

OxClean coordinated a second Spring Clean in March 2008, again almost 100 groups registered and was a success, with extensive publicity in The Oxford Times and elsewhere. Afterwards, we identified a failure to deliver equipment in time, so we set to and raised funds to acquire 400+ litterpickers to be offered free to groups registering for Spring Clean 2010. The intention is that groups are equipped to carry out more frequent litterpicks, at times to suit themselves. By the end of 2009, registration for Spring Clean 2010 was already exceeding previous numbers.

Much litter in Oxford ends up in the rivers, so we supported the River Thames Society in organising a waterways clean-up from boats, in October. This will be repeated in April 2010. We continue to work with Oxford schools giving annual awards for clean sites, and are trying ways to make contact with the students of language schools. Finally, we are stepping up pressure on the various authorities to do something about littering of the bypass and main roads around Oxford.

The city and county are producing a new Streetscene manual, which will cover both design and maintenance of the streets in the city centre. Maybe we will get more and better litterbins. OxClean are also working with the new City Centre manager on cleanliness of the streets and supporting the city's new 'Cleaner Greener Oxford' campaign..

'Oxford Streets for People'

The city council approached us to lead a campaign called 'Streets for People' around European Mobility Week and In Town Without My Car day (22 September). The purpose of the campaign is to encourage people to use streets for social purposes, in addition to their transport function. Using some of the OxClean experience, we communicated with residents' groups and developed a website to help with formalities like street closure and insurance, resulting in 13 street parties and events. Feedback was encouraging. This will be repeated in 2010 with - we hope - many more events taking place.

Travel Behaviour Group

The Bus Connectivity document was launched in February, with evidence emerging that people have read it and absorbed some messages. In the spring, we commented extensively on stage 1 of Transform Oxford, and think we may have had some influence as the county has decided to look again at Frideswide Square before going on to stage 2 which would have closed George Street, which we think won't work. We await news of changes to the bus network following news that the bus companies are at last allowed to talk to each other, and hope they manage to close the 'Cornmarket gap' which means long walks across the centre to change buses.

The county started work in the summer on developing its next Local Transport Plan (LTP3); the second of six stages of consultation ended in December. The travel group is also being consulted about potential changes to the forecourt and cycle bridge at Oxford's railway station.