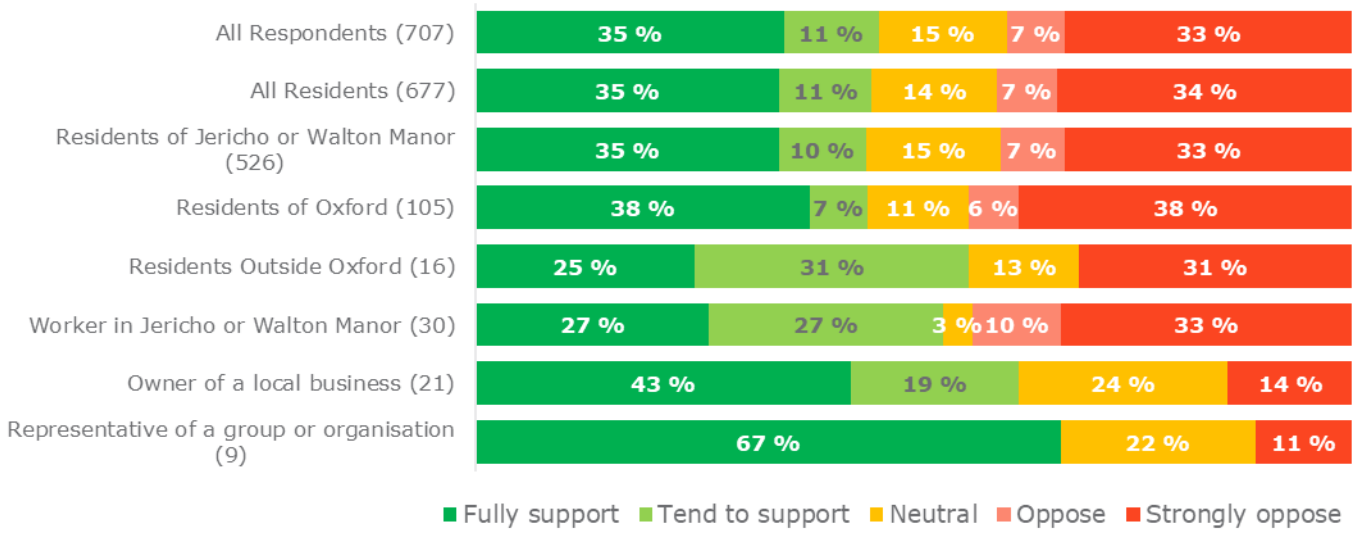
Residents of Jericho or Walton Manor are more likely than residents of other parts of Oxford to support the measure 'no right turn for motor traffic from Beaumont Street to Walton Street' to some extent. More than half (54%) of residents of Jericho or Walton Manor either 'fully support' or 'tend to support' this measure, compared to just over two-fifths (44%) of residents of Oxford.

The responses of the small number of respondents answering on behalf of local businesses follow a fairly similar pattern to the resident findings, with just over half (52%) of businesses supporting this measure to some degree (38% saying they 'fully support' it and a further 14% indicating that they 'tend to support' it).

There is some evidence to suggest that the small number of respondents answering on behalf of groups and organisations may be more likely than residents and businesses to support the measure 'no right turn for motor traffic from Beaumont Street to Walton Street', with more than two-thirds (67% - 6 out of 9 respondents) saying they 'fully support' this measure.

Further analysis of feedback from residents highlights no differences in opinion by demographic factors.

Figure 5: To what extent do you support the following measures: 'No U turn for eastbound motor traffic on Beaumont Street'. RESULTS BY RESPONDENT TYPE (n=9-677).



Overall, more than two-fifths of all residents (46%) support the measure 'no U turn for eastbound motor traffic on Beaumont Street' to some extent - 35% saying they 'fully support' it and a further 11% indicating that they 'tend to support' it.

There are no significant differences between the various resident types in terms of overall support for the measure 'no U turn for eastbound motor traffic on Beaumont Street'.

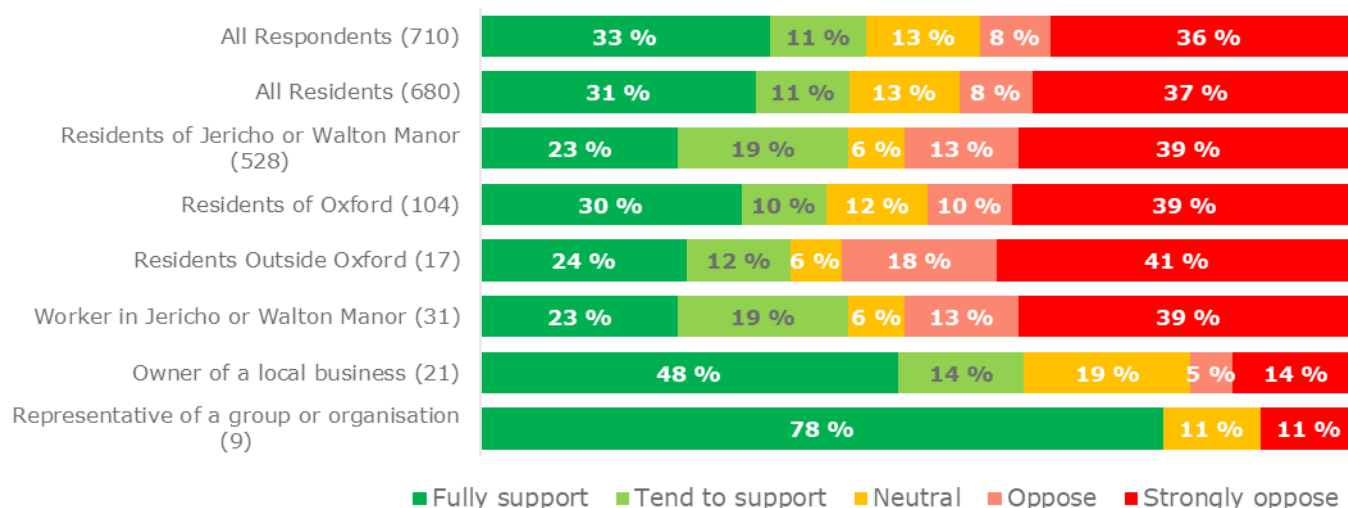
There is some evidence to suggest that the small number of respondents answering on behalf of local businesses may be slightly more likely than residents to support the measure 'no U turn for eastbound motor traffic on Beaumont Street' to some extent. More than three-fifths (62%) of businesses support this measure - 43% saying they 'fully support' it and a further 19% indicating that they 'tend to support' it.

There is also some evidence to suggest that respondents answering on behalf of groups and organisations may be more likely than residents and businesses to support the measure 'no U turn for eastbound motor traffic on Beaumont Street'. More than three-quarters (67% - 6 out of 9 respondents) of groups and organisations say they 'fully support' this measure.

Further analysis of feedback from residents highlights one difference in opinion by demographic factors:

- Those aged between 65-74 appear slightly more likely than other age groups to support this measure to some extent (56% of 65-74s either strongly support or tend to support this measure, compared with 37% of under 35s, 33% of 35-44s, 49% of 45-54s and 43% of 55-64s).

Figure 6: To what extent do you support the following measures: 'No left turn for motor traffic from Little Clarendon Street to Walton Street'. RESULTS BY RESPONDENT TYPE (n=9-680).



Overall, more than two-fifths of all residents (42%) support the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street' to some extent - 31% saying they 'fully support' it and a further 11% indicating that they 'tend to support' it.

Although there are no significant differences between the various resident types in terms of overall support for the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street', residents in other parts of Oxford are slightly more likely than residents of Jericho or Walton Manor to 'fully support' this measure (30% and 23% respectively).

There is some evidence to suggest that respondents answering on behalf of local businesses may be slightly more likely than residents to support the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street' to some extent. More than three-fifths (62%) of businesses support this measure - 48% saying they 'fully support' it and a further 14% indicating that they 'tend to support' it.

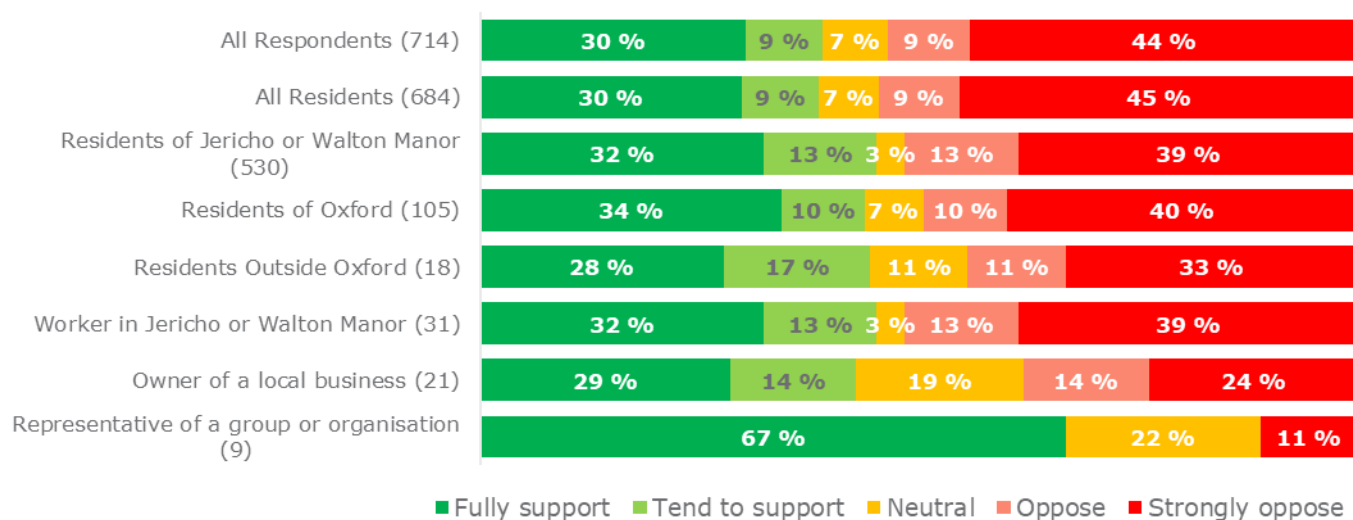
There is also some evidence to suggest that respondents answering on behalf of groups and organisations may be more likely than residents and businesses to support the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street'. More than three-quarters (78% - 7 out of 9 respondents) of groups and organisations strongly support this measure.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- Those aged between 65-74 appear slightly more likely than other age groups to support this measure to some extent (50% of 65-74s either strongly support or tend to support this measure, compared with 40% of under 35s, 46% of 35-44s, 42% of 45-54s and 36% of 55-64s).
- There is some evidence to suggest that those with a limiting disability may be slightly more likely than those with no disability to support this measure to some extent (51% of those with a limiting disability either strongly support or tend to support this measure, compared to 42% of those with no disability).



Figure 7: To what extent do you support the following measures: 'No right turn for motor traffic from Walton Street to Worcester Street'. RESULTS BY RESPONDENT TYPE (n=9-684).



Overall, just under two-fifths of all residents (39%) support the measure 'no right turn for motor traffic from Walton Street to Worcester Street' to some extent - 30% saying they 'fully support' it and a further 9% indicating that they 'tend to support' it.

There are no significant differences between the various resident types in terms of overall support for the measure 'no right turn for motor traffic from Walton Street to Worcester Street'.

The responses of the small number of respondents answering on behalf of local businesses follow a similar pattern to the resident findings, with more than two-fifths (43%) of businesses supporting this measure to some degree (29% saying they 'fully support' it and a further 14% indicating that they 'tend to support' it).

There is some evidence to suggest that the small number of respondents answering on behalf of groups and organisations may be more likely than residents and businesses to support the measure 'no right turn for motor traffic from Walton Street to Worcester Street'. More than two-thirds (67% - 6 out of 9 respondents) of groups and organisations 'fully support' this measure.

Further analysis of feedback from residents highlights one difference in opinion by demographic factors:

- Support for this measure tends to increase with age – only 31% of 25-34s either strongly support or tend to support this measure, compared with 33% of 35-44s, 37% of 45-54s, 38% of 55-64s and 46% of 65-74s.





Respondents were encouraged to provide any additional comments they had on the Jericho and Walton Manor pilot traffic scheme that hadn't already been covered in their feedback.

This was an open-ended question where respondents could expand on their reasons for giving their viewpoints detailed in the two previous questions; DJS Research have analysed the comments and coded them into themes to provide a quantified sense of the themes and sentiment. Overall results for this question are summarised in table 7, below.

Table 7: Please provide any additional comments you have on the Jericho and Walton Manor pilot scheme which haven't already been covered in your feedback. RESULTS FOR ALL RESPONDENTS WHO MADE COMMENTS (all responses: n=721).

Comment	No. responses	% responses
Concerns about specific location/access: Walton Street	166	23%
Concerns for residents/residential streets (e.g. amount of traffic.)	163	23%
Do not agree it's a proper LTN scheme/don't believe it will work	156	22%
Prefer/support the previous/current LTN scheme	96	13%
Keep the barrier/it closed	95	13%
Concerns for/will increase pollution	79	11%
Don't support the scheme/it is disappointing	79	11%
Concerns for rat runs	78	11%
Concerns for pedestrians/cyclists	74	10%
Concerns about specific location/access: St Bernard's Road	72	10%
Support/agree with the proposal	65	9%
The proposal doesn't go far enough	65	9%
The Local Council should give an explanation/consult/listen to us	62	9%
Concerns about specific location/access: Jericho	55	8%
Concerns for local businesses	55	8%



Concerns about specific location/access: Leckford 48 7%

Table 7 (continued): Please provide any additional comments you have on the Jericho and Walton Manor pilot scheme which haven't already been covered in your feedback. RESULTS FOR ALL RESPONDENTS WHO MADE COMMENTS (all responses: n=721).

Comment	No. responses	% responses
Full reopening of the street/no restrictions	44	6%
Concerns about specific location/turning: Walton Street to Worcester Street and vice versa	37	5%
Roads are narrow/can't handle heavy traffic	34	5%
Concerns about specific location/turning: Little Clarendon Street left turn/into Walton Street	33	5%
Journey times will be increased	31	4%
Concerns about specific location/access: Other	28	4%
Concerns about specific location/turning: Beaumont Street	27	4%
Concerns about specific location/access: Kingston Street	20	3%
Concerns about specific location/access: Observatory Street	19	3%
Not practical/people need to use their cars	18	2%
Concerns for lorries/heavy vehicles on roads not suitable for them	17	2%
Lack of traffic data/evidence	16	2%
It will prevent rat runs	15	2%
Concerns about specific location/turning: Other	15	2%
Concerns about specific location/access: Woodstock Road	14	2%
One way systems would be better	14	2%
Concerns about specific location/access: St Giles	8	1%
Concerns about specific location/turning: St Johns Street	4	1%

In total, 721 respondents made a comment. Reflecting the overall sentiment expressed when asked how they feel about the proposed traffic pilot scheme for Jericho and Walton Manor, respondents who feel negative about the pilot traffic scheme are more likely to make comments than those who feel positive about it.



Table 8 below summarises the nature of the comments received from respondents answering the consultation on behalf of a business.

Table 8: Please provide any additional comments you have on the Jericho and Walton Manor pilot scheme which haven't already been covered in your feedback. RESULTS FOR BUSINESSES WHO MADE COMMENTS (all responses: n=21).

Comment	No. responses	% responses
Support/agree with the proposal	5	24%
Full reopening of the street/no restrictions	4	19%
Concerns for local businesses	3	14%
Concerns about specific location/access: Walton Street	3	14%
Concerns for rat runs/It will prevent rat runs	3	14%
Concerns for residents/residential streets (e.g. amount of traffic.)	2	10%
Do not agree it's a proper LTN scheme/don't believe it will work	2	10%
Roads are narrow/can't handle heavy traffic	2	10%
Prefer/support the previous/current LTN scheme	1	5%
Don't support the scheme/it is disappointing	1	5%
The Local Council should give an explanation/consult/listen to us	1	5%
Concerns about specific location/turning: Walton Street to Worcester Street and vice versa	1	5%
Not practical/people need to use their cars	1	5%

In contrast to the views of Residents, those answering on behalf of a business appear slightly more likely to make positive comments about the proposed traffic pilot scheme, with 5 out of 21 saying they 'support/agree with the proposal'. A similar number (4 out of 21) want a 'full reopening of (Walton) street/no restrictions', while other concerns raised include 'concerns about specific location/access for Walton Street/Manor Street' and 'concerns for rat runs'.



Table 9 below summarises the nature of the comments received from respondents answering the consultation on behalf of a group or organisation.

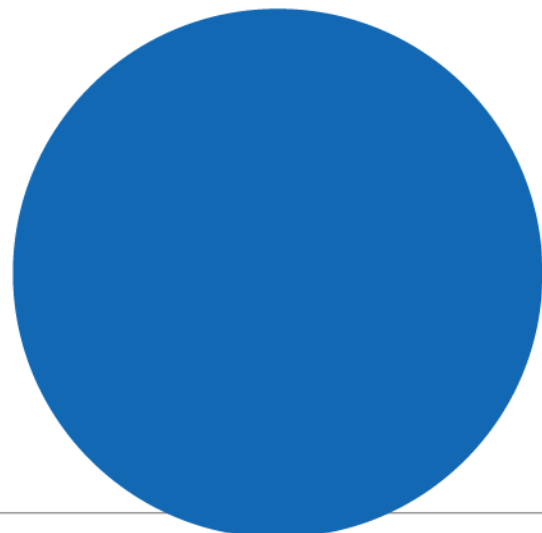
Table 9: Please provide any additional comments you have on the Jericho and Walton Manor pilot scheme which haven't already been covered in your feedback. RESULTS FOR GROUPS OR ORGANISATIONS WHO MADE COMMENTS (all responses: n=10).

Comment	No. responses	% responses
Support/agree with the proposal	3	30%
The Local Council should give an explanation/consult/listen to us	3	30%
Concerns about specific location/access: Walton Street	2	20%
Concerns for residents/residential streets (e.g. amount of traffic.)	2	20%
Do not agree it's a proper LTN scheme/don't believe it will work	2	20%
Prefer/support the previous/current LTN scheme	2	20%
Concerns for/will increase pollution	2	20%
The proposal doesn't go far enough	2	20%
Don't support the scheme/it is disappointing	1	10%
Keep the barrier/keep it closed	1	10%
Concerns for pedestrians/cyclists	1	10%
Concerns about specific location/access: Jericho	1	10%
Journey times will be increased	1	10%
Concerns about specific location/turning: Beaumont St	1	10%
Lack of traffic data/evidence	1	10%

Of the small number of respondents – ten - answering the consultation on behalf of a group or organisation, the concern raised most often is that 'The Local Council should give us an explanation/consult/listen to us'. Other concerns raised include issues such as 'concerns for residents/residential streets (e.g. amount of traffic)', 'do not agree that the proposals are a proper LTN/believe that it won't work', 'prefer/support the previous/current LTN scheme', 'concerns for/will increase pollution' and 'the proposal doesn't go far enough'.



Current travel behaviour and potential effect of LTN trial on walking and cycling behaviour



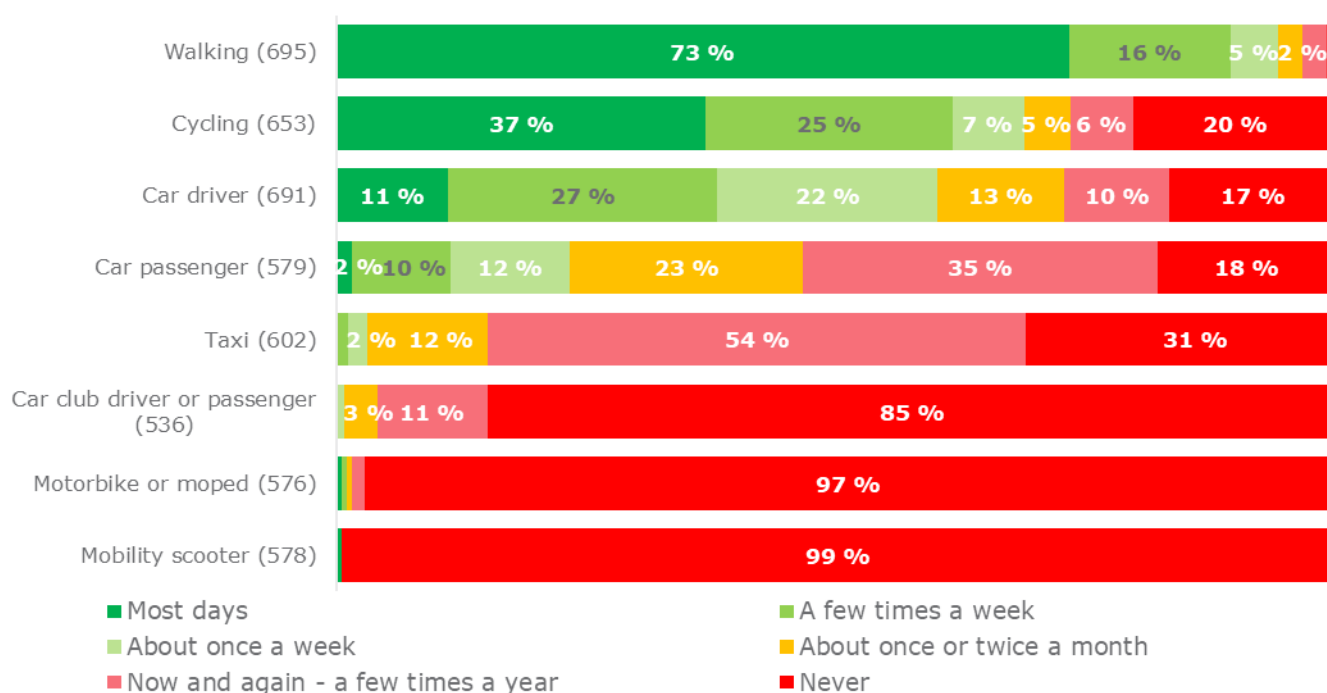


Those responding to the survey were asked to indicate how they typically travelled and the frequency with which they used that mode of transport for local journeys.

Headline findings

Results for all respondents for this question are summarised in figure 8, below.

Figure 8: For each of the following ways of travel, please say how often you use them for local journeys. RESULTS FOR ALL RESPONDENTS (n=536-691).



Overall, the most-used form of travel for local journeys amongst respondents is walking, with approaching three-quarters of all respondents (73%) walking for local journeys most days and a further sixth (16%) walking a few times a week. More than a third (37%) use cycling most days for local journeys, with a fifth (25%) cycling a few times a week. Although three-fifths (60%) use car driving for local journeys at least once a week, only just over a tenth (11%) travel this way most days for local journeys. Meanwhile, only a quarter (25%) say they are a car passenger for local journeys once a week or more and a very small minority (3%) use taxis for local journeys at least once a week.

The use of other means of transport for local journeys is minimal, although 4% say they travel as a car club driver or passenger at least once a month. The least-used



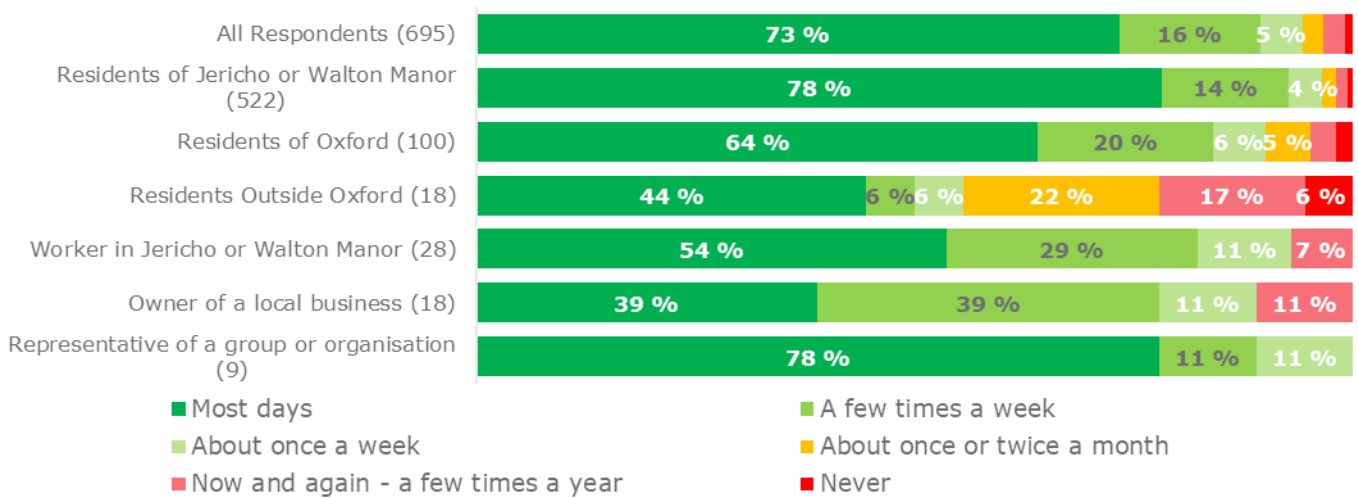
methods of transport are motorbikes or mopeds (97% never use) and mobility scooters (99% never use).

Results by Resident type

Figures 9-13 (below and overleaf) show how responses to this question varied for different types of respondent.

Please note: Of the very small proportions of respondents saying that they use either **car clubs, motorbikes or mopeds**, or **mobility scooters** as a means of transport, there are no demographic differences in these cases so illustrations for these three modes of transport are not shown in this section.

Figure 9: For each of the following ways of travel, please say how often you use them for local journeys. 'Walking' RESULTS BY RESPONDENT TYPE (n=9-522).



Residents living in Jericho or Walton Manor are more likely than residents in other parts of Oxford to travel regularly for local journeys by walking; approaching four-fifths (78%) of Jericho or Walton Manor residents travel for local journeys most days by walking, compared to just under two-thirds (64%) of residents of Oxford.

Of the relatively small number of respondents answering on behalf of a business, around two-fifths (39%) use walking for local journeys most days. Meanwhile, 7 out of 9 of those answering on behalf of a group or organisation use walking for local journeys most days.

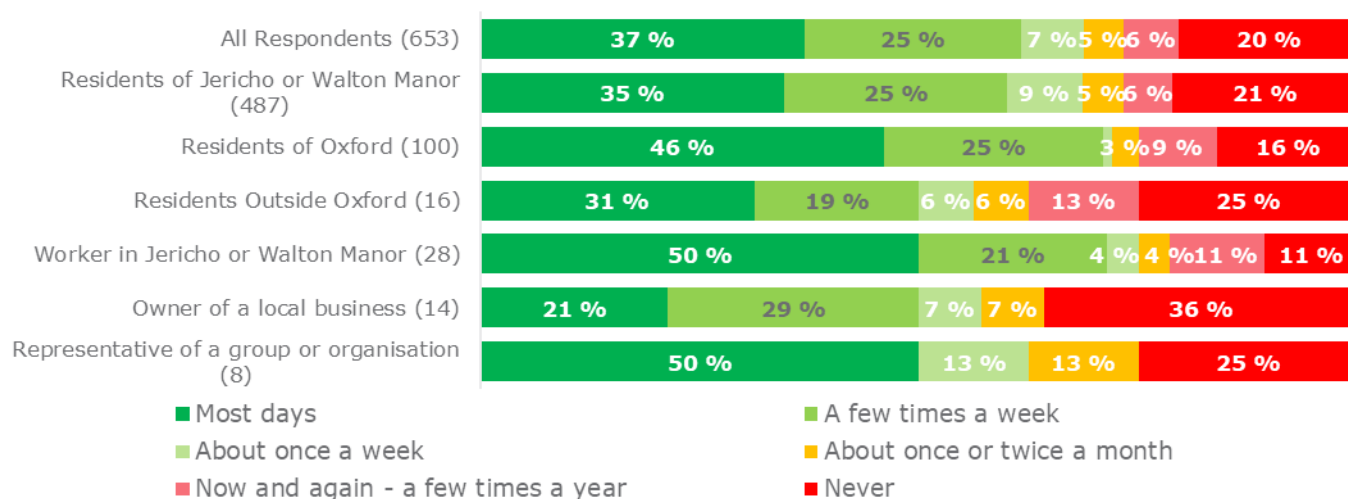
Further analysis of feedback from residents highlights some differences by demographic factors:

- The proportions that use walking most days for local journeys tends to decrease slightly with age (80% of 25-34s walk most days for local journeys, compared with 73% of 35-44s, 70% of 45-54s and 64% of 75-84s).



- Those whose day to day activities are limited because of a long-term illness or health problem or disability are less likely than those whose day to day activities are not limited to use walking most days for local journeys (57%, compared to 75% of those without limitations).

Figure 10: For each of the following ways of travel, please say how often you use them for local journeys. 'Cycling' RESULTS BY RESPONDENT TYPE (n=8-487).



Residents living in Jericho or Walton Manor are less likely than residents in other parts of Oxford to travel regularly for local journeys by cycling; just over a third (35%) of Jericho or Walton Manor residents travel for local journeys by cycling most days, compared to 46% of residents of Oxford. When looking at the proportions who use cycling for local journeys at least a few times a week, three-fifths (60%) of Jericho or Walton Manor residents do so, compared to more than seven-tenths (71%) of residents of Oxford.

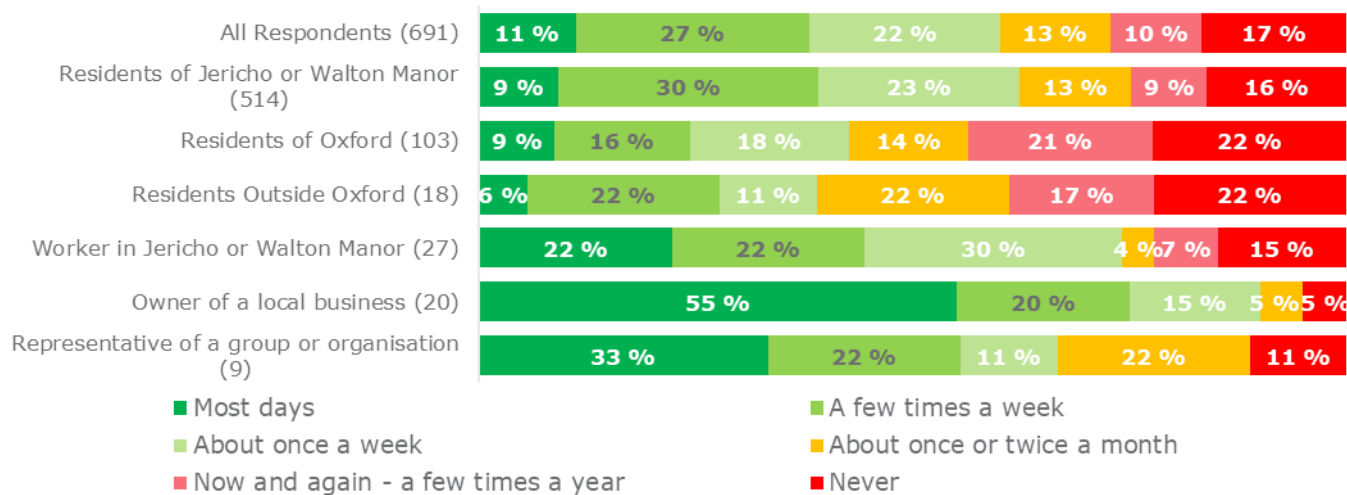
Of the relatively small number of respondents answering on behalf of a business, half (50%) use cycling for local journeys at least a few times a week. Meanwhile, 4 out of 8 of those answering on behalf of a group or organisation use cycling for local journeys most days.

Further analysis of feedback from residents highlights some differences by demographic factors:

- The proportions that use cycling a few days a week or more for local journeys is highest amongst the 25-34 and 35-44 age groups (77% of 25-34s and 68% of 35-44s, compared with 66% of 45-54s, 65% of 55-64s and 54% of 65-74s).
- Those whose day to day activities are limited because of a long-term illness or health problem or disability are less likely than those whose day to day activities are not limited to use cycling at least a few times a week for local journeys (32%, compared to 65% of those without limitations).



Figure 11: For each of the following ways of travel, please say how often you use them for local journeys. 'Car driver' RESULTS BY RESPONDENT TYPE (n=9-514).



Residents living in Jericho or Walton Manor are more likely than residents in other parts of Oxford to travel regularly for local journeys by car driving; more than three-fifths (62%) of Jericho or Walton Manor residents travel for local journeys by car at least once a week, compared to just over two-fifths (43%) of residents of Oxford. When looking at the proportions who use car driving for local journeys at least a few times a week, nearly two-fifths (39%) of Jericho or Walton Manor residents do so, compared to a quarter (25%) of residents of Oxford.

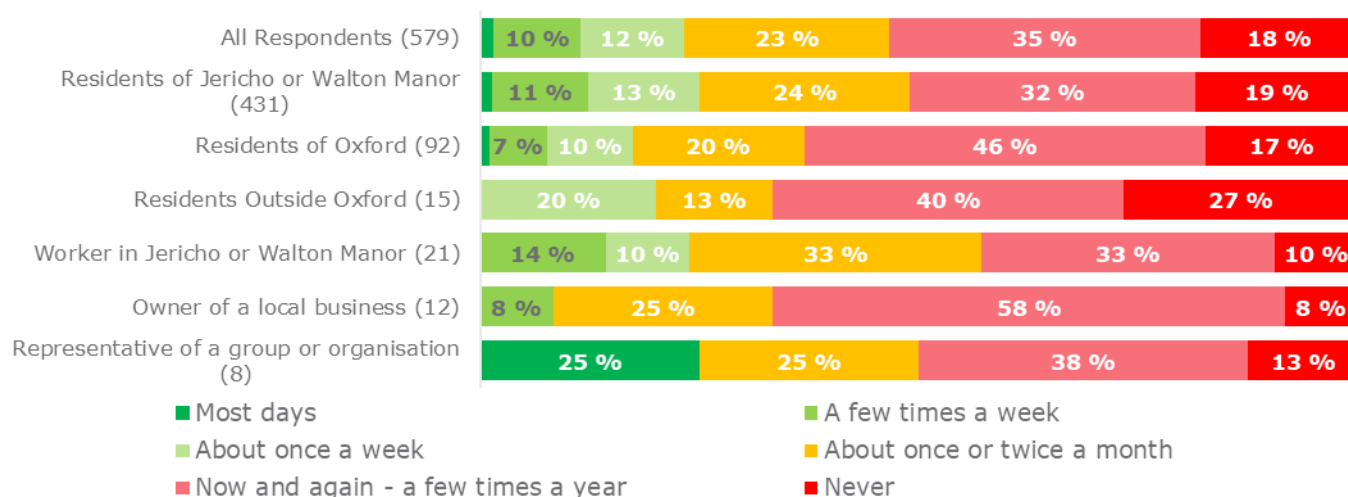
Of the small number of respondents answering on behalf of a business, nine-tenths (90%) use car driving for local journeys at least once a week, with over half (55%) doing so most days. Meanwhile, 6 out of 9 of those answering on behalf of a group or organisation use car driving for local journeys at least once a week.

Further analysis of feedback from residents highlights some differences by demographic factors:

- The proportions that use car driving at least once a week for local journeys tends to increase with age (40% of 25-34s, 45% of 35-44s, 65% of 45-54s, 72% of 55-64s, 65% of 65-74s and 60% of 75-84s).
- There is some evidence to suggest that those whose day to day activities are limited a lot because of a long-term illness or health problem or disability are more likely than those whose day to day activities are not limited to use car driving at least a few times a week for local journeys (65%, compared to 37% of those without limitations).



Figure 12: For each of the following ways of travel, please say how often you use them for local journeys. 'Car passenger' RESULTS BY RESPONDENT TYPE (n=8-431).



Residents living in Jericho or Walton Manor are more likely than residents in other parts of Oxford to travel regularly for local journeys by being a car passenger; a quarter (25%) of Jericho or Walton Manor residents travel for local journeys as a car passenger at least once a week, compared to just over a sixth (18%) of residents of Oxford.

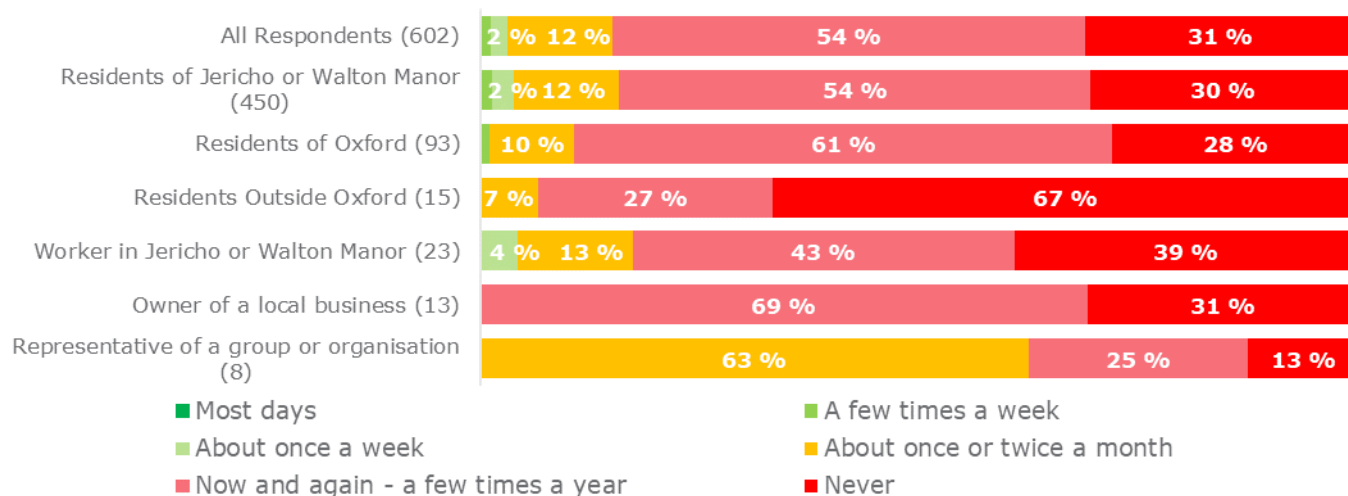
Of the small number of respondents answering on behalf of a business, less than a tenth (8%) are car passengers for local journeys at least once a week. Meanwhile, 2 out of 8 of those answering on behalf of a group or organisation are car passengers for local journeys most days.

Further analysis of feedback from residents highlights one slight difference by demographic factors:

- There is some evidence to suggest that those whose day-to-day activities are limited because of a long-term illness or health problem or disability are more likely than those whose day to day activities are not limited to be a car passenger at least once a week for local journeys (35%, compared to 21% of those without limitations).



Figure 13: For each of the following ways of travel, please say how often you use them for local journeys. 'Taxi' RESULTS BY RESPONDENT TYPE (n=8-450).



There are no differences between the proportions of residents living in Jericho or Walton Manor or other parts of Oxford in relation to the frequency with which they use taxis for local journeys, with less than a sixth using taxis once or twice a month or more.

Of the small number of respondents answering on behalf of a business, none use taxis for local journeys at least once or twice a month. Meanwhile, 5 out of 8 of those answering on behalf of a group or organisation use taxis once or twice a month.

Further analysis of feedback from residents highlights one slight difference by demographic factors:

- There is some evidence to suggest that those whose day-to-day activities are limited a lot because of a long-term illness or health problem or disability are more likely than those whose day to day activities are not limited to use taxis for local journeys at least once a week (21%, compared to 2% of those without limitations).

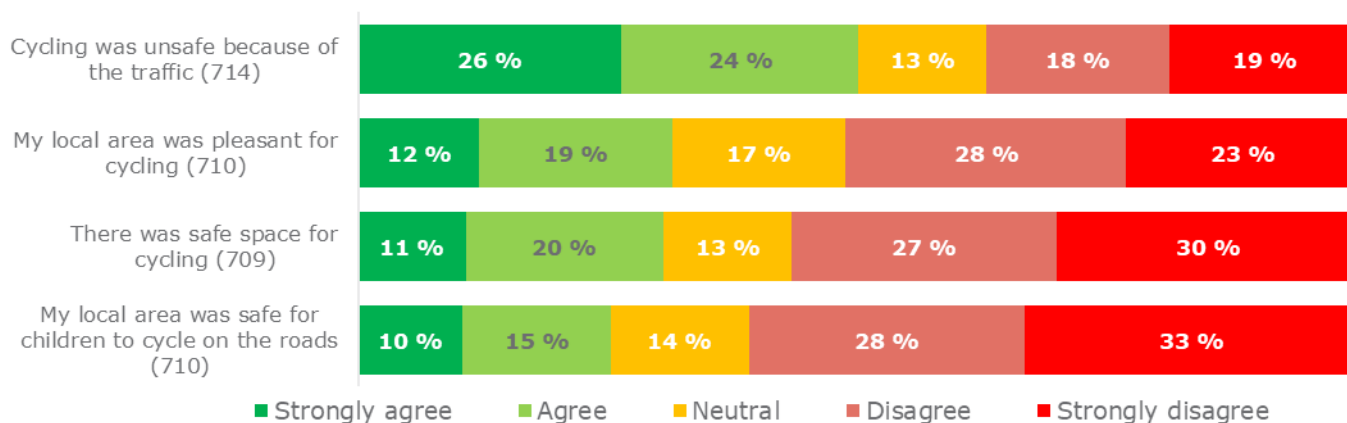


Those responding to the survey were asked to indicate their opinions about what they thought about cycling in Jericho and Walton Manor in the summer of 2019 (before the Walton Street traffic filter was introduced).

Headline findings

Results for all respondents for this question are summarised in figure 14, below.

Figure 14: We would like to understand how you feel about cycling in Jericho and Walton Manor. Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor? RESULTS FOR ALL RESPONDENTS (all responses: n=709-714).



Of the four cycling statements rated by respondents, the highest agreement levels are seen for the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic'; half (50%) of all respondents agree to some extent with this statement, with 26% strongly agreeing with it.

Agreement levels with the two statements that before the Walton Street traffic filter 'my local area was pleasant for cycling' and 'there was safe space for cycling' are similar, with just over three-tenths (31%) of all respondents agreeing to some extent with both of these. However, more than half of respondents (51% and 57% respectively) disagree to some extent with both of these statements.

The lowest level of agreement is seen for the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads', with a quarter (25%) of all respondents agreeing to some extent with this. However,

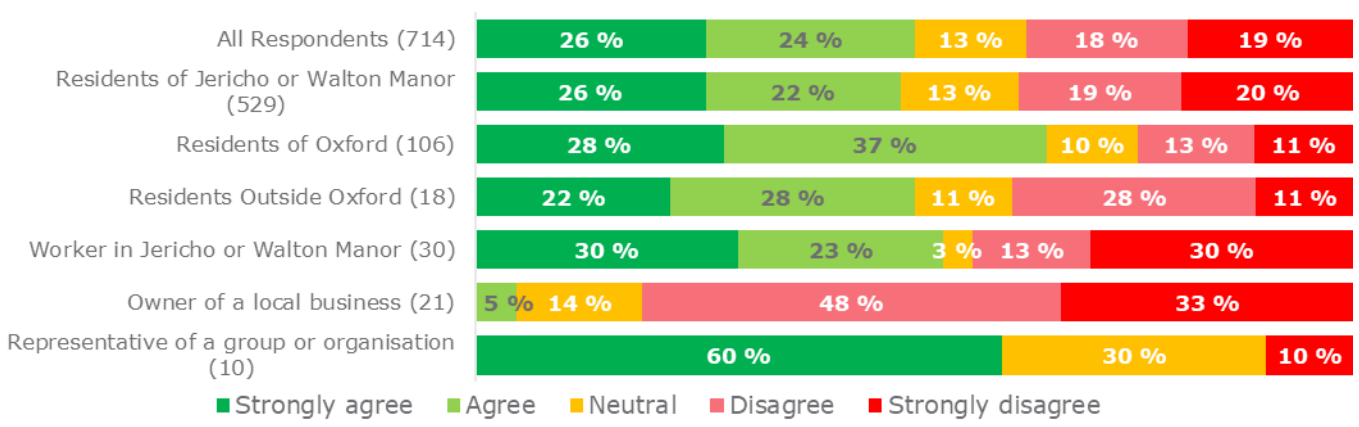


more than three-fifths (61%) disagree with this statement to some extent, with a third (33%) disagreeing strongly with it.

Results by Resident type

Figures 15-18 (below and overleaf) show how responses to this question varied for different types of respondent.

Figure 15: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor: 'Cycling was unsafe because of the traffic'. RESULTS BY RESPONDENT TYPE (all responses: n=10-529).



Residents in the Jericho or Walton Manor area are less likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic'; just under half (48%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to nearly two-thirds (65%) of residents of Oxford.

Of the small number of respondents answering on behalf of a business, they appear less likely than average to agree with the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic', with only 5% agreeing with the statement and more than four-fifths (81%) disagreeing with it to some degree. Meanwhile, 6 out of 10 of those answering on behalf of a group or organisation strongly agree with this statement, with only 1 out of 10 strongly disagreeing.

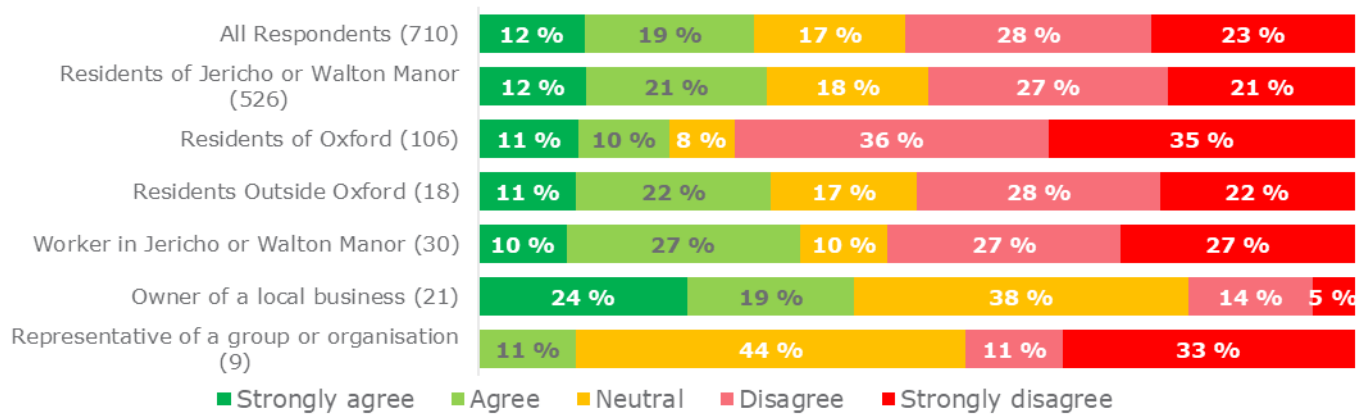
Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those in the 25-34 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic'; 69% of 25-34s agree strongly or agree with this statement, compared with 47% of 35-44s and 44% of 45-54s, 51% of 55-64s, 54% of 65-74s and 46% of 75-84s.



- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability are less likely to agree with this statement than those whose day to day activities are not limited (32% of those with limitations, compared to 52% of those without limitations).

Figure 16: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor: 'My local area was pleasant for cycling'. RESULTS BY RESPONDENT TYPE (all responses: n=9-526).



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'my local area was pleasant for cycling'; a third (33%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to just over a fifth (21%) of residents of Oxford. In addition, residents of Oxford are more likely to express disagreement with this statement, with more than three-fifths (61%) disagreeing with it to some extent, compared with 48% of Jericho or Walton Manor residents.

Of the small number of respondents answering on behalf of a business, more than two-fifths (43%) agree with the statement that before the Walton Street traffic filter 'my local area was pleasant for cycling', with less than a fifth (19%) disagreeing with it to some extent. Meanwhile, only 1 out of 9 of those answering on behalf of a group or organisation strongly agree with this statement, with 4 out of 9 disagreeing with it to some degree.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

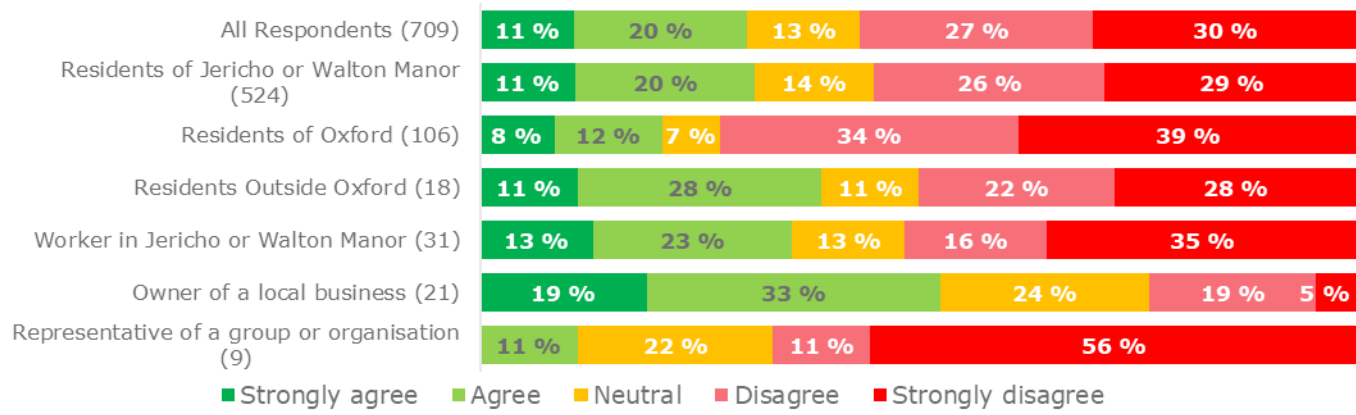
- There is some evidence to suggest that those in the 35-44 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'my local area was pleasant for cycling'; 38% of 35-44s agree to some extent with this statement, compared with 22% of 25-34s, 34% of 45-54s, 33% of 55-64s, 32% of 65-74s and 22% of 75-84s.
- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be slightly more likely to agree with this statement than those whose day to day



activities are not limited (40% of those with limitations, compared to 32% of those without limitations).



Figure 17: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor: 'There was safe space for cycling'. RESULTS BY RESPONDENT TYPE (all responses: n=9-524).



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'there was safe space for cycling'; more than three-tenths (31%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to a fifth (20%) of residents of Oxford. In addition, residents of Oxford are more likely to express disagreement with this statement, with approaching three-quarters (73%) disagreeing with it to some extent, compared with 55% of Jericho or Walton Manor residents.

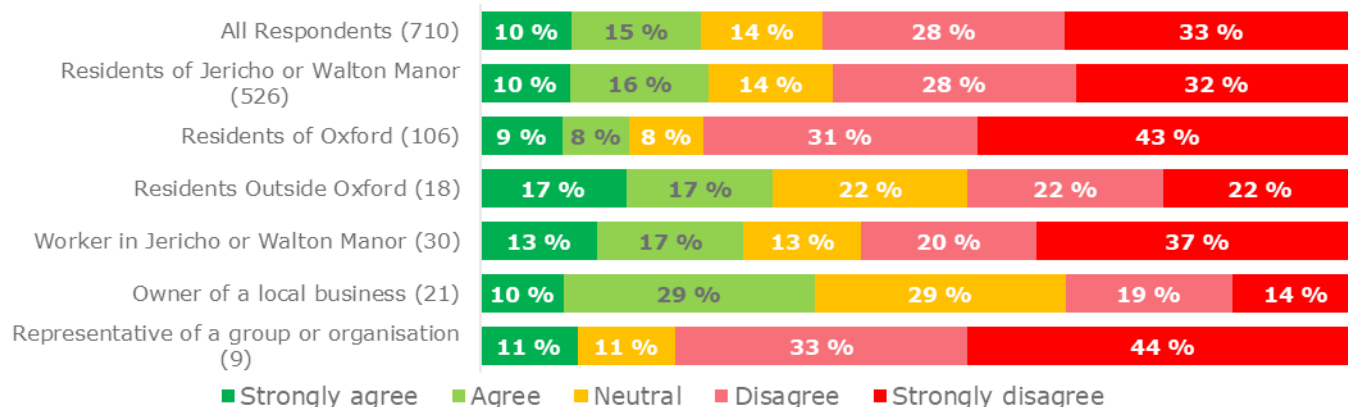
Of the small number of respondents answering on behalf of a business, more than half (52%) agree with the statement that before the Walton Street traffic filter 'there was safe space for cycling', with nearly a quarter (24%) disagreeing with it to some degree. Meanwhile, only 1 out of 9 of those answering on behalf of a group or organisation strongly agree with this statement, with 5 out of 9 disagreeing with it to some extent, mainly expressing strong disagreement.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those in the 45-54 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'there was safe space for cycling'; 40% of 45-54s agree to some extent with this statement, compared with 14% of 25-34s, 34% of 35-44s, 32% of 55-64s, 28% of 65-74s and 21% of 75-84s.
- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be slightly more likely to agree with this statement than those whose day to day activities are not limited (42% of those with limitations, compared to 29% of those without limitations).



Figure 18: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor: 'My local area was safe for children to cycle on the roads'. RESULTS BY RESPONDENT TYPE (all responses: n=9-526).



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads'; just over a quarter (26%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to just over a sixth (17%) of residents of Oxford. In addition, residents of Oxford are again more likely to express disagreement with this statement, with nearly three-quarters (74%) disagreeing with it to some extent, compared with 60% of Jericho or Walton Manor residents.

Of the small number of respondents answering on behalf of a business, nearly two-fifths (39%) agree with the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads', with a third (33%) disagreeing with it to some extent. Meanwhile, only 1 out of 9 of those answering on behalf of a group or organisation strongly agree with this statement, with 7 out of 9 disagreeing with it to some degree.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those in the middle age groups may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads'; 30% of 35-44s, 28% of 45-54s and 30% of 55-64s agree to some extent with this statement, compared with 17% of 25-34s, 19% of 65-74s and 18% of 75-84s.
- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be slightly more likely to agree with this statement than those whose day to day activities are not limited (34% of those with limitations, compared to 24% of those without limitations).

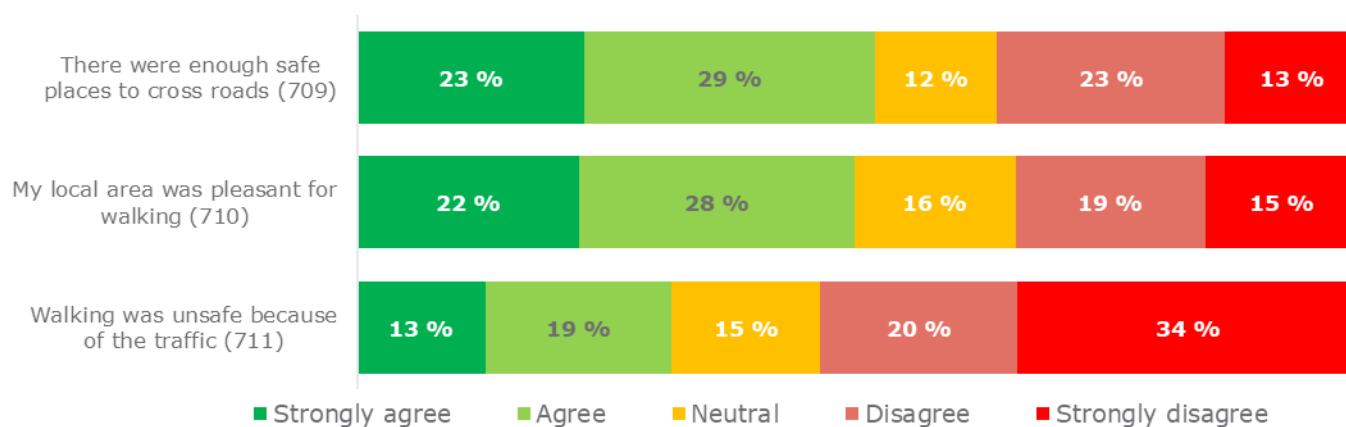


Those responding to the survey were asked to indicate their opinions about what they thought about walking in Jericho and Walton Manor in the summer of 2019 (before the Walton Street traffic filter was introduced).

Headline findings

Results for all respondents for this question are summarised in figure 19, below.

Figure 19: We would like to understand how you feel about walking in Jericho and Walton Manor. Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about walking in Jericho and Walton Manor? RESULTS FOR ALL RESPONDENTS (all responses: n=709-711).



Of the three walking statements rated by respondents, the highest agreement levels are seen for the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads'; more than half (52%) of all respondents agree to some extent with this statement, with 23% strongly agreeing with it. However, more than a third (36%) disagree with this statement to some degree.

The pattern of agreement/disagreement levels with the statement that before the Walton Street traffic filter 'my local area was pleasant for walking' are similar, with half (50%) of all respondents agreeing to some extent with this statement and 22% strongly agreeing. However, just over a third (34%) disagree to some extent with this statement.

The lowest level of agreement is seen for the statement that before the Walton Street traffic filter 'walking was unsafe because of the traffic', with nearly a third (32%) of all respondents agreeing to some extent with this. However, more than

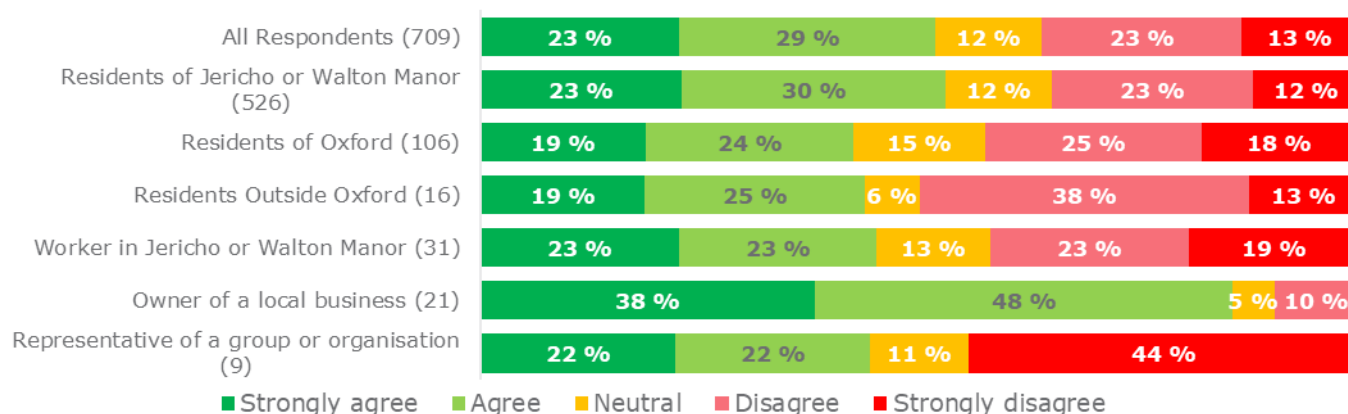


half (54%) disagree with this statement to some extent, with just over a third (34%) disagreeing strongly with it.

Results by Resident type

Figures 20-22 (below and overleaf) show how responses to this question varied for different types of respondent.

Figure 20: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about walking in Jericho and Walton Manor: 'There were enough safe places to cross roads'. RESULTS BY RESPONDENT TYPE (all responses: n=9-526).



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads'; more than half (53%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to more than two-fifths (43%) of residents of Oxford. In addition, residents of Oxford are more likely to express disagreement with this statement, with more than two-fifths (43%) disagreeing with it to some extent, compared with 35% of Jericho or Walton Manor residents.

Of the small number of respondents answering on behalf of a business, more than four-fifths (86%) agree with the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads', with only a tenth (10%) disagreeing with it to some extent. Meanwhile, 4 out of 9 of those answering on behalf of a group or organisation agree to some extent with this statement, with 4 out of 9 disagreeing strongly with it.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

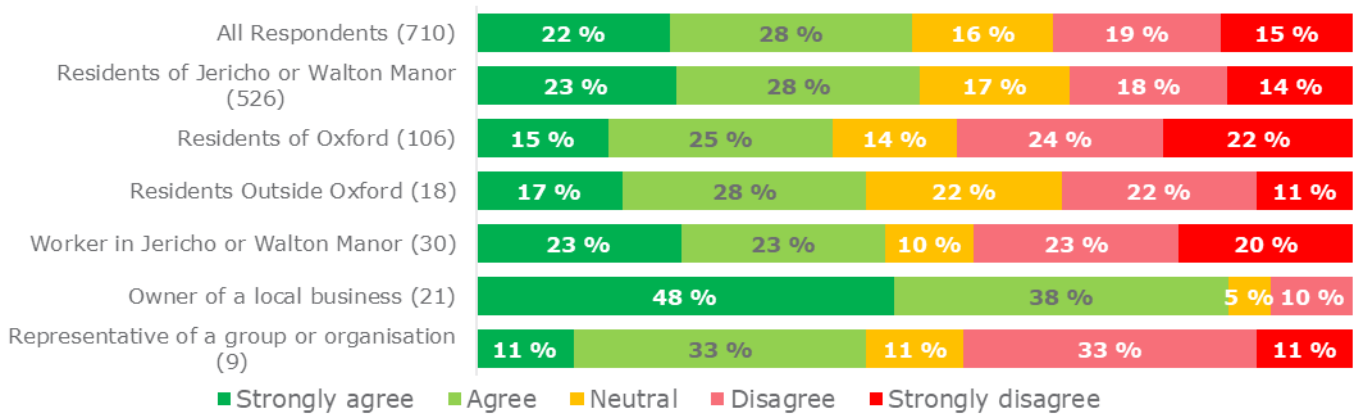
- There is some evidence to suggest that those in the 75-84 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads'; 64% of 75-84s agree with this statement to some degree,



compared with 26% of 25-34s, 51% of 35-44s, 55% of 45-54s, 53% of 55-64s and 52% of 65-74s.

- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be slightly more likely to agree with this statement than those whose day to day activities are not limited (61% of those with limitations, compared to 51% of those without limitations).

Figure 21: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about walking in Jericho and Walton Manor: 'My local area was pleasant for walking'. RESULTS BY RESPONDENT TYPE (all responses: n=9-526).



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'my local area was pleasant for walking'; just over half (51%) of Jericho or Walton Manor residents agree to some extent with this statement, compared with two-fifths (40%) of residents of Oxford. Again, residents of Oxford are more likely to express disagreement with this statement - more than two-fifths (46%) disagree with it to some extent, compared with 32% of Jericho or Walton Manor residents.

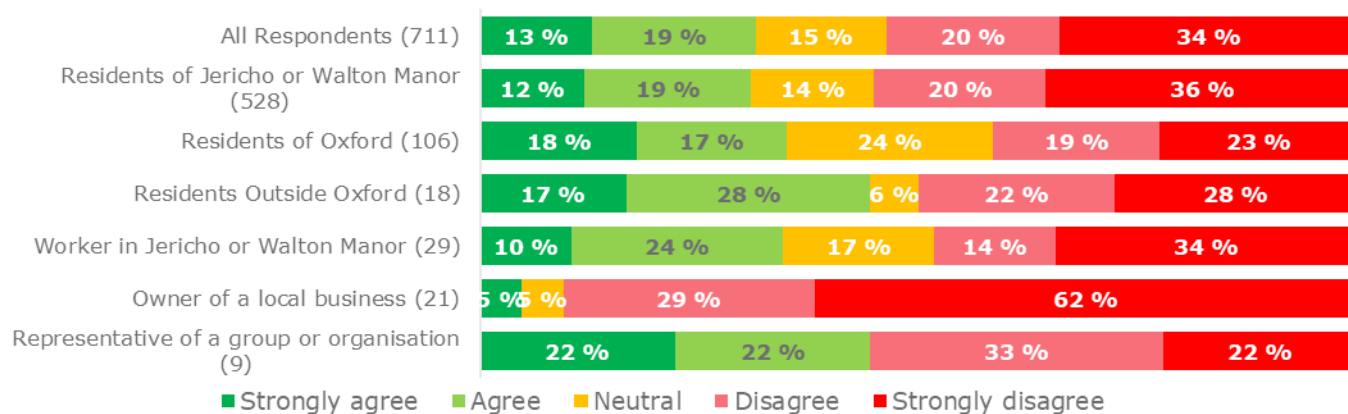
Of the small number of respondents answering on behalf of a business, more than four-fifths (86%) agree with the statement that before the Walton Street traffic filter 'my local area was pleasant for walking', with only a tenth (10%) disagreeing with it. Meanwhile, 4 out of 9 of those answering on behalf of a group or organisation agree to some extent with this statement, with 4 out of 9 disagreeing with it to some extent.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be more likely to agree with this statement than those whose day to day activities are not limited (65% of those with limitations, compared to 48% of those without limitations).



Figure 22: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about walking in Jericho and Walton Manor: 'Walking was unsafe because of the traffic'. RESULTS BY RESPONDENT TYPE (all responses: n=9-528).



Residents in the Jericho or Walton Manor area are slightly less likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'walking was unsafe because of the traffic'; just over three-tenths (31%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to more than a third (35%) of residents of Oxford. However, residents of Jericho or Walton Manor are much more likely than residents of other parts of Oxford to disagree with this statement; more than half (56%) disagree with it to some extent, compared with 42% of Oxford residents.

Of the small number of respondents answering on behalf of a business, only a small minority (5%) agree with the statement that before the Walton Street traffic filter 'walking was unsafe before the traffic', with nine-tenths (10%) disagreeing with it to some extent (62% express strong disagreement with this). Meanwhile, 4 out of 9 of those answering on behalf of a group or organisation agree to some extent with this statement, with 5 out of 9 disagreeing with it to some extent.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

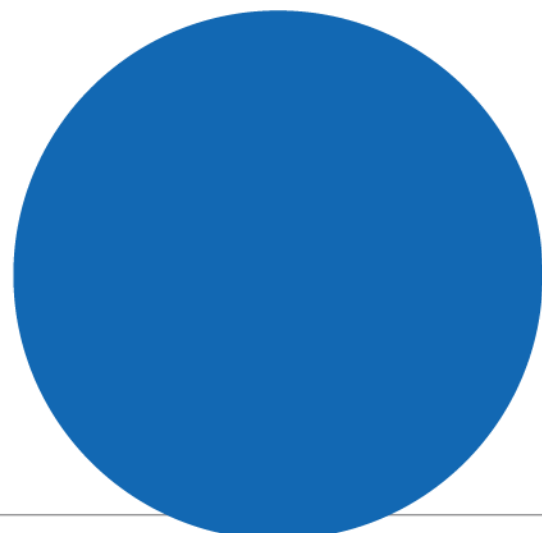
- There is some evidence to suggest that those in the 45-54 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'walking was unsafe because of the traffic'; 23% of 45-54s agree with this statement to some degree,



compared with 45% of 25-34s, 35% of 35-44s, 30% of 55-64s, 33% of 65-74s and 30% of 75-84s.

- There is some evidence to suggest that those whose day to day activities are limited a lot because of a long-term illness or health problem or disability may be slightly more likely to disagree with this statement than those whose day to day activities are not limited (82% of those with severe limitations, compared to 52% of those without limitations).

Social media and correspondence





In addition to analysing the survey results, we have reviewed the themes/sentiment of social media comments and written/email correspondence regarding the proposed scheme.

There were only three relevant comments made overall across all twelve of the Facebook and Twitter posts that Oxfordshire County Council posted about this consultation between 5th–19th March, all of which relate to issues or concerns with the proposed traffic pilot scheme.

The main concerns raised by the two residents making comments on the Facebook posts is that the pilot scheme will have a detrimental effect on local businesses and that roads in Oxford in general should stop being closed.

It should be noted that the only comment on Oxfordshire County Council's Twitter posts about this consultation relates to a belief that the proposed Jericho and Walton Manor area traffic pilot scheme 'falls far short of the low traffic neighbourhood that the council got government funding for'. The exact wording of this comment, the link to the petition and the full wording of the online petition (which has received a total of 622 signatures as at the end of Thursday 25th March) is shown below.

The Council also received 96 pieces of email correspondence and one paper copy of the online questionnaire regarding the consultation.

The large majority of these are from residents, with the remainder coming from businesses (6) and representatives of organisations (3) which included community, travel and essential services groups.

Sentiments expressed in the email correspondence received overall largely opposes the proposals contained in the proposed traffic pilot scheme and breaks down as follows:

- 56 emails opposing the proposals (51 residents, 1 business and 2 groups/organisations, with a further 2 emails received from a source that could not be confirmed);
- 10 emails expressing support for the proposals (4 residents, 3 businesses and 3 groups/organisations); and
- 11 that were broadly supportive but expressed specific concerns/caveats (6 residents, 3 businesses and 2 groups/organisations).

The main concerns raised are as follows:

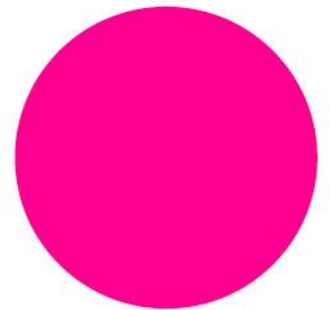
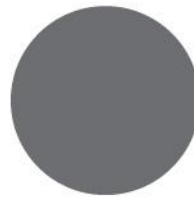
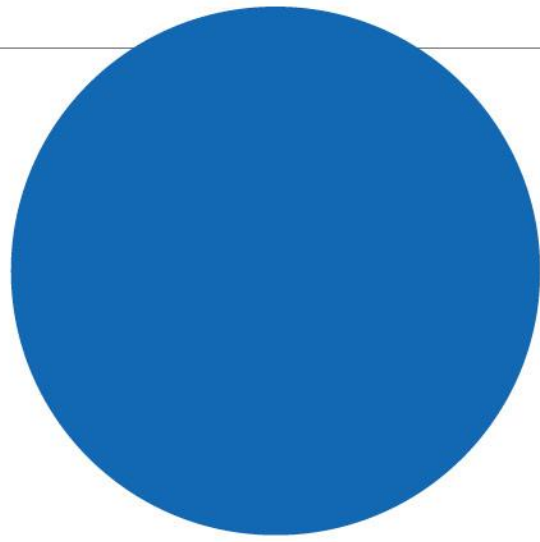
- 'Oxfordshire County Council has gone back on the originally proposed Jericho LTN plans' - 23 pieces of correspondence (22 residents, 0 businesses, 0 groups/organisations, 1 unknown respondent type).
- 'Concerns for rat runs' - 10 pieces of correspondence (7 residents, 0 businesses, 1 group/organisation, 1 unknown respondent type).



- 'Concerns about specific location/access: Walton Street' - 9 pieces of correspondence (8 residents, 1 business, 0 groups/organisations).
- 'Concerns for residents/residential streets (e.g. amount of traffic)' - 9 pieces of correspondence (6 residents, 0 business, 3 groups/organisations).
- 'Prefer/support the previous/current LTN scheme' - 9 pieces of correspondence (8 residents, 0 businesses, 0 groups/organisations, 1 unknown respondent type).
- 'Support/agree with the proposal' - 9 pieces of correspondence (4 residents, 3 businesses, 2 groups/organisations).
- 'Keep the Walton Street barrier/keep it closed' - 8 pieces of correspondence (8 residents, 0 businesses, 0 groups/organisations).
- 'Full reopening of the street/no restrictions' - 8 pieces of correspondence (7 residents, 0 businesses, 1 group/organisation).
- 'Concerns about specific location/access': St Bernard's Road - 5 pieces of correspondence (3 residents, 0 businesses, 1 group/organisation, 1 unknown respondent type).
- 'The Local Council should give an explanation/consult/listen to us' - 5 pieces of correspondence (4 residents, 0 businesses, 1 group/organisation).
- 'Concerns for/will increase pollution' - 3 pieces of correspondence (3 residents, 0 businesses, 0 groups/organisations).
- 'Ensure greater enforcement of prohibited vehicle turning/restrictions' - 3 pieces of correspondence (0 residents, 1 business, 1 group/organisation, 1 unknown respondent type).
- 'Do not agree it's a proper LTN scheme/don't believe it will work' - 2 pieces of correspondence (1 resident, 0 businesses, 1 group/organisation).
- 'Concerns for local businesses' - 2 pieces of correspondence (1 resident, 1 business, 0 groups/organisations).
- 'Don't support the scheme/it's disappointing' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns for pedestrians/cyclists' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/access: Leckford Road' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/turning: Walton Street to Worcester Street and vice versa' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/turning: Little Clarendon Street left turn/into Walton Street' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Journey times will be increased' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/turning: Beaumont Street' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/access: Observatory Street' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Lack of traffic data/evidence' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/turning: St Johns Street' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).



For more information



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