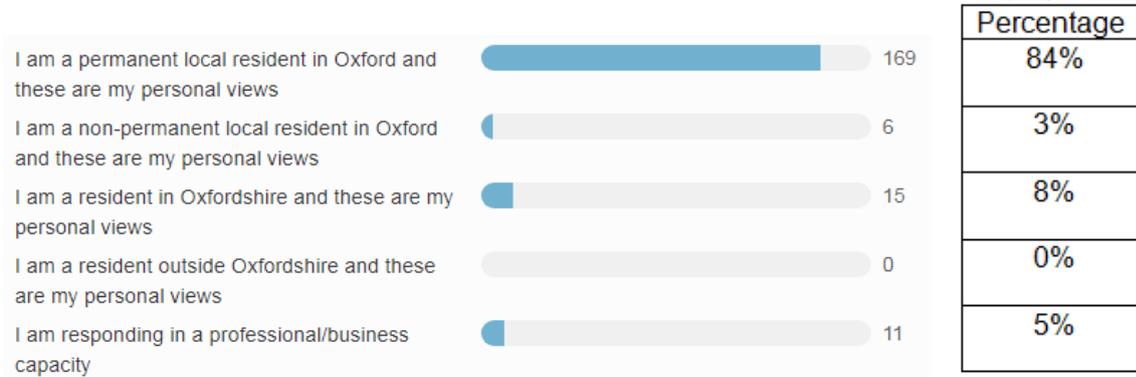
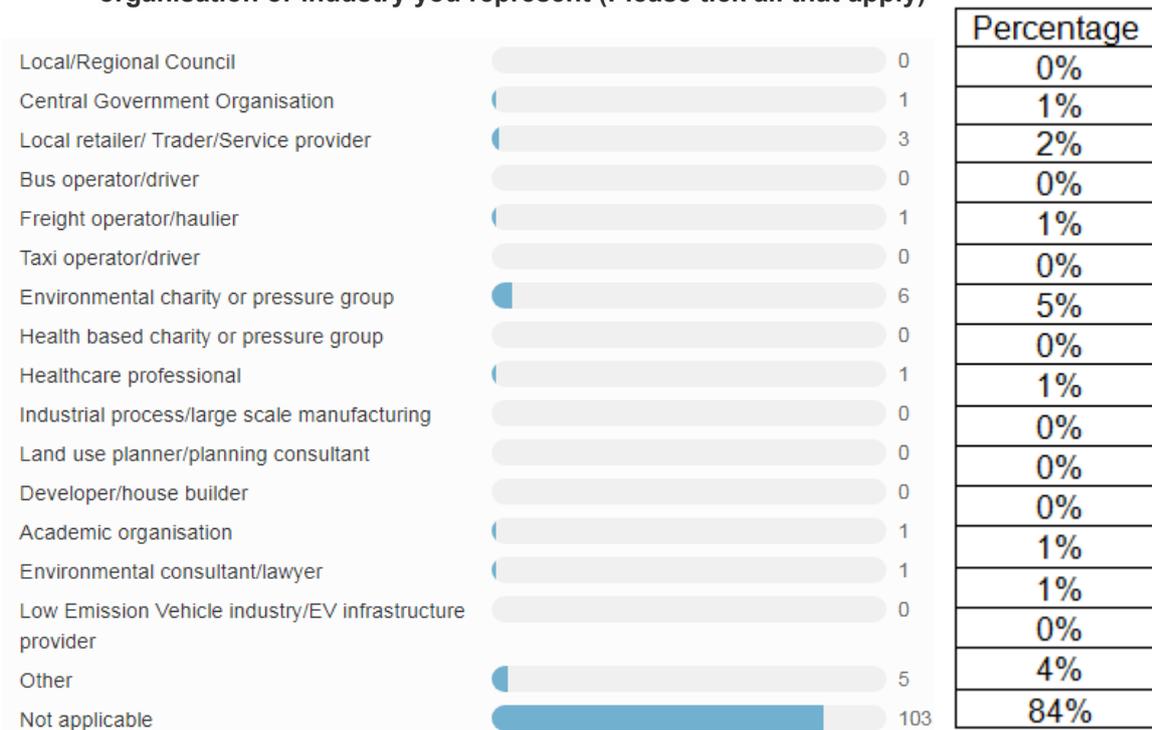


Public consultation – Summary of questionnaire results

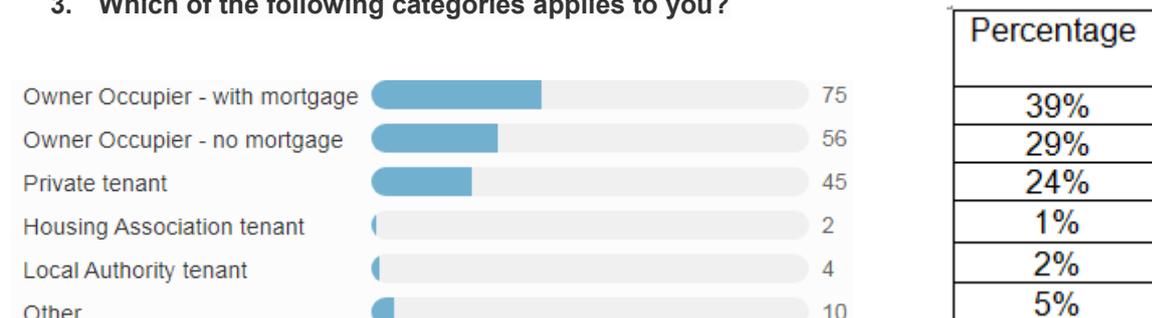
1. To help us understand who we have consulted with, please indicate which of these best describes your view point in relation to this consultation (Please tick all that apply)



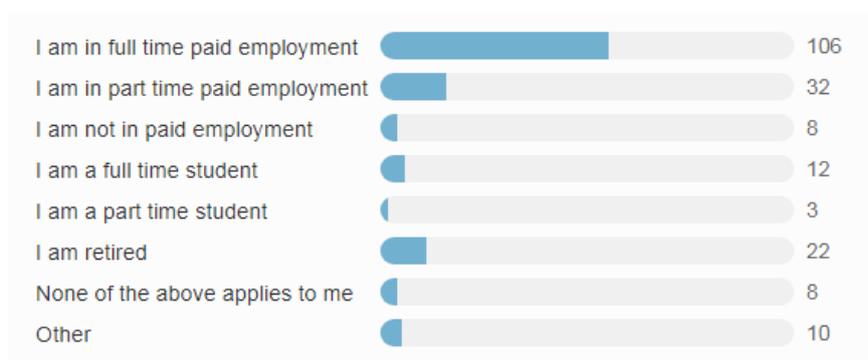
2. If responding in a professional or business capacity, please state which type of organisation or industry you represent (Please tick all that apply)



3. Which of the following categories applies to you?

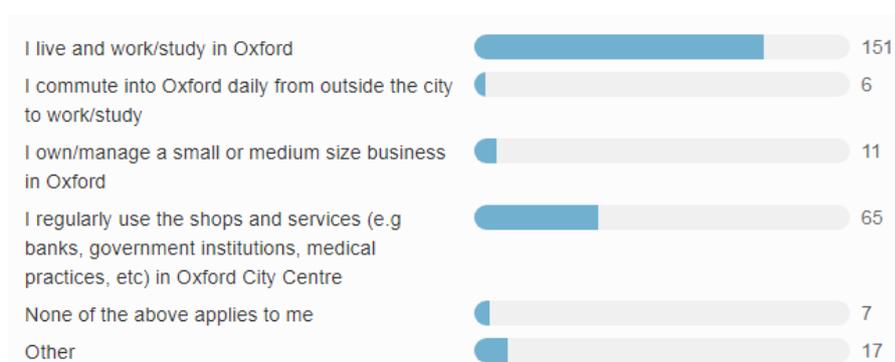


4. What is your current employment status? (Please tick all that apply)



Percentage
53%
16%
4%
6%
1%
11%
4%
5%

5. Why do you come into Oxford? (Please tick all that apply)



Percentage
59%
2%
4%
25%
3%
7%

6. How do you rate these aspects of Oxford City Centre's environment?

The table below represents the total amount of answers converted to total percentage:

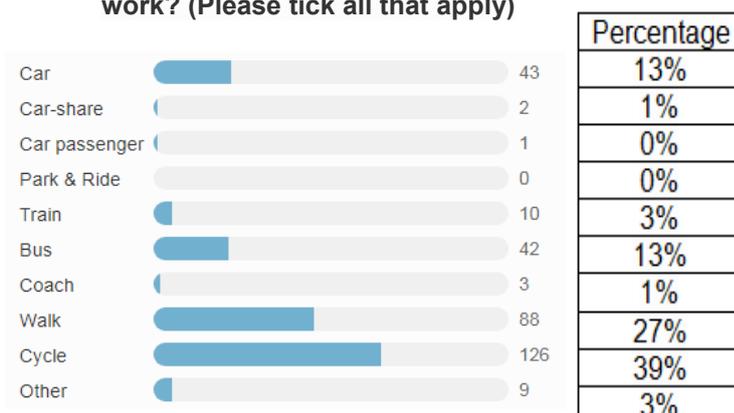
	Excellent	Good	Average	Poor	Very Poor	Don't Know
Air Quality	3%	10%	25%	35%	25%	2%
Traffic Congestion	1%	3%	10%	30%	56%	0%
Public Transport Provision	8%	29%	30%	23%	8%	2%
Adequate space for walking	5%	17%	32%	31%	14%	1%
Adequate space for cycling	3%	9%	19%	33%	35%	1%

7. How have the following changed in Oxford City Centre over the past 5 years?

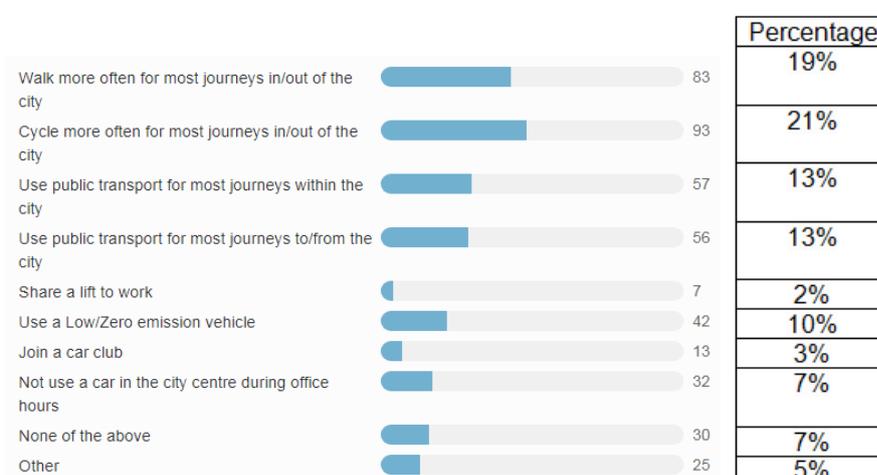
The table below represents the total amount of answers converted to total percentage:

	Significantly improved	Slightly improved	No change	Become worse	Become much worse	Don't Know
Air Quality	4%	21%	25%	27%	10%	13%
Traffic Congestion	2%	9%	18%	35%	28%	8%
Public Transport Provision	3%	12%	39%	23%	6%	17%
Adequate space for walking	1%	12%	58%	15%	8%	6%
Adequate space for cycling	3%	21%	43%	15%	10%	8%

8. What is your main mode of transport for normal weekday travel - e.g. commuting to work? (Please tick all that apply)



9. What action(s) would you be able to take to improve poor air quality in your area, in order to improve your and others' health and quality of life in the city?

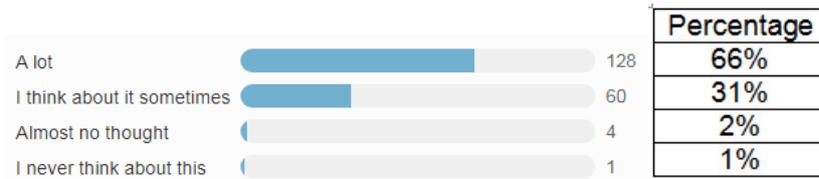


10. If you use a private vehicle for travel into and within Oxford, would the following alternatives encourage you to use your private vehicle less?

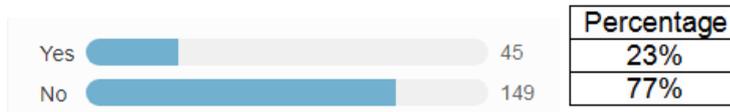
The table below represents the total amount of answers converted to total percentage:

	Yes	Maybe	No	I don't know
Availability of EV charging points	32%	12%	43%	13%
Availability of Cycle lanes	76%	6%	14%	4%
Improved public transport services	56%	24%	15%	5%
Financial incentives/penalties	52%	15%	28%	5%
Improved security for cycle parking	71%	8%	18%	3%
Better information on alternatives	35%	25%	31%	9%
Availability of cycle hire	22%	18%	54%	6%
Availability of car clubs	21%	24%	49%	6%
Public change facilities for cyclists	26%	18%	50%	6%
Promotion of safe walking routes	53%	18%	24%	5%
I don't use a private vehicle	39%	5%	39%	17%

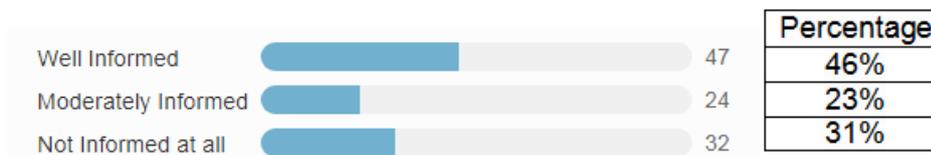
11. How much thought do you give to saving energy in your home? (E.g. trying to reduce the number of hours your heating is turned on, reducing electricity usage - unplugging electronics and switching off lights when those are not being used, etc.)



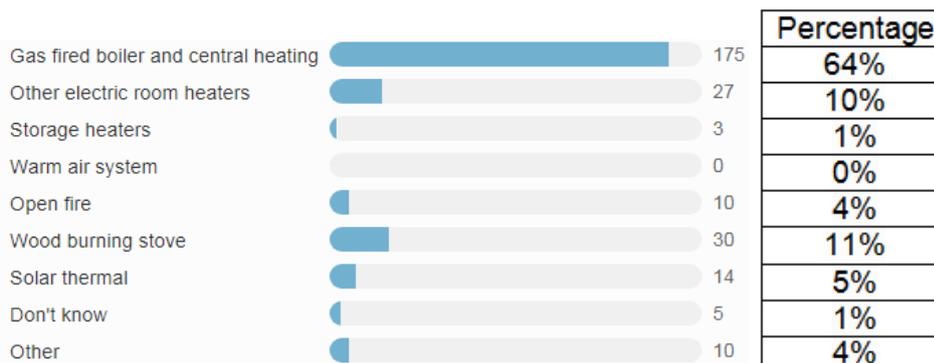
12. Do you use an open fire and/or wood-burning stove?



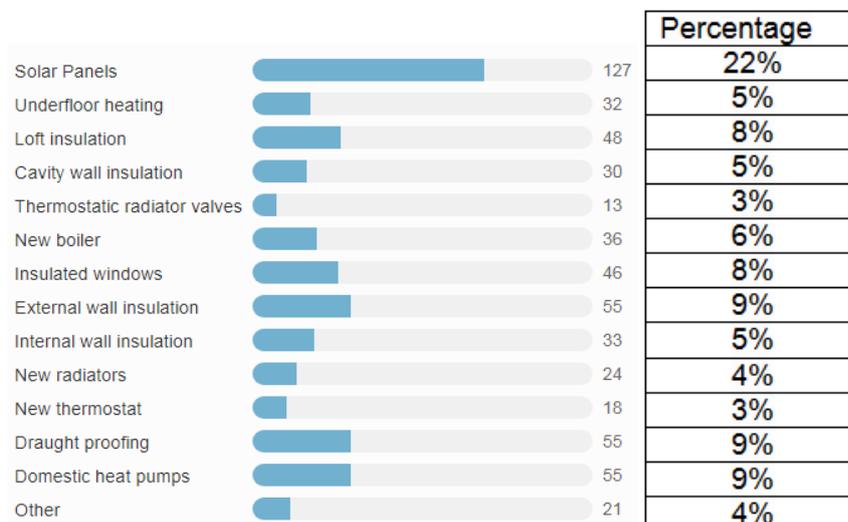
13. If yes, how well informed are you about how to adequately use open fires and wood-burning stoves and on what are the most appropriate fuels to use?



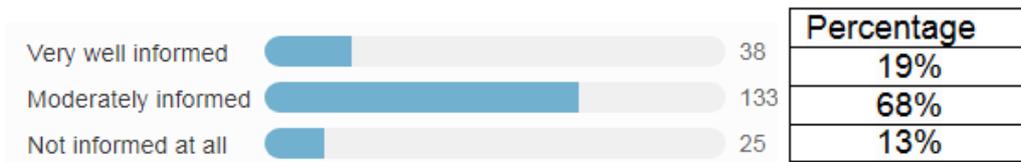
14. What heating types do you have in your home? (Please tick all that apply)



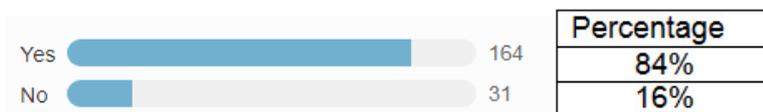
15. Which improvements would you ideally need to make your home more energy-efficient and reduce your domestic emissions?



16. Overall, how well informed are you about air quality issues in Oxford?



17. Would you like to feel more informed about air quality issues in Oxford?



18. What do you think Local Authorities could do to improve the way they currently communicate about air quality in the city?

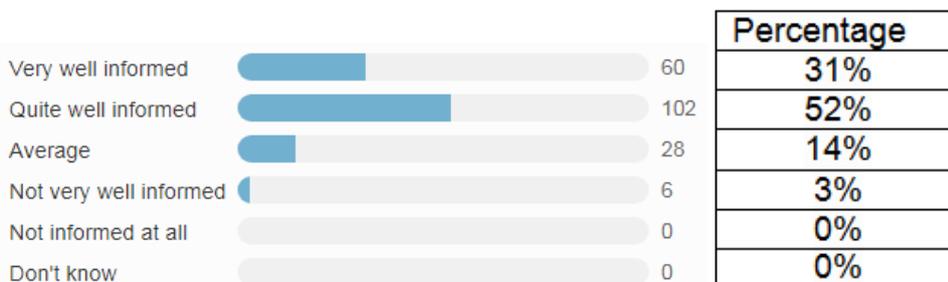
<u>Suggestions</u>	<u>Number of times mentioned</u>	<u>Oxford City Council's comments</u>
Installation of digital signs in places such as the city centre and/or main roads and/or park & ride entrances, and/or bus shelters with regular info of relevant AQ indicators updated daily, and/or showing current and previous air quality figures for different areas of Oxford and how this compares to national averages.	25	Not addressed – The broadcast of air quality levels and advice across Oxford has already been explored in the past. At the time it was not possible to progress this measure due to the cost-benefit analysis that was made: the lack of evidence that the use of such signage would effectively change behaviour vs the significant costs of implementation and maintenance involved to set up such network. However, City and Council are open to revisit this option in the future in light of new evidence being brought forward.
Develop a more attractive AQ website with all relevant info on air pollution, nice info graphs, designed in a simple and clear way, easy to follow, with relevant air quality information targeted to different audience.	22	Addressed – This measure is included in the AQAP (Measure 5) and a bid has been prepared by the City Council and submitted to DEFRA in October 2020 for this purpose. The outcomes of this grant will be known in March 2021.
Clearer communication and regular positive messaging informing people of benefits of reduced traffic pollution, what they can do to reduce their exposure and their contribution to air pollution, information on health impacts, air pollution sources and air quality impacts of measures delivered	14	Addressed – The AQAP has a specific key area of intervention to deal with the development of partnerships and public education with 8 specific actions designed to improve air quality information, communication and support behavioural change.
Involve local media (TV, newspapers, radio, etc.) in the process of disseminating air quality contents	14	Addressed – The City Council already involves local media in the process of communicating relevant air quality information and intend to continue to do so in future.
Development of a tracking app with regular updates on the status of AQ in Oxford, link to AQ Index, relevant stats, info on air pollution hotspots and linked with AQ recommendation and advice	10	Addressed – This measure is included as part of Measure 5, as the City Council intends to develop an app and/or text messaging system that people can download and/or subscribe to from the new air quality website with daily air quality information and advice.
Development of city-wide campaigns and physical initiatives with residents to discuss air quality	9	Addressed – The City Council has delivered a city wide air quality campaign on idling and this AQAP includes the delivery of another city-wide campaign to deal with household emissions. The City Council is directly involved with local communities and schools through the STOP project, and supports the organisation of major air quality events such as Oxford's annual air quality conference, e-bike and EV summits, and regularly participates at forums/meetings organised by local Friends of the Earth and other relevant groups/organisations.
Install monitors in more locations to provide a better picture of local distribution of air pollution	8	Not addressed – The City Council monitors air quality levels at 71 locations across the city, and implements a rotational system which allows the allocation of monitoring resources from areas where air pollution has proved to be low, to new areas of interest on an annual basis. This allows for good city coverage. At the same time, our current air quality monitoring network is supported by other sources of air quality monitoring (used in

		several on-going research projects) such as small air quality sensors technologies, which (although not approved by government for the purpose of official reporting of air quality data) help the local authority by providing indicative measurements that are being used for the identification of potential air quality issues in new areas of the city
Include relevant AQ info on a monthly email from City Council covering areas of interest to local residents	4	Not addressed – The City Council believes the delivery of a new AQ website with the inclusion of new innovative air quality communicational tools supersedes this action.
Working more closely with local communities and local schools	3	Addressed – The AQAP commits to this through several actions. The City Council implemented the award winning air quality communications project called STOP and it is still delivering this to local schools.
Do more public consultations	2	Addressed - Historically, both the City and Council have consulted publically on all major air quality related schemes in the city (ex: AQAP, LEZ, ZEZ, Bus Gates). We will continue to follow this approach in this AQAP.
The best communication is achieved by taking action	2	Addressed – The AQAP commits to further action
Include AQ info in the info about what council tax pays for	1	Addressed – This is already included under the section: Environmental Services
Have a car free day once a year	1	Addressed – This initiative started for the first time last year and the City will continue to work with the County to explore this possibility on an annual basis

19. Are you aware of any local programmes introduced to improve air quality in Oxford?



20. How well informed are you with regards to the negative impacts of air pollution on human health?

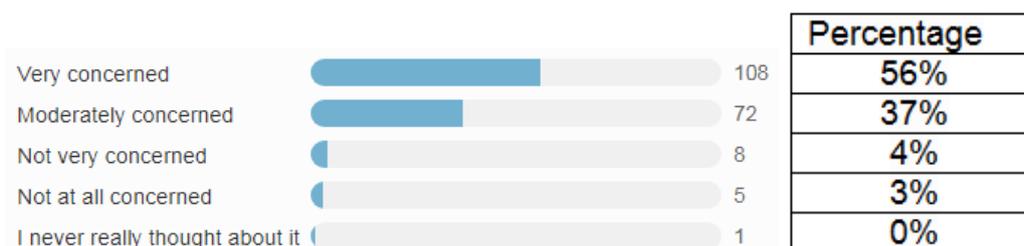


21. In your opinion, what are the 3 biggest contributors to poor air quality levels in Oxford from the list of potential emission sources listed below? (A score of 1 indicates the lowest contributor and a score of 3 indicates the highest contributor).

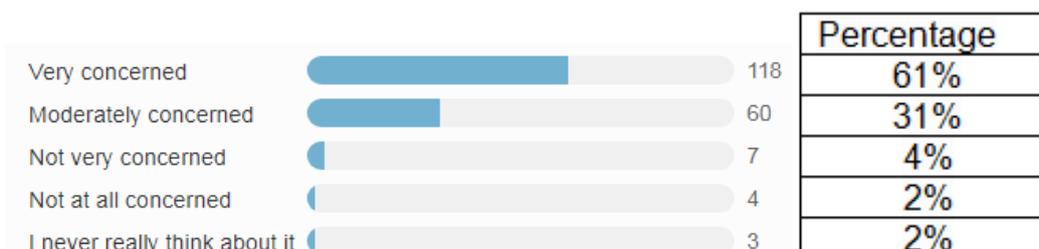
The table below represents the total amount of answers converted to total percentage:

Biggest air pollution contributors in Oxford	Percentage responses
Small vehicles such as cars, taxis, motorbikes	30%
Large vehicles including buses, coaches, Heavy goods vehicles	29%
Vans	18%
Residential Energy	9%
Industry	5%
International Transport (Shipping and air transport)	3%
Commercial Heating & Lighting in offices and shops	3%
Agriculture	2%
Trains	1%

22. Before reading the draft AQAP how concerned were you about air quality in Oxford?

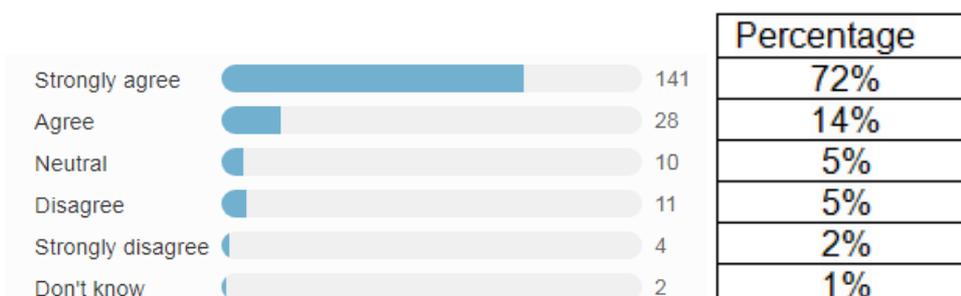


23. After reading the draft AQAP, how concerned are you now about air quality in Oxford?



The current annual mean limit value for Nitrogen dioxide (NO₂) is set out in the UK legislation at 40 ug/m³. However, recent health studies show that the harmful effects of air pollution are seen at levels below the legal levels of air quality, that is, those previously considered to be safe.

24. This draft Air Quality Action Plan commits to the adoption of a local, more stringent, NO₂ annual mean target of 30 ug/m³ to be achieved in the city by 2025, in an effort to improve the health of all our residents and visitors. To what extent do you agree or disagree with the city's ambition to aim for this target?



25. This draft Air Quality Action Plan has identified 4 distinct key areas of intervention that we think the city should be focusing on for the efficient reduction of air quality levels in the city during the period 2021-2025. Would you be able to give us your feedback on these?

The table below represents the total amount of answers converted to total percentage:

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Area 1: Developing Partnerships and Public education	38%	39%	20%	2%	1%
Area 2: Support for the uptake of Low and Zero emission vehicles	55%	31%	10%	3%	1%
Area 3: Reduce the need to travel and explore opportunities for mode shift and increasing the uptake of sustainable transport	70%	16%	7%	5%	2%
Area 4: Reducing emissions from domestic heating, industry and services	47%	39%	13%	1%	0%

26. Are there any other key priority areas that you think should be included in this AQAP?



<u>Key areas of intervention suggested</u>	<u>Oxford City Council's Comments</u>
Indoor Air Quality	Not addressed – This AQAP is specifically developed to address the negative impacts of outdoor air pollution, under the LAQM regime.
Reduction of Railway emissions	Not addressed – This AQAP has been built around areas and measures that the City Council and its local partners can directly deliver on – the implementation of measures such as electrification of the Railway depends on a set of strategic decisions that are made at national level and hence can't be directly delivered locally.
Development of new green areas in the city	Not addressed – This measure does not directly relate with air quality. The council has an adopted Green Spaces Strategy and the development of specific measures under this area of intervention will occur under this strategy.
Reduction of Industrial Air Pollution in Oxfordshire & Thames Valley region	Not addressed – This AQAP has developed a set of areas and actions that intend to respond to air quality problems in the city of Oxford, which is the limit of jurisdiction of the City Council – The City Council cannot therefore include and develop measures to reduce air quality in other parts of the County.

27. Is/Are there any specific air quality measure(s) that you feel the city should be taking to improve air quality which is/are currently not included in this draft air quality action plan?

<u>Suggestions</u>	<u>Number of times mentioned</u>	<u>Oxford City council's comments</u>
Development of incentives to accelerate the uptake of sustainable and/or low emission transport	10	Addressed – This is covered in this AQAP under Measures 2, 11, 24, 25 and 26
Ban vehicles from the city centre in order to improve traffic levels in Oxford	10	Addressed – This is covered in this AQAP under Measure 11, 17 and 24
Introduce Low Traffic Neighbourhoods and School Street schemes in residential areas	9	Addressed in this AQAP under key area D and added to actions 26 and 29. School Street schemes and LTNs in Oxfordshire haven't been implemented yet, but both are planned and subject to public consultation. Public Health colleagues at County are leading on this and physical works are scheduled to start in the new year (2021)
Ensuring that new housing does not increase car use and abolish car parking in the city centre	8	Addressed – This is covered in this AQAP under Measure 17
Proper enforcement of illegal parking, driving offences and idling	7	Not addressed – There is at the moment no evidence that these activities contribute significantly to increase air pollution levels in the City as a whole. At the same time, current national legislation on idling makes idling enforcement extremely difficult. This is being reviewed at national level at the moment.
Protection and enhancement of vegetation in and around the city	6	Addressed – The AQAP covers (in Measure 6) the only direct link that can be established between vegetation and air quality. As this is not in itself a suggestion that directly relates with air quality, the City Council understands it will be addressed more adequately by other policy documents and strategies such as the new Urban Forest Strategy that is being developed for Oxford.
More cycle infrastructure	6	Addressed – This is covered in this AQAP under Measure 25
Introduce bus gates in the city	5	Addressed – This is covered in this AQAP under Measure 24
Create EV charging network across the city	4	Addressed – This is covered in this AQAP under Measures 12 and 16
Pedestrianise the city centre	4	Addressed – There has been several temporary pedestrianisation experiments in the city centre as a result of COVID pandemic. Measures such as 11, 24, 25, 27 and 28 in this AQAP relate to this and if appropriate pedestrianisation will be considered.
Build tram way system in the city to reduce air pollution and traffic	3	Not addressed –Trams are very expensive, but as with any heavy infrastructure, the construction of a tram system would itself generate substantial emissions and consume natural resources. It has not therefore

		been considered the 'greener' option to deliver efficient, reliable, zero emission, bus-based rapid transit. The City Council believes the delivery of the ZEZ and Connecting Oxford supersedes this suggestion.
Ban Bonfires	2	Not addressed – Bonfire burning is not illegal in the UK. However, this AQAP is contributing to address this via Measures 7 and 22
Increase road tax	1	Not addressed – Local government does not have control over this
Incentives to landlords and home owners to switch from gas to electric stoves	1	Addressed – This is covered in this AQAP under Measure 21
Pursue Hydrogen technology for public transport	1	Addressed – Measure 15 of this AQAP refers to the commitment to work with bus operators on the electrification of Oxford's Bus fleet – to that effect, a bid has already been submitted under the " All Electric Bus Town " scheme which could include hydrogen technology.
Explore last mile deliveries	1	Addressed – This is covered in this AQAP under Measures 27 and 28

28. Do you have any further comments or suggestions relating to the improvement of air quality in Oxford?

Many of the suggestions that were made to the survey question's 26 and 27 were repeated throughout the list of responses to this question. In order not to repeat comments, we therefore just highlight the public responses that represent new suggestions, not previously mentioned:

<u>Suggestions</u>	<u>Number of times mentioned</u>	<u>Oxford City Council's comments</u>
ZEZ and Connecting Oxford should move forward and faster and be directly linked to climate action plans	5	Addressed – Both ZEZ and Connecting Oxford are aligned with the outcomes of Oxford's citizen's assembly: the achievement of "net zero" as soon as possible. The latest ZEZ plans presented to public consultation on 20 th November already propose a faster introduction of city centre ZEZ.
Take buses away from Gloucester Green and move it to Park End St car park or train station	2	Not addressed – To be considered by forthcoming Oxford Transport Strategy
Ban outdoor space gas heaters	1	Not addressed – The Council holds no powers to do this.
Implement a Ghent style circulatory plan similar to Birmingham	1	Not addressed – To be considered by forthcoming Oxford Transport Strategy
Promote and subsidise insulation and the use of renewable energies for all domestic households	2	Addressed – This is covered in this AQAP under the set of measures developed under key area C
Creating a report mechanism for dirty/smokey vehicles	1	Addressed - There's already a mechanism in place to report smokey exhaust at the City Council's website
Listen to local residents, not visitors	1	Not addressed – The exercise of public consultation is open to everyone who shows particular interest in air quality. In this public consultation, 84% of the responses relate to the views of local residents.
Considerations on equality are needed	1	Addressed – This AQAP specifically considers inequality issues in pages 12 and 13 and under air quality action 1.

The table below represents a series of suggestions and recommendations that the Oxford City Council have received from other consultees, who have sent their feedback of the proposed AQAP to Oxford City Council directly by email.

<u>Suggestion</u>	<u>Related to</u>	<u>Number of times referred to</u>	<u>Oxford City Council's Comments</u>
A target should also be considered in this AQAP for PM	Local Target	5	Not addressed – the AQAP is produced as a response to our AQMA for NO ₂ – Oxford is currently compliant with current Limit Values (LVs) and WHO guidelines for PM and most actions in the plan also indirectly address PM.
There needs to be a strategy to support Low Traffic Neighbourhoods and the reduction or rat-runs.	Key Priority areas and actions	5	Addressed - Several actions in this plan already tackle the issue of traffic in residential areas and hence support or deliver LTNs (ex: 24,25,26,27) and the City is currently working with County on the introduction of all these.
The local target should focus on the	Local	4	Not addressed – The AQAP needs to respond to current

annual average figure rather than peak exposures, which can be much higher	Target		Limit Values for NO ₂ as it is the only limit value that we can realistically monitor across the entire city with the approved monitoring methods (diffusion tubes)
Lack of clarity on the effective pollution reduction benefits of some of the proposed actions (Key Performance Indicators – KPI)	Key Priority areas and actions	4	Addressed –Pollution reduction benefits will be calculated and added as ZEZ, Connecting Oxford and other projects are completely agreed, modelled and assessed
The future LTCP should be clearly linked with this AQAP	Key Priority areas and actions	3	Addressed - This AQAP was developed together with Officers from Oxfordshire County Council and the importance of integrating and align the AQAP with the new LTCP is recognised.
The funding of some measures could be more explicitly stated	AQAP Process	1	Addressed – added paragraph on page 32
It would be beneficial if the measures were assigned an EU Category and EU Classification for consistency with the National Air Quality Plans	Report Structure/ Data visualisation	1	Addressed - A new table (Table 6) was added to the final version of this AQAP where the complete list of 30 air quality actions is assigned an EU Category and Classification
Suggest reference to other relevant County policies in section 4.5 – Policy integration	Report Structure/ Data visualisation	1	Addressed – added all relevant City/County policies and strategies that link with this AQAP on page 32
Figures more clearly contextualising the AQMA extent could have been provided	Report Structure/ Data visualisation	1	Addressed – appendix with AQMA map added to the report
The achievement of the legal 40 µg/m ³ of NO ₂ as a milestone in its plan should be made clearer.	Report Structure/ Data visualisation	1	Addressed – entire paragraph added on page 25
Addition of an explanatory note or glossary reference to explain the technical meanings within the Action Plan of references to NO and NO ₂ and a definition of “local annual mean”.	Report Structure/ Data visualisation	1	Addressed – terminologies added on page 47 (Glossary of Terms)
It would be preferable if the outcomes of the source apportionment study were more directly referenced in the measures	Source Apportionment	1	Addressed – added paragraph on page 27
The AQAP plan is not correctly prioritising its strategies to improve air quality	Key Priority areas and actions	1	Addressed – There is no prioritization of key areas of intervention in the AQAP – we consider that they are all equally important – however, in order to make it clearer, numbers 1-4 were replaced by letters A-D and footnote added on page 32
The strategy to reduce vehicle emissions does not promote alternatives like cycling	Key Priority areas and actions	1	Not addressed - This AQAP has specific actions under key area 4 to increase and promote cycling (ex: actions 25, 27, 30)
Include specific reference to the particular negative impacts experienced by BAME and other risk factors	Report Structure/ Data visualisation	1	Addressed – entire paragraph and footnote added on page 12
Work with local farmers to reduce nitrogen fertiliser use	Key Priority areas and actions	1	Not addressed - According to the city's source apportionment study, emissions from agriculture and farming contribute less than 1% to total NOx emissions in the city