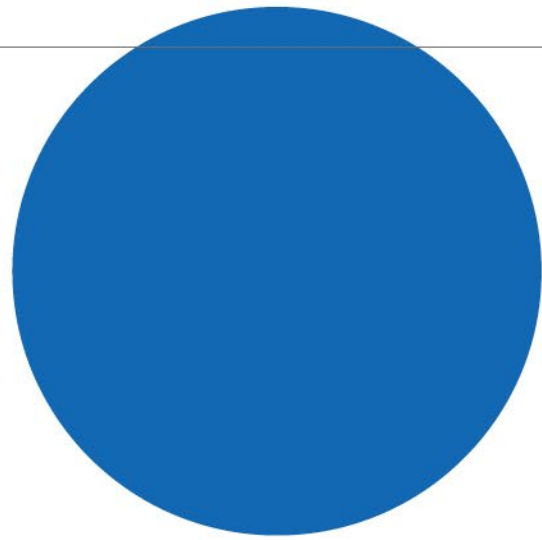
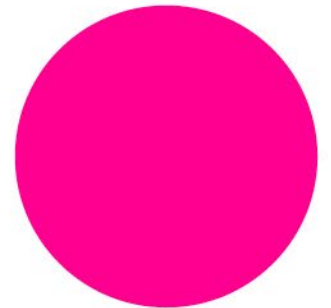

Prepared for:



East Oxford low traffic neighbourhoods – Traffic Regulation Order (TRO) – report on consultation



September 2023

Lyn Allen, Senior Research Manager
lallen@djsresearch.com

Alex Scaife, Research Executive
ascaife@djsresearch.com

Head office: 3 Pavilion Lane, Strines,
Stockport, Cheshire, SK6 7GH

Leeds office: Regus, Office 18.09,
67 Albion Street, Pinnacle,
15th – 18th Floors, Leeds, LS1 5AA

+44 (0)1663 767 857
djsresearch.co.uk



Part of the DJS Research group



Contents

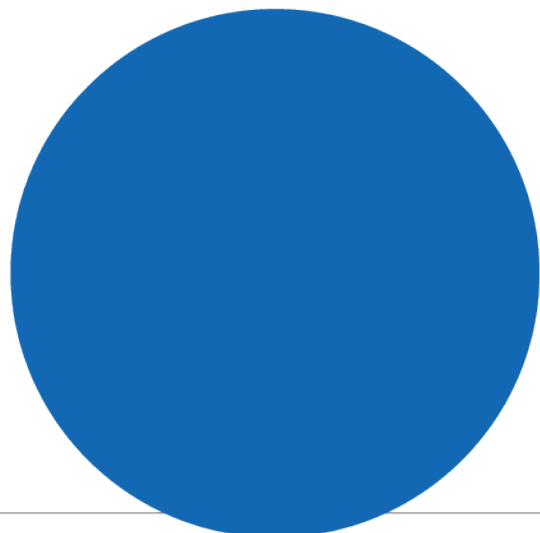
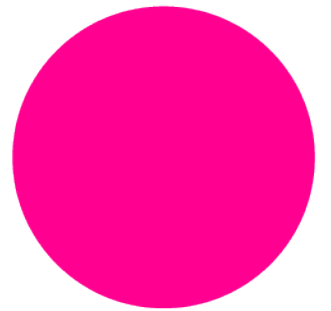
Executive summary	4
Travel habits post LTNs	5
Views on the experimental east Oxford LTN areas.....	5
Views on the 14 individual traffic filters.....	7
Views on the proposed changes to the experimental east Oxford LTN areas	8
Introduction	12
Background to this consultation	13
Pre-implementation consultation (2021)	13
Six-month consultation (2022)	13
Impact of vandalism	14
Six-week consultation (2023).....	14
Decision on the trial.....	14
Background and methodology	16
Scope of the consultation	17
Significance testing	18
Pertinent notes on results.....	18
About the consultation approach.....	18
Demographics	20
Travel habits-post LTN	26
Overview	27
Differences between respondent types.....	28
Demographic differences	29
Additional comments	36
Divinity Road LTN area	39
Overview	40
Respondents' views on the Divinity Road LTN area.....	41
Views on the Divinity Road LTN area by demographic.....	42
Further comments	44
St. Clement's LTN area	46
Overview	47
Respondents' views on the St. Clement's LTN area	48
Views on the St. Clement's LTN area by demographic	49
Further comments	50
St. Mary's LTN area	52
Overview	53
Respondents' views on the St. Mary's LTN area	54



Views on the St. Mary's LTN area by demographic	55
Further comments	57
Views on the 14 individual experimental road filters	59
Divinity Road LTN area	60
St. Clement's LTN area.....	62
St. Mary's LTN area	64
Views on the proposed changes to the experimental east Oxford LTN areas.....	72
Overview	73
Divinity Road ANPR cameras	73
Divinity Road ANPR cameras by demographic	74
Further comments	76
Magdalen Road ANPR cameras	78
Magdalen Road ANPR cameras by demographic.....	79
Further comments	80
James Street ANPR cameras	83
James Street ANPR cameras by demographic.....	84
Further comments	85
Bullington Road restrictions	87
Bullington Road restrictions by demographic	88
Further comments	89
Marston Street parking arrangements.....	91
Marston Street parking arrangements by demographic	92
Further comments	93
Jeune Street restrictions.....	94
Jeune Street restrictions by demographic.....	95
Further comments	97
Views on ANPR cameras.....	99
Email and letter responses.....	106
Neutral	107
Support	108
Oppose.....	108
Support / oppose part of the scheme.....	109
Specific stakeholder responses	109
Appendix A:.....	111
Questionnaire	112
Appendix B:.....	132
Summary of proposals broken by responding type.....	133



Executive summary





Summarising the findings from the statutory Traffic Regulation Order survey for the east Oxford low traffic neighbourhoods.

Oxfordshire County Council has been trialling three low traffic neighbourhoods (LTNs) in the Divinity Road area, St. Clement's area, and St. Mary's area of east Oxford – collectively known as the east Oxford LTNs. The east Oxford LTNs were provisionally installed under an experimental traffic regulation order (ETRO) beginning on 20 May 2022.

Consultations on the east Oxford LTNs took place in 2021 and 2022, and this report outlines the findings from a further consultation which ran from 5 June to 20 July 2023. A wide range of data and information including the consultation findings from the 2022 and 2023 consultations will be drawn upon when the county council cabinet decides on the future of the east Oxford LTNs in October 2023.

Travel habits post LTNs

Respondents were firstly asked whether the trial LTNs had led to a change in travel habits. Around 25% had increased their cycling or walking habits, and a similar proportion had decreased their car use (27%).

Despite this, the main response for each travel mode listed in the question was that the trial LTNs had not caused the respondent to change their habits.

The survey received feedback from a broad range of respondent types. Businesses and other organisations (faith, education) were significantly more likely to say their car use, as a driver or a passenger, had increased than individuals; whereas individuals were significantly more likely to say their cycling had increased.

Respondents' views on each of the LTNs appear to be linked to whether use of a mode of transport had increased or decreased since the beginning of the trial. If a respondent rated each of the LTNs positively, they were significantly less likely to have increased their use of the car, as a driver or a passenger, but more likely to have increased their frequency of walking or cycling.

Businesses and other organisations were significantly more likely to say their car use, as a driver or a passenger, had increased than individuals, whereas individuals were significantly more likely to say their cycling had increased.

Most additional comments mentioned having to drive further/having to make detours/travelling being more difficult during the LTNs trial.

Views on the experimental east Oxford LTN areas

Throughout the survey, individuals were significantly more likely to have positive views on all the LTNs in east Oxford and the proposed changes than businesses, faith, education and charitable organisations. These organisations had significantly more negative views than individuals.

More positive demographic groups were as follows:

- Aged 25-34.
- Males.
- Mixed / multiple and White ethnicities.



- Respondents whose day-to-day activities were not limited by a long-term illness or disability.
- Non-blue badge holders.
- Non-carers.
- Residents in St. Clement's area.

More negative demographic groups were as follows:

- Prefer not to state age or gender.
- Asian / Asian British ethnicities.
- Respondents whose day-to-day activities were limited by a long-term illness or disability.
- Blue badge holders.
- Carers.
- Residents living elsewhere in east Oxford.

Divinity Road LTN area

Fifty two percent of all respondents had negative views on the Divinity Road LTN area. Thirty nine percent of respondents had positive views.

Although more than 50% of respondents have a negative view of the LTN area, the most frequent theme from respondents' answers was that the area had become safer / more pleasant for cyclists and pedestrians. This was closely followed by respondents saying that journey times and cost has increased.

St. Clement's LTN area

Fifty-four percent of all respondents had negative views on the St. Clement's LTN area. Thirty-four percent of respondents had positive views.

The most frequent theme from respondents' answers was that the LTN will or had already resulted in increased traffic and congestion and that the plan will / has increased pollution/worsened air quality, closely followed by increased journey times and costs.

St. Mary's LTN area

Fifty percent of all respondents had negative views on the St. Mary's LTN area in east Oxford. Thirty-six percent of respondents had positive views.

The most frequent theme from respondents' answers was that the LTN will or had already resulted in increased traffic and congestion and that the plan will / has increased journey times and costs.



Views on the 14 individual traffic filters

Respondents were asked whether they wanted to comment on each of the 14 individual traffic filters. Sample sizes varied for each one, and there were a number of respondents who did not then go on to write specific comments about the proposal in question (shown by the proportion saying “not answered” in each table).

The main comments are shown for each filter below:

Location	Top response(s)
DR1 Divinity Road	Disagree with / can't see the benefits / remove it
DR2 Southfield Road	Disagree with / can't see the benefits / remove it
SC1 Rectory Road	Plan will / has increased traffic and congestion
SC2 Princes Road	Disagree with proposal(s) / can't see the benefits / remove them
SM1 Circus Street	Plan will / has increased traffic and congestion
SM2 Temple Street	Disagree with proposal(s) / can't see the benefits / remove them
SM3 Stockmore Street	Disagree with proposal(s) / can't see the benefits / remove them
SM4 Marston Street	Plan will / has increased traffic and congestion Too much risk / remove them Plan will / has increased pollution / worsen air quality
SM5 James Street	Disagree with proposal(s) / can't see the benefits / remove them
SM6 Bullingdon Road	Get rid of LTNs / No benefit from them
SM7 Leopold Street	Disagree with proposal(s) / can't see the benefits / remove them
SM8 Magdalen Road	Should be removed/LTNs should be removed
SM9 Barnet Street and SM10 Howard Street	Disagree with proposal(s) / can't see the benefit

Not all comments were negative, the highest mentioned positive comments for each proposal are shown in the table below:

Location	Top positive responses(s)
DR1 Divinity Road	Fully support / can see benefits / keep them permanently
DR2 Southfield Road	Support / agree with / can see the benefits
SC1 Rectory Road	Safer / more pleasant for cyclists and pedestrians
SC2 Princes Road	Support/ agree with / Can see the benefits
SM1 Circus Street	Support / agree with / can see the benefits
SM2 Temple Street	Support / agree with / can see the benefits
SM3 Stockmore Street	Agree with proposals / can see the benefits/ keep them
SM4 Marston Street	A one-way system should be implemented / is preferable

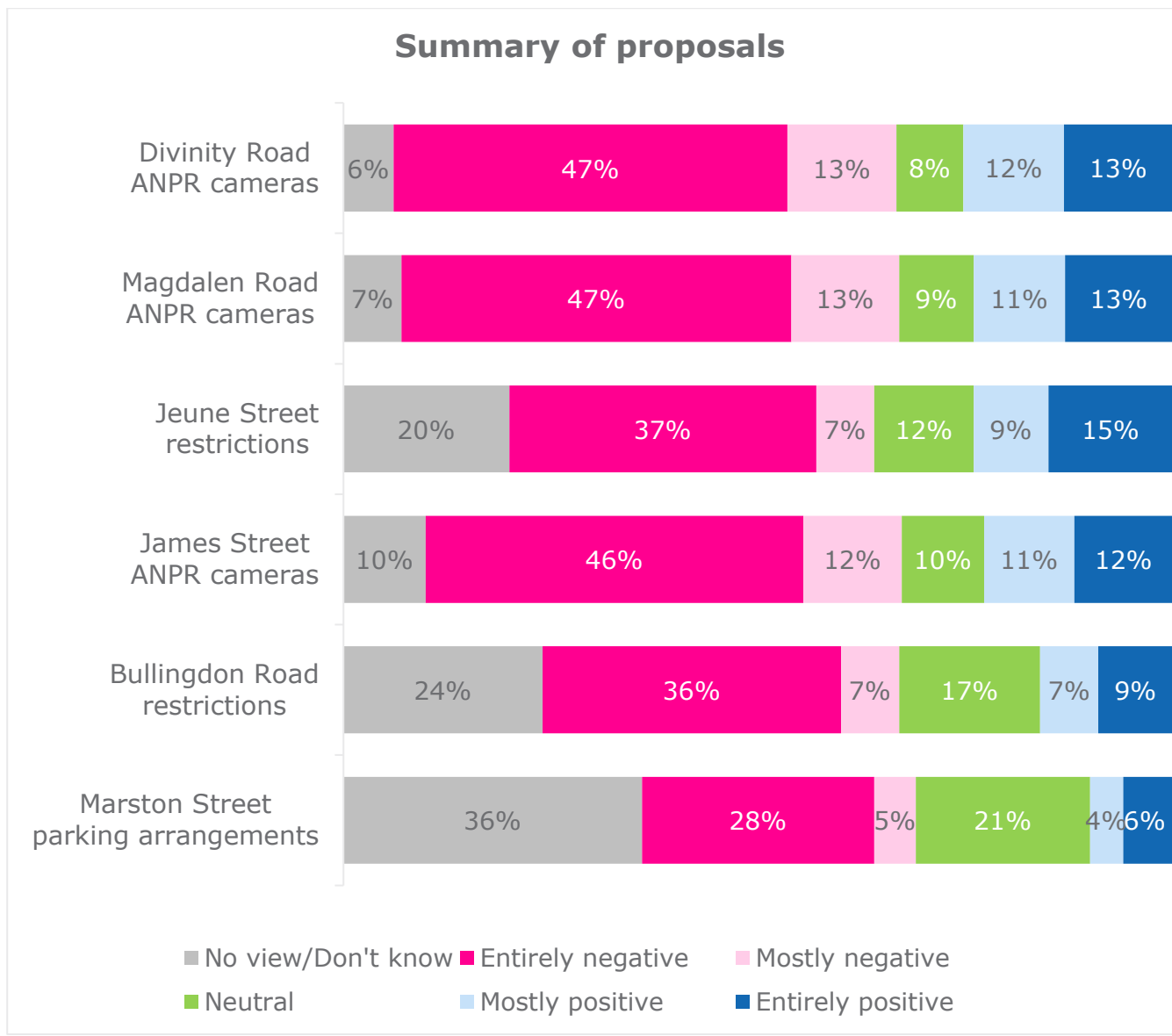


SM5 James Street	Support / agree with / can see the benefits
SM6 Bullingdon Road	Support / agree with / can see the benefits
SM7 Leopold Street	Support / agree with / can see the benefits
SM8 Magdalen Road	A one-way system should be implemented/is preferable
SM9 Barnet Street and SM10 Howard Street	Support / agree with / can see the benefits

Views on the proposed changes to the experimental east Oxford LTN areas

A summary of the views on the proposed changes is shown in the chart below. The Divinity Road ANPR cameras proposal received the most positive views (25%), but also the most negative views (60%), along with the Magdalen Road ANPR cameras proposal (60%).

Figure 1: Summary of proposals. (All responding n=various)





Businesses and other organisations were significantly more negative than individuals towards all proposals, feeling their businesses would be adversely affected by the introduction of the proposed changes. Residents living elsewhere in east Oxford were significantly more negative than residents living or running a business within each of the three LTN areas, due to the impact of travel into and around Oxford. Some example comments are detailed below:

“If our trade is not permitted to be allowed through the ANPR camera along Divinity Road, then our views are negative, and we DO NOT support these proposals. We will only support these proposals if we are granted access through this road if the ANPR camera is installed.” – **Entirely negative - Divinity Road ANPR cameras**

“More expense due to extended journey times and less income due to reduced work time as a direct result of increased travel.” – **Entirely negative - Divinity Road ANPR cameras**

“If number plate recognition is a possible option to be introduced, would it be possible for local residents with DV parking permits to be permitted to travel on this route to reduce traffic that has increased in Cowley Junction and St. Clement’s London Road? There would still be reduced use of Divinity Road by non-local people passing through. Is there any way of putting a small roundabout at Cowley Junction to improve traffic flow? – **Mostly positive – Divinity Road restrictions**

“It is unclear who is allowed to drive through with these cameras, if they are just enforcement cameras enforcing the current LTNs they will only be beneficial financially to the council but will not improve the issue for small independent businesses.” - **Mostly negative - Magdalen Road ANPR cameras**

“Having a cycle way on St. Clement’s would be great, but make sure all existing bollards are kept in place, no ANPR cameras as those will be abused and the roads will be more dangerous for cyclists. – **Entirely positive - SC1 Rectory Road**

Divinity Road ANPR cameras

Sixty one percent of respondents had negative views of the proposed ANPR cameras for the Divinity Road filter in east Oxford. Twenty-five percent of respondents had positive views.

The most frequent theme from respondents’ answers was that the ANPR cameras would be ignored/abused or vandalised, or generally disagreeing with the proposals to install ANPR cameras. Positively, respondents said that it was better for emergency services and generally supported/agreed with the proposals.

Magdalen Road ANPR cameras

Sixty percent of respondents had negative views on the proposed ANPR cameras for the Magdalen Road filter in east Oxford. Twenty-four percent of respondents had positive views.

The most frequent theme from respondents’ answers was that exemptions were needed for certain groups, e.g., emergency services, residents, closely followed by general disagreements with the proposal.



James Street ANPR cameras

Fifty eight percent of respondents had negative views on the proposed ANPR cameras for the James Street filter. Twenty three percent of respondents had positive views.

The most frequent theme from respondents' answers was a broad disagreement for the proposal; however, the second most popular view was showing general support for the proposal. This view was held by less than 50% of respondents.

Bullington Road restrictions

Forty three percent of respondents had negative views on the proposed moving of the restrictions on Bullington Road in east Oxford. Sixteen percent of respondents had positive views.

The most frequent theme from respondents' answers was general disagreement for the moving of the restrictions on Bullington Road; more wide-ranging comments were provided, but by fewer respondents.

Marston Street parking arrangements

Thirty three percent of respondents had negative views on the proposed change to the parking arrangements on Marston Street in east Oxford. Only 10% of respondents had positive views; 21% were neutral and 36% didn't have a view or answered 'don't know'.

The most frequent theme from respondents' answers was a general disagreement with the proposed change to parking in Marston Street, but fewer respondents commented on this than for other proposals.

Jeune Street restrictions

Forty four percent of respondents had negative views on the proposal to place a traffic restriction (bollards and / or planters) at the St. Clement's Street end of Jeune Street in east Oxford and make Jeune Street two-way south of the restriction. Twenty four percent of respondents had positive views.

The most frequent theme from respondents' answers was a general disagreement with the proposals; with a slightly lower proportion seeing the benefits of the proposal / supporting it.



We have summarised the main concerns, positive comments and suggestions for the proposals below.

People are concerned about that the changes will be ignored, abused or vandalised. Concerns also related to access for emergency services and to local businesses and the effect this will have on the local economy. The introduction of ANPR cameras was seen as a money spinner or that the fines incurred won't deter bad drivers.

More positive comments included being better for emergency services or that it would help to uphold the rules.

Suggestions to improve the LTNs include implementing a one-way system, having exemptions in place.

Concerns

Disagree with proposals / can't see the benefits / remove them

Increase in dangerous driving e.g. speeding

Extra costs / just a money spinner

Will be ignored / abused / vandalised

Concerned for safety for everyone

Concerns for local businesses / economy

Infringement on rights / liberties / freedom of movement

Plan will / has increased pollution / worsen air quality

Plan will / has increased traffic and congestion

Plan will displace traffic and pollution to surrounding areas

Positive comments

Better for emergency services

Support / agree with / can see the benefits

Will help enforce the rules

Suggestions

A one-way system needs to be implemented

Exemptions needed, e.g., emergency services, taxis, deliveries, etc

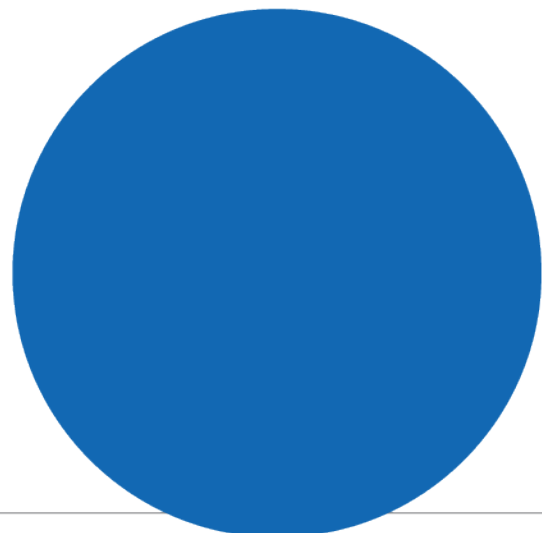
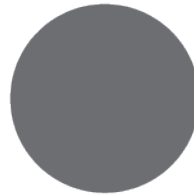
Will require enforcement / policing

Public transport needs improvement

More information needed about exemptions, resident passes



Introduction





Here we provide background information to the various consultation exercises

Background to this consultation

Low Traffic Neighbourhoods (LTNs) are part of Oxfordshire County Council's local transport and connectivity plan, designed to improve travel and transport. They are intended to make residential streets safer and more comfortable for walking, wheeling, and cycling by preventing motorised traffic from using some streets to take shortcuts. As part of the central Oxfordshire travel plan, they are designed to work together with other measures to reduce congestion and improve air quality. By encouraging more active travel this may also contribute towards healthier lifestyles.

Infrastructure such as planters and / or bollards and / or automatic number plate recognition (ANPR) cameras is used to restrict motorised through-traffic – in particular cars, vans and lorries / trucks. All roads remain accessible, but drivers may have to find alternative routes instead of cutting through some streets.

The county council has been trialling three LTNs in the Divinity Road area, St. Clement's area, and St. Mary's area of east Oxford – collectively known as the east Oxford LTNs. The east Oxford LTNs were provisionally installed under an experimental traffic regulation order (ETRO) which began on 20 May 2022.

Pre-implementation consultation (2021)

A public consultation on the proposals was run between March and June 2021, using a series of workshops, engagement activities and a survey in June 2021. The survey received 2,010 responses, 33 letters and a smaller number of statements from workshops. Further engagement was undertaken to address specific issues that had been identified. This resulted in some changes to the proposals which were approved in December 2021 to be implemented under the ETRO.

Six-month consultation (2022)

A six-month public consultation ran between 20 May and 30 November 2022, covering the first six months of the trial. The 2022 consultation received 3,938 survey responses and 269 emails and letters. Feedback included that the LTNs had led to improved access and safety for pedestrians and cyclists; reductions in noise and pollution from traffic; and a stronger community feeling and being more likely to use local shops. However, other feedback stressed concerns about timely access to essential locations like schools, work, and hospitals, critical access for emergency vehicles; and an increase in displaced traffic and air pollution affecting other areas of east Oxford (particularly boundary roads); and increased travel times and fuel costs when making car journeys.

A report outlining the findings can be found by visiting the project web page www.oxfordshire.gov.uk/eastoxfordltns.



Impact of vandalism

The operation of the east Oxford LTNs has been significantly impacted by vandalism; specifically, the removal of, and damage to, the plastic bollards, and damage to the locking mechanisms and sockets. This has meant that for significant periods of the trial the full set of filters has not been in place. In March 2023 wooden bollards were installed and the vandalism has since decreased significantly, however has not stopped completely. The consultation results for both 2022 and 2023 should be considered within this context.

Six-week consultation (2023)

Due in part to the vandalism experienced during the trial, Oxfordshire County Council decided to hold a further six-week consultation this year.

The county council has been gathering and analysing the feedback since the beginning of the trial to understand its impact and to help inform future decision making. As a result of that initial feedback and continued engagement with stakeholders, a number of changes to the east Oxford LTNs were proposed and were the subject of the six-week consultation:

- Replacing the bollards in Divinity Road, James Street and Magdalen Road with automatic number plate recognition (ANPR) cameras.
- Introducing bollards and / or planters at the junction of Jeune Street and St. Clement's Street, and making Jeune Street two-way south of the restriction.
- Relocating a residential parking bay in Marston Street.
- And relocating the current restriction on Bullingdon Road to the southwest.

These changes would only be introduced if the county council decides to continue with the LTNs. This consultation was an opportunity for people to:

- Comment on the east Oxford LTN area as a whole, now that the bollards have been replaced and there is a more consistent experience of how the measures are intended to work.
- Highlight the impact of the proposed changes and to suggest any further changes.

This six-week consultation took place from Monday 5th June to Thursday 20th July 2023, 2,130 survey responses were received (2,086 online and 44 paper responses). This report details the results of the survey, and includes feedback received by other correspondence (139 further submissions received by email).

Decision on the trial

It is anticipated that a decision on the next steps for the scheme will be made by Oxfordshire County Council's Cabinet in October 2023. Officers will make recommendations based on factors including, but not limited to, the feedback received, data collected on traffic levels, annual air pollution data (published in spring / summer 2023), levels of walking and cycling in these areas and alignment with policy and council priorities.

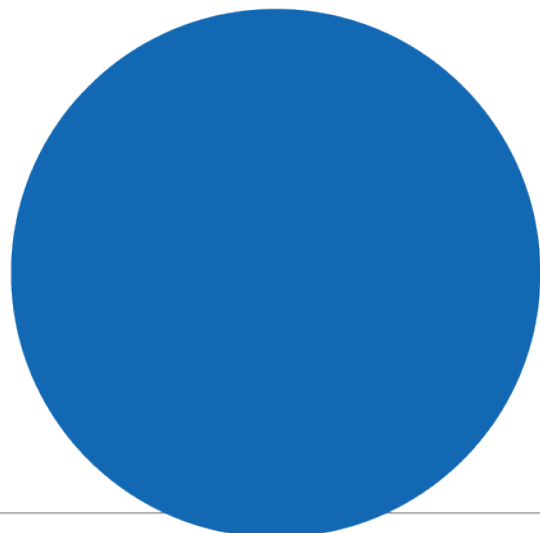
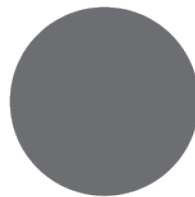
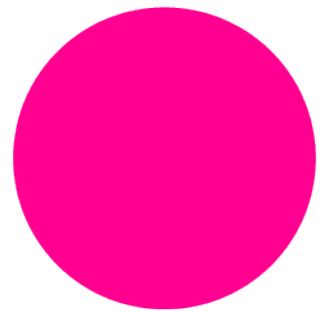
In addition to the consultations taking place throughout 2021, 2022 and 2023, the county council has also engaged with local partners, such as the emergency services, health



services and transport operators. The feedback from this engagement, as well as the results of ongoing technical work, informed some changes to the LTNs during the trial period and continues to be recorded as the trial reaches its conclusion.



Background and methodology





In this section we provide details of the background and the objectives and methodology used in the six-week consultation survey.

Scope of the consultation

Oxfordshire County Council asked for feedback on the three east Oxford low traffic neighbourhood (LTN) areas, the 14 individual filters within the areas and the proposed changes to those LTNs.

The three east Oxford LTN areas are:

- Divinity Road.
- St. Clement's.
- St. Mary's.

The 14 individual filters within the east Oxford LTNs are:

- DR1 Divinity Road filter.
- DR2 Southfield Road filter.
- SC1 Rectory Road filter.
- SC2 Princes Road filter.
- SM1 Circus Street filter.
- SM2 Temple Street filter.
- SM3 Stockmore Street filter.
- SM4 Marston Street filter.
- SM5 James Street filter.
- SM6 Bullingdon Road filter.
- SM7 Leopold Street filter.
- SM8 Magdalen Road filter.
- SM9 Barnet Street and SM10 Howard Street filter.

The proposed changes are to:

- install ANPR cameras at the restriction in Divinity Road.
- install ANPR cameras at the restriction in Magdalen Road.
- install ANPR cameras at the restriction in James Street.
- move the restriction point on Bullingdon Road to a location east of the junction with Hurst Street.
- change the location of a parking bay in Marston Street.
- place a traffic restriction (bollards and / or planters) at the St. Clement's Street end of Jeune Street in east Oxford and make Jeune Street two-way south of the restriction.



Significance testing

Results between groups are highlighted by significance testing which is a statistical technique used to determine whether the differences observed between subgroups are statistically significant or if they are due to random chance. Any significant differences between subgroups are highlighted in blue within the tables. Significance testing has been applied at the 95% confidence level. Significant differences are noted throughout using blue highlight in the tables, for example when listing a table of opinions on different LTN areas from different age groups, blue is used to show that the percentage of 35-44 year olds saying they support the proposal is significantly higher than any others giving an opinion on that LTN area.

Pertinent notes on results

Totals shown within tables may sometimes add up to 99% or 101%, rather than 100%. This is due to rounding up or down from decimal points.

Throughout the survey, questions weren't compulsory to answer. Therefore, some base sizes do not equal the entire sample size.

There are some multiple response questions where respondents can choose as many or as few options as they wish. As a result, these tables do not add to 100%.

The number of respondents answering each question has been added to each table, represented as (n=). Where the table is based on the total number of respondents answering the question, the figure answering is represented in the table title, e.g., (n=2,130). Where sub-groups are examined, the number is represented in the body of the table and (n=) will appear in the table header..

Feedback from the qualitative questions in the consultation survey was analysed and coded into themes. Generally speaking, only themes that have three or more mentions are referenced and explored in this report. The responses listed will reflect the dominant sentiment of the answers. Some complete lists of themes are included in some tables and the appendix. Many individual respondent comments contained more than one theme and "no. responses" refers to the total number of comments that contained this theme, rather than this equating the number of comments made in total by all respondents. Therefore, number of responses will equate to more than 100% due to comments being broken down or coded into more than one theme.

About the consultation approach

The county council hosted the online survey on their consultation website Let's Talk Oxfordshire¹ from Monday 5th June to Thursday 20th July 2023. A wide range of supporting material was provided including:

- Maps of the LTN areas, filter locations and proposed changes.
- Legal documents.
- A report from the 2022 six-month consultation.

¹ <https://letstalk.oxfordshire.gov.uk/east-oxford-ltns-2023>



- A snapshot monitoring and evaluation report.

Paper copies of the survey were made available at two libraries located in central and east Oxford and the county council offered a range of alternative formats on request. Paper copies were requested by and supplied to one group and several individuals. A number of paper copy surveys were completed and returned. These copies were given unique reference numbers identifying them as paper responses and entered for analysis alongside the online survey responses.

The consultation exercise was promoted as follows:

- Letters were sent to just over 9,000² residents and businesses within and slightly outside the east Oxford LTNs area. The letters contained a QR code and web link to the survey, and a telephone number and email address for those wishing to request the survey as a hard copy or in another alternative format.
- A notice of the consultation in the county council's regular travel bulletin, which is sent to around 4,000 subscribers.
- A press release issued on 5 June, which generated some third-party coverage through local media channels.
- Posts on social media.
- An email was sent to various stakeholder contacts to notify them of the consultation.

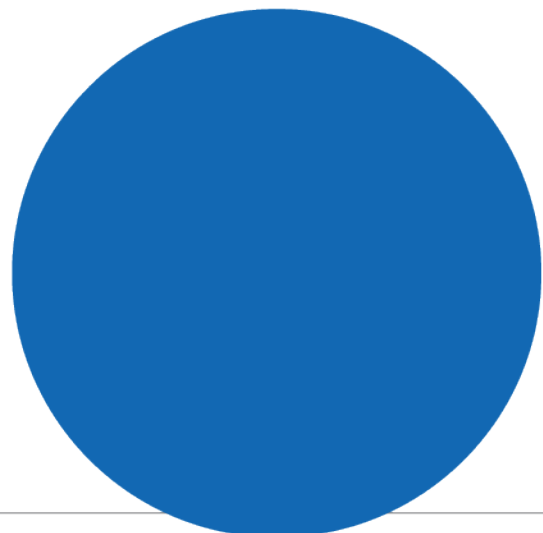
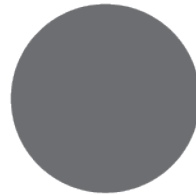
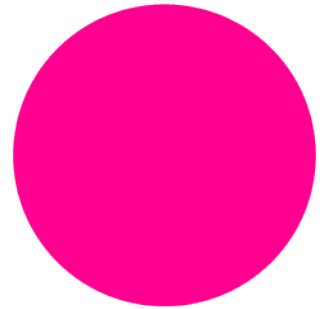
The east Oxford LTNs continue to generate a high level of interest, which was reflected in the response rate to the survey. A total of 2,086 online responses and 44 paper copies of the full survey were submitted. A full profile (by respondent type and demographics) of respondents is provided in the next section.

In addition, the council received 149 pieces of feedback in the form of letters and emails. We have provided a summary of this feedback in the final section of the report.

² This figure is the number of deliverable letters as verified by a courier company.



Demographics





In total, 2,130 responses to the survey were received. A profile of the respondents who completed the consultation is provided in this section.

The majority of responses were received from people completing the survey as individuals (97%), with just 62 responses from businesses, faith and other organisations, 5 responses from interest groups, and 7 from councillors.

Table 1: Q01. Please select one of the following that best describes the capacity you are completing the survey in: (All responding n=).

Respondent type	No. Responses	% Responses
As an individual	2056	97%
As a business, faith organisation, charity / organisation, or education establishment	62	3%
As part of an interest group, campaign group or campaign organisation	5	<1%
As a parish, town, district, or county councillor	7	<1%
Total	2130	100%

There were similar numbers of responses from people aged 35-44, 45-54, and 55-64 – together comprising 62% of total responses, but fewer from people aged 65 or over, or under 35.

Table 2: Q49. What is your age? (All responding n=).

Age	No. Responses	% Responses
Under 16	4	<1%
16-24	48	2%
25-34	253	12%
35-44	438	21%
45-54	457	22%
55-64	404	19%
65-74	314	15%
75-84	90	4%
85 or over	14	1%
Prefer not to say	75	4%
Total	2097³	100%

³ All questions were optional and not compulsory; therefore some totals do not equal the overall sample size. Percentages are based on the proportion answering.



Responses from males and females were similar with slightly more responses being received from males (46%) compared to females (43%). Eleven responses (1%) were recorded from people who describe their gender in another way, and 11% of respondents chose not to disclose their gender.

Table 3: Q50. What is your sex? (All responding n=).

Sex	No. responses	% Responses
Female	887	43%
Male	953	46%
Other	11	1%
Prefer not to say	231	11%
Total	2082	100%

The majority of responses were received from people who describe their ethnicity as being from a White British, Irish or other white background (71%). Five percent of responses were from people who are Asian or Asian British, 2% of respondents were from mixed or multiple ethnic groups; Black or Black British and Chinese ethnic backgrounds each received less than 1% of responses. Nineteen percent of respondents chose not to disclose their ethnicity.

Table 4: Q51. What is your ethnic group or background?

(All responding n=).

Ethnicity	No. Responses	% Responses
Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)	113	5%
Black or Black British (Caribbean, African, or any other Black background)	7	<1%
Chinese	10	<1%
Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White, and Asian, and any other mixed background)	35	2%
White (British, Irish, or any other white background)	1489	71%
Other ethnic group or background	38	2%
Prefer not to say	396	19%
Total	2088	100%



Almost 50% of respondents said they were of no religion (46%), 22% of respondents identified as Christian; 4% as Muslim, 1% each as Buddhist and Jewish, and Hindu and Sikh accounted for less than 1% of responses. Twenty five percent of respondents preferred not to disclose their religion and just 1% described their religion as 'other'.

Table 5: Q52. What is your current religion, if any? (All responding n=).

Religion	No. Responses	% Responses
Buddhist	21	1%
Christian (including Church of England, Catholic, Protestant and all other Christian denominations)	460	22%
Hindu	10	<1%
Jewish	16	1%
Muslim	85	4%
Sikh	4	<1%
No religion	947	46%
Prefer not to say	511	25%
Any other religion	24	1%
Total	2078	100%

Seventy three percent of respondents said they are not limited by a long-term illness, however 6% said they are limited a lot, and 11% said they are limited a little. Eleven percent of respondents preferred not to say.

Table 6: Q53. Are your day-to-day activities limited because of a long-term illness?

(All responding n=).

Long-term illness	No. Responses	% Responses
Yes – limited a lot	121	6%
Yes – limited a little	224	11%
No	1517	73%
Prefer not to say	222	11%
Total	2084	100%

Just 3% of responses were received from people who are blue badge holders (compared to 97% who said they were not blue badge holders).

Table 7: Q54. Are you a blue badge holder? (All responding n=).

Blue badge holder	No. Responses	% Responses
Yes	71	3%
No	1989	97%
Total	2060	100%



Eighty percent of respondents said they are not a carer, whereas 13% said they are; 7% preferred not to say.

Table 8: Q55. Are you a carer?⁴ (All responding n=).

Carer	No. Responses	% Responses
Yes	270	13%
No	1672	80%
Prefer not to say	147	7%
Total	2089	100%

Fifty six percent of responses from individuals were received either from those responding from elsewhere in east Oxford (31%), or not in east Oxford at all (25%).

Of responses received from within an LTN area: St. Clement's LTN area accounted for 21% of overall individual responses, Divinity Road for 15%, and St. Mary's for 8%.

Only 3% of the responses received were from businesses or organisations. Of the 3%: 29% of responses were from elsewhere in east Oxford, 27% were from within St. Mary's LTN area, 14% from St. Clement's and 13% from Divinity Road. Seventeen percent of responses from businesses or organisations received were from outside east Oxford.

Table 9: Q02. / Q05. Geo-location (All responding n=).

Location	Individual No. responses	Individual % Responses	Business/organisation No. responses	Business/organisation % Responses
Divinity Road LTN area	314	15%	9	13%
St. Mary's LTN area	166	8%	19	27%
St. Clement's LTN area	438	21%	10	14%
Elsewhere in east Oxford	633	31%	20	29%
No	507	25%	12	17%
Total	2058	100%	70	100%

⁴ A carer is anyone who cares, unpaid, for a friend or family member who, due to illness, disability, a mental health problem or an addiction, cannot cope without their support. Both children and adults can be carers.



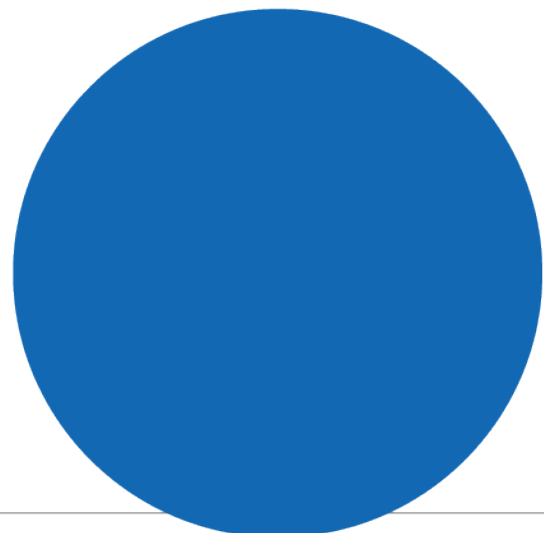
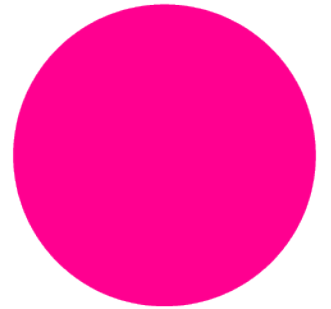
Thirty three percent of respondents found out about the consultation by letter, whilst 15% found out from a friend / relative, 14% from a local community group / organisation, and 13% from local news. Other sources were (each) mentioned by less than 10% of respondents. This question was a multi-response question – respondents could select as many options as they wanted – as a result, the table below does not add to 100%.

Table 10: Q46. How did you find out about this consultation? (All responding n=2,130).

	No. Responses	% Responses
Letter	693	33%
Friend / relative	315	15%
Local community group / organisation	288	14%
Local news item (newspaper, online, radio, tv)	268	13%
NextDoor	205	10%
Local community news item	170	8%
Email from Oxfordshire County Council	169	8%
Oxfordshire.gov.uk website	165	8%
Facebook	153	7%
Other	113	5%
Twitter	93	4%
Oxfordshire County Councillor or District Councillor	23	1%
Poster / information in local library	23	1%
Parish or town councillor	19	1%
Radio advert	19	1%
Instagram	6	<1%
LinkedIn	6	<1%
N.B. Multi-response question		



Travel habits-post LTN





This section details respondents' changes to travel habits since the experimental LTNs were installed

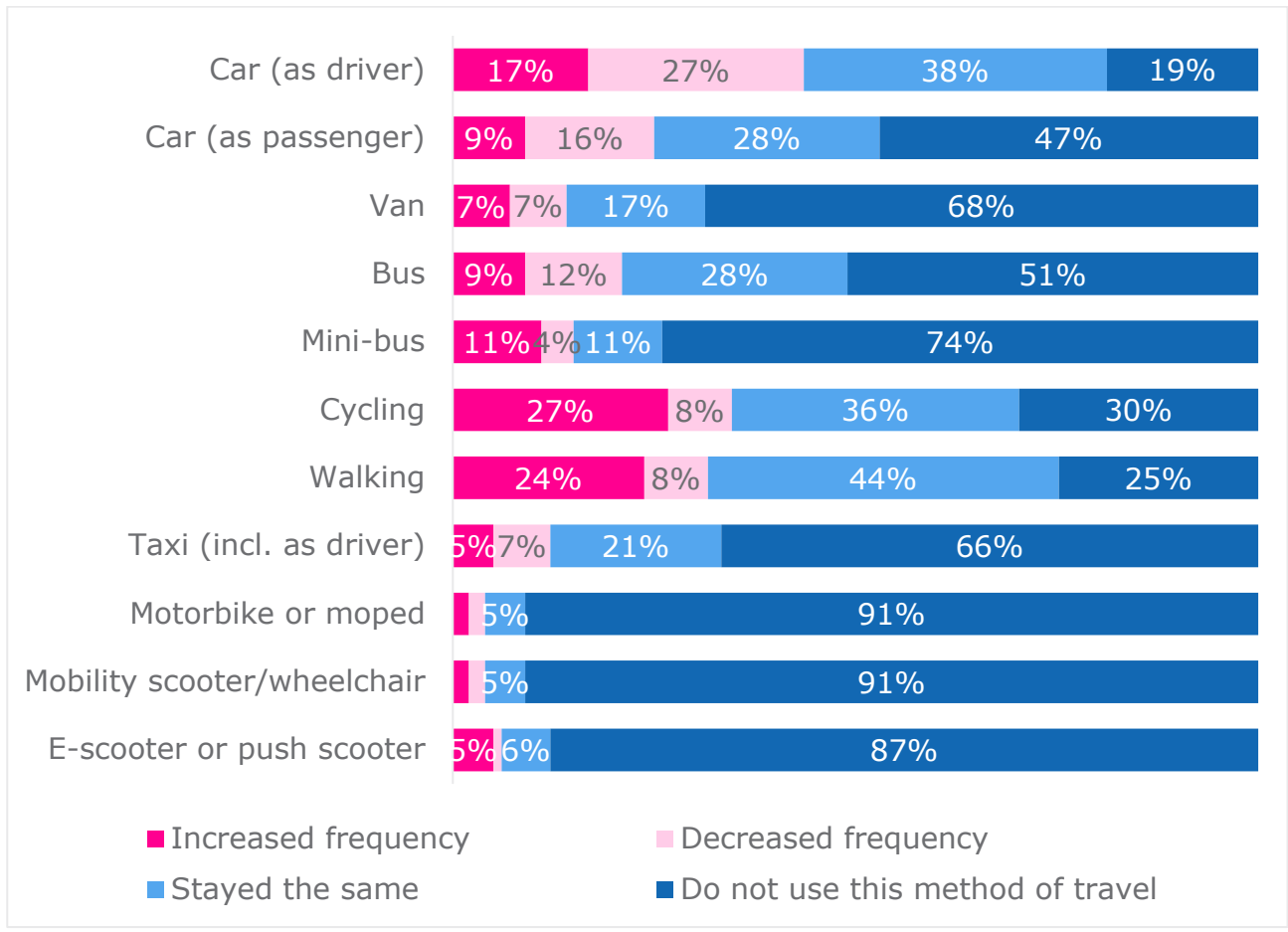
Overview

Respondents were firstly asked whether the experimental trial LTNs had led to a change in travel habits. As shown in Figure 2 below, around 25% had increased their cycling or walking habits (27% and 24% respectively), whilst a similar proportion had decreased their car use (as a driver) (27%).

However, the main response for each travel mode in the question was that the trial LTNs had not caused them to change their habits. No changes were reported most notably for:

- Walking = 44%.
- Car (as driver) = 38%.
- Cycling = 36%.
- Car (as passenger) = 28%.
- Bus = 28%.

Figure 2: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits. (All responding n=2,130).



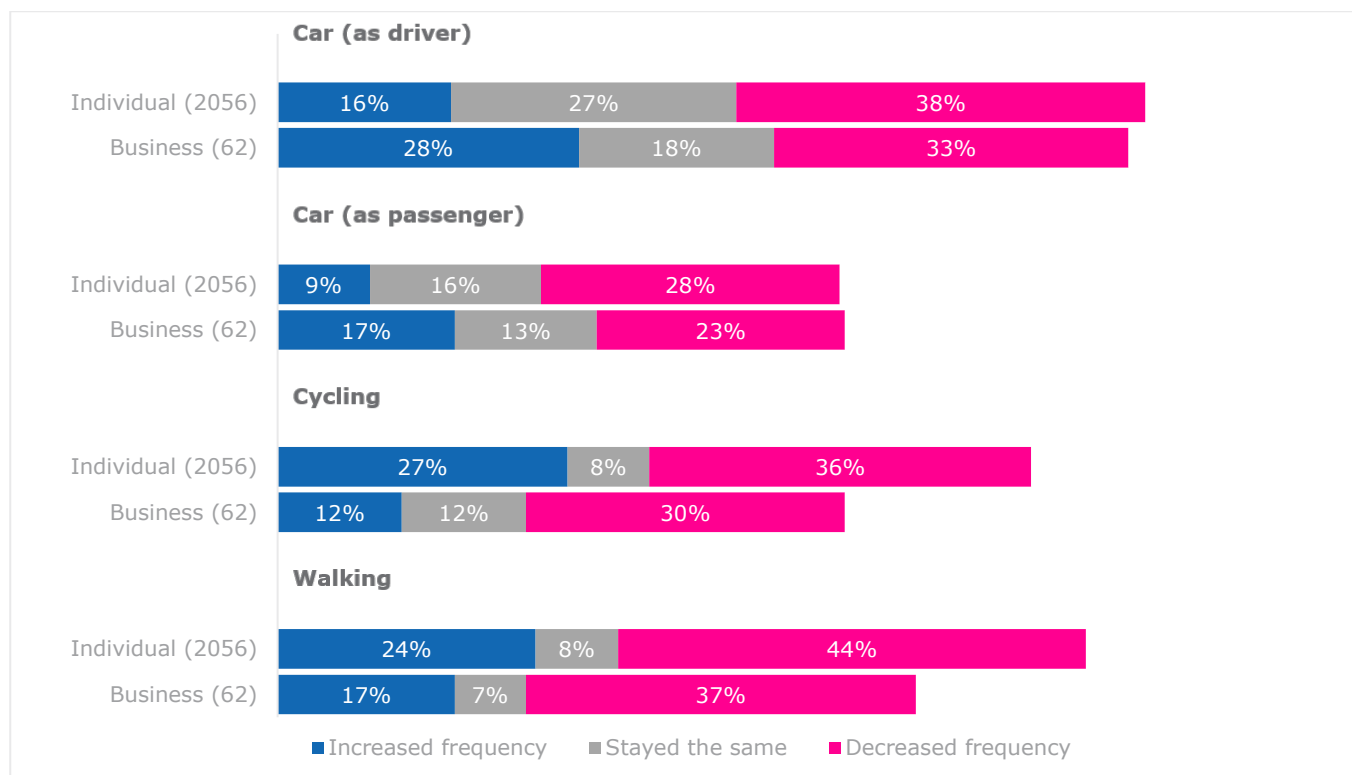
Responses of 3% or less are not shown on the chart above.



Differences between respondent types

There were numerous differences between the respondent types, as shown in the figure below. Businesses and other organisations were significantly more likely to say their car use, as a driver or a passenger, had increased than individuals, whereas individuals were significantly more likely to say their cycling had increased.

Figure 3: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – Respondent type



Businesses and other organisations (faith, education) were significantly more likely to say their car use, as a driver or a passenger, had increased than individuals, some example quotes from businesses / organisations were:

“The buses that go down Iffley Road, Cowley Road, and St. Clements are much more unreliable, and cannot guarantee you'll get to work on time. It is more reliable to drive, despite an increase in traffic. It is not safe to cycle as the increase in traffic on the main roads means there are too many vehicles on the main road. The side streets are quiet at the expense of those who live and work on the main road.”

“I would rather be in my own car than on public transport which is stuck in the same traffic. I walk less because of the exhaust fumes from the extra traffic on the main boundary roads i.e., Cowley Road Iffley road the plane rounder-bout and St. Clements.”

“They have made an increase in cost to our customers due to the deliveries of materials that we now cannot get and delayed time to travel to site it is a complete shambles.”



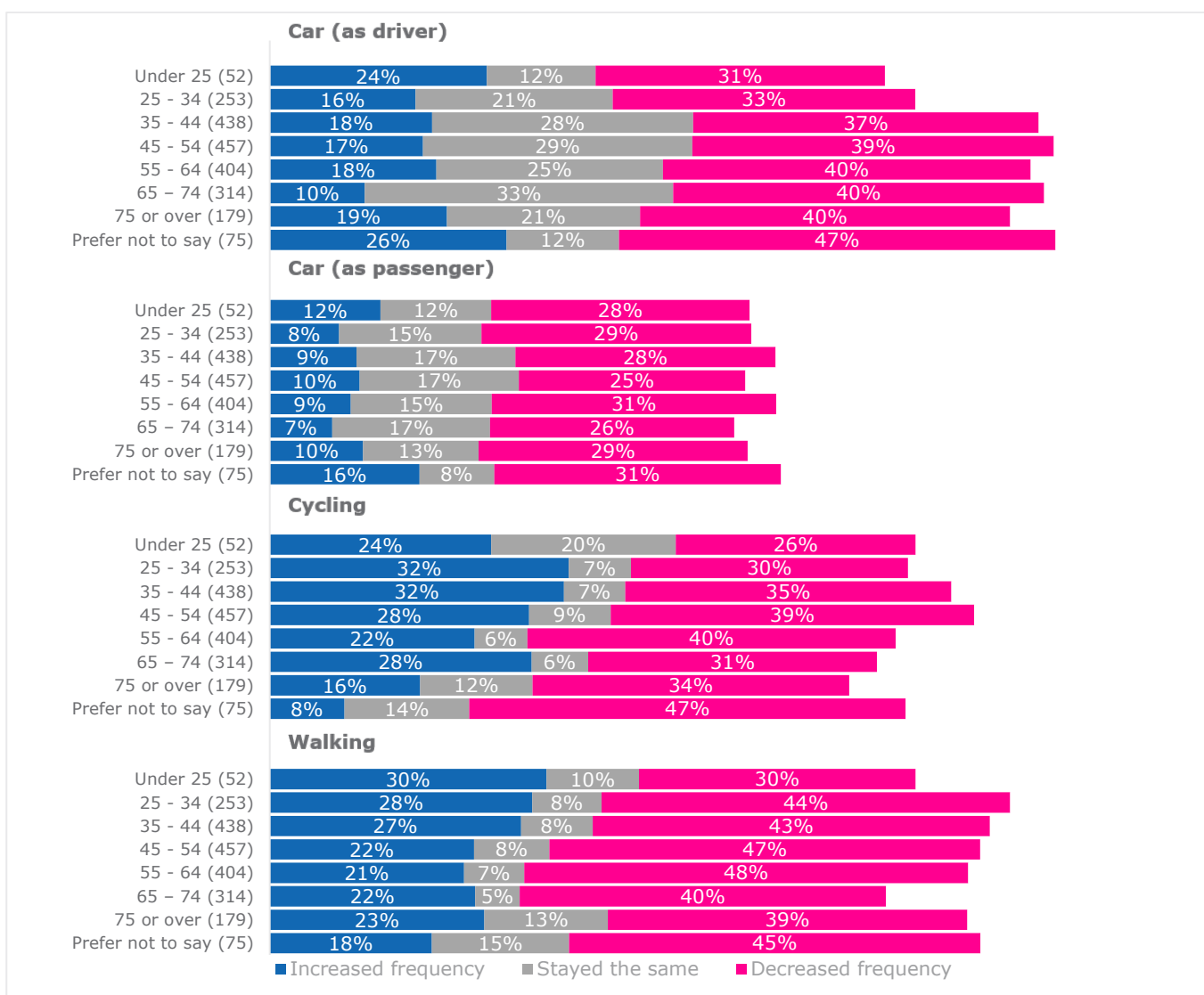
Demographic differences

Key demographic differences are highlighted in the bullet points below, followed by a full breakdown in each figure.

Age

- Car (as driver): Respondents aged 65-74 were significantly less likely than all other age groups (apart from 25-34) to have increased driving a car since the experimental LTN trials.
- Cycling: Respondents aged 25-54 and 65-74 said their cycling frequency had increased since the inception of the experimental trial.
- Walking: Respondents aged 25-44 are most likely to have walked more than other age groups.

Figure 4: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – Age

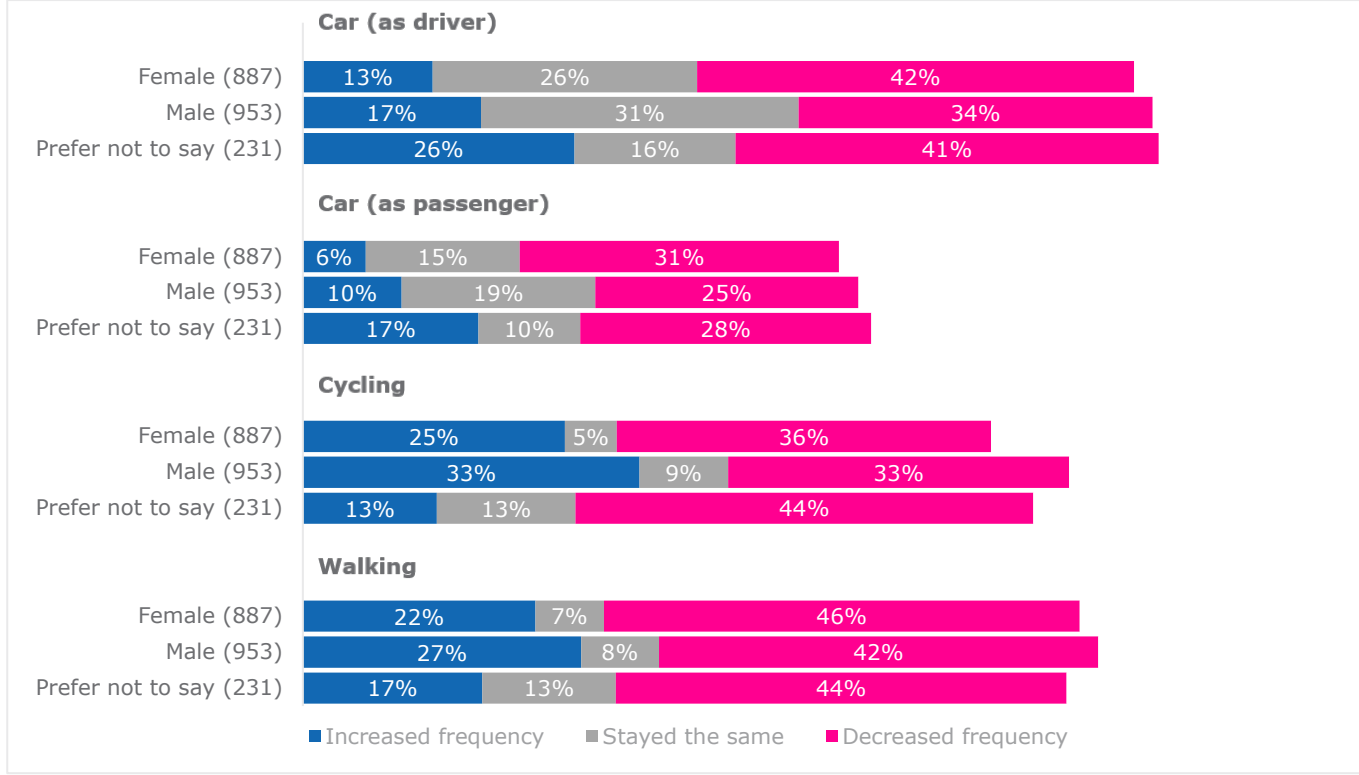




Gender

- Respondents who preferred not to state their gender significantly increased their use of the car (as a driver) following the introduction of the experimental LTNs.
- The same group said their use of the car (as a passenger) had increased in frequency, significantly more than females and males.
- Significantly more males than the other two groups said their walking and cycling frequency had increased.

Figure 5: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – Gender

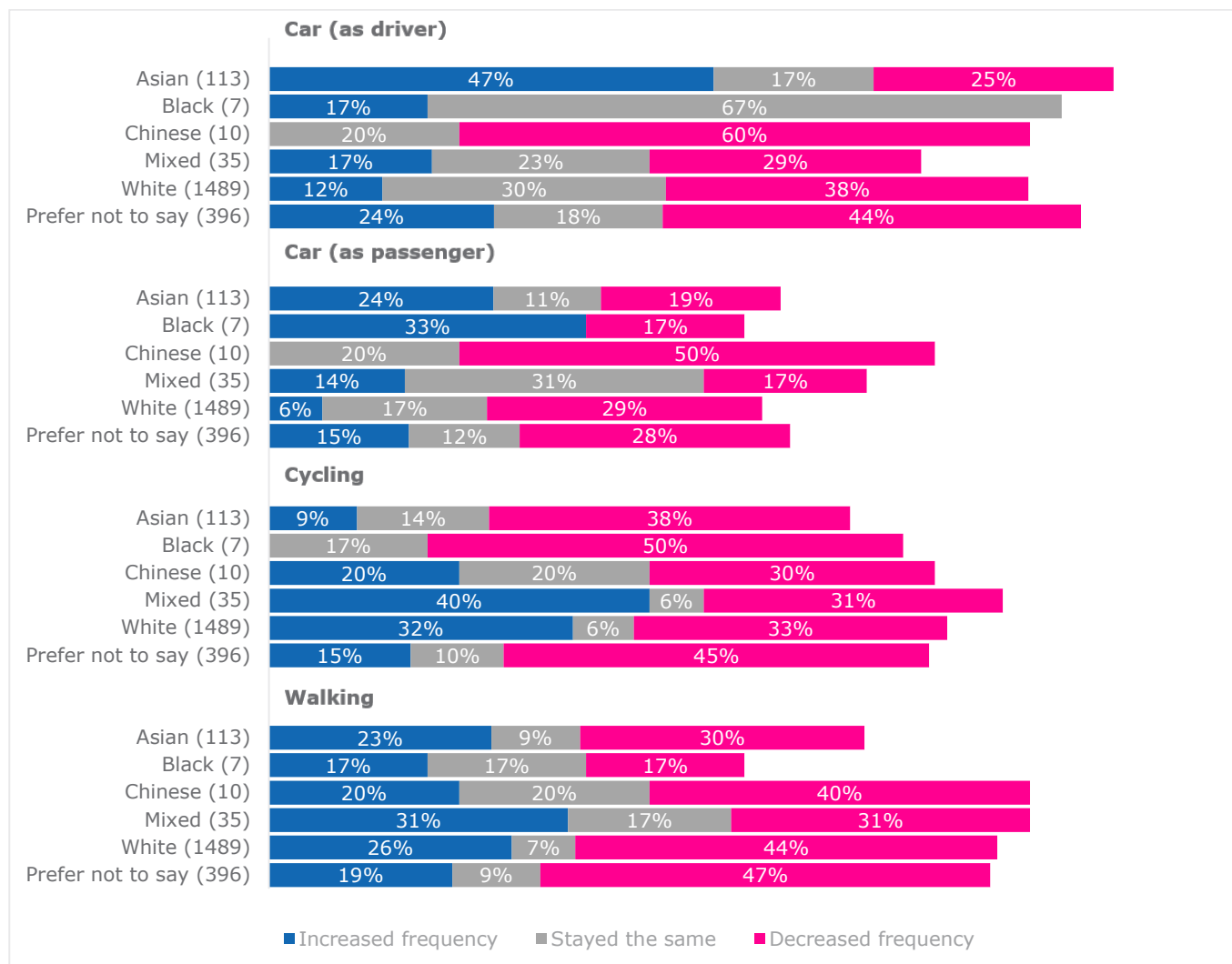




Ethnicity

- Increased frequency of car use (as a driver) was most prevalent amongst Asian respondents.
- Whilst increased car use (as a passenger) was reported most by Black respondents, compared to other ethnicities.
- Frequency of cycling had increased most among Mixed and White respondents.
- Frequency of walking had increased most among White respondents.

Figure 6: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – Ethnicity

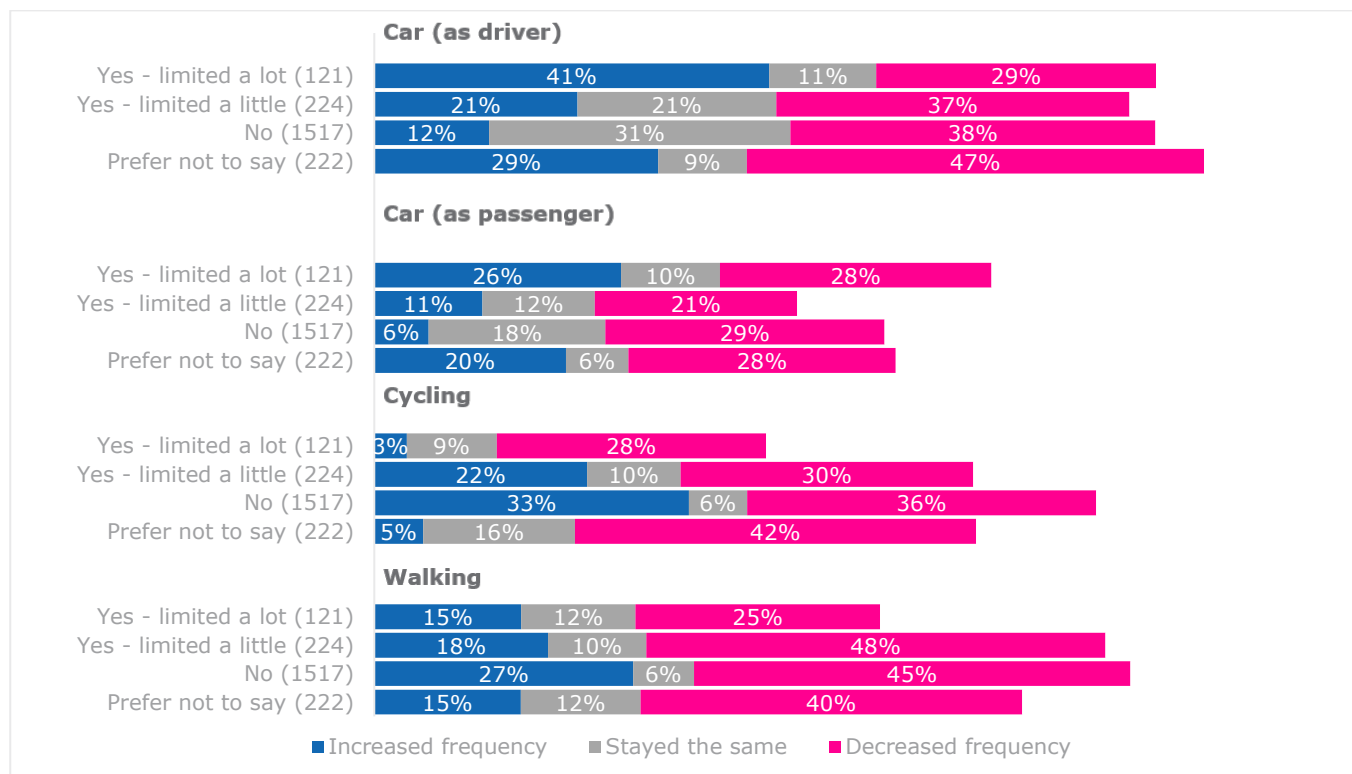




Limited activities

- Respondents who said their day-to-day activities were limited a lot were significantly more likely to have increased their use of the car (as a driver), car (as a passenger), Taxi (incl. as a driver), than respondents whose day-to-day activities weren't limited.
- Respondents whose day-to-day activities weren't limited were significantly more likely to have increased their cycling and walking than among respondents whose day-to-day activities were limited.

Figure 7: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – Limited activities

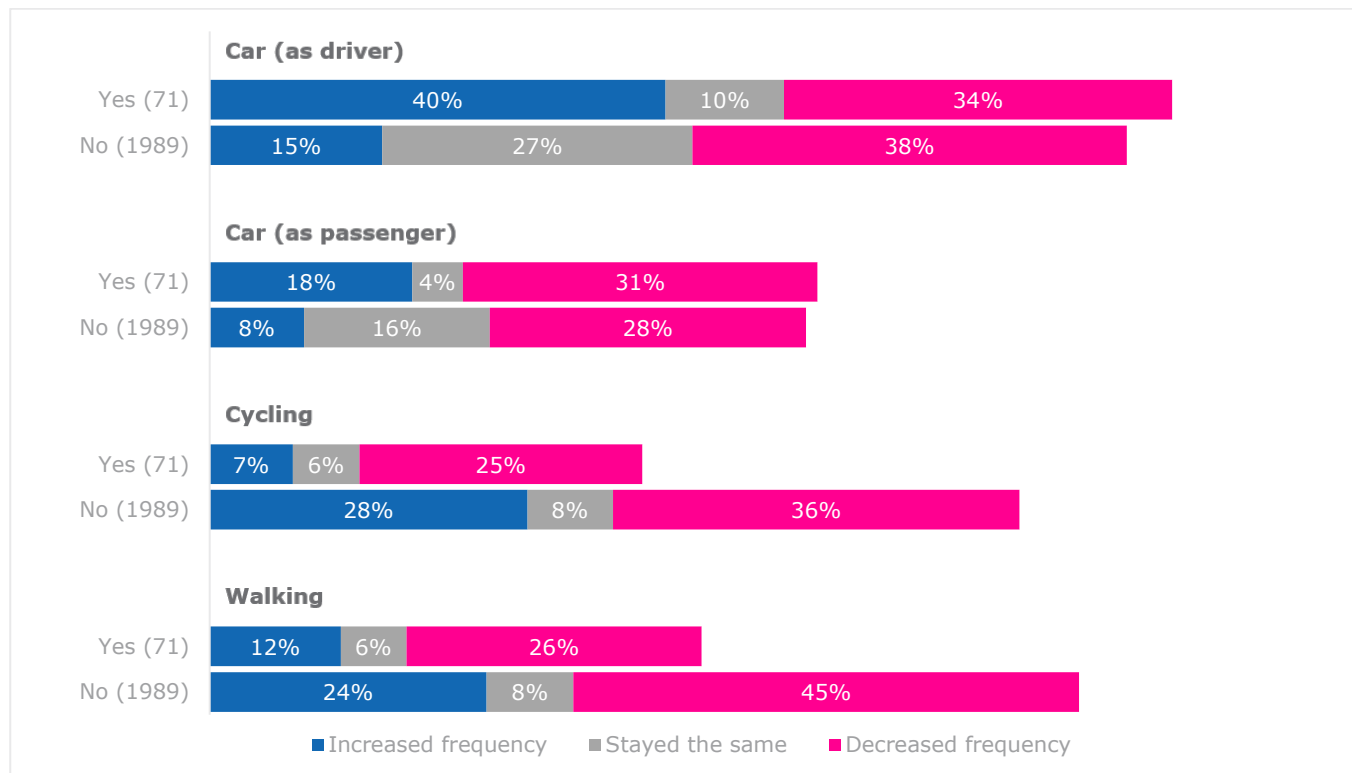




Blue badge holders

- Blue badge holders were significantly more likely to have increased their use of the car than non-blue badge holders:
 - as a driver (40% cf. 15%)
 - as passenger (18% cf. 8%)
- Non-blue badge holders were significantly more likely to have increased their walking and cycling.

Figure 8: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – Blue badge holders

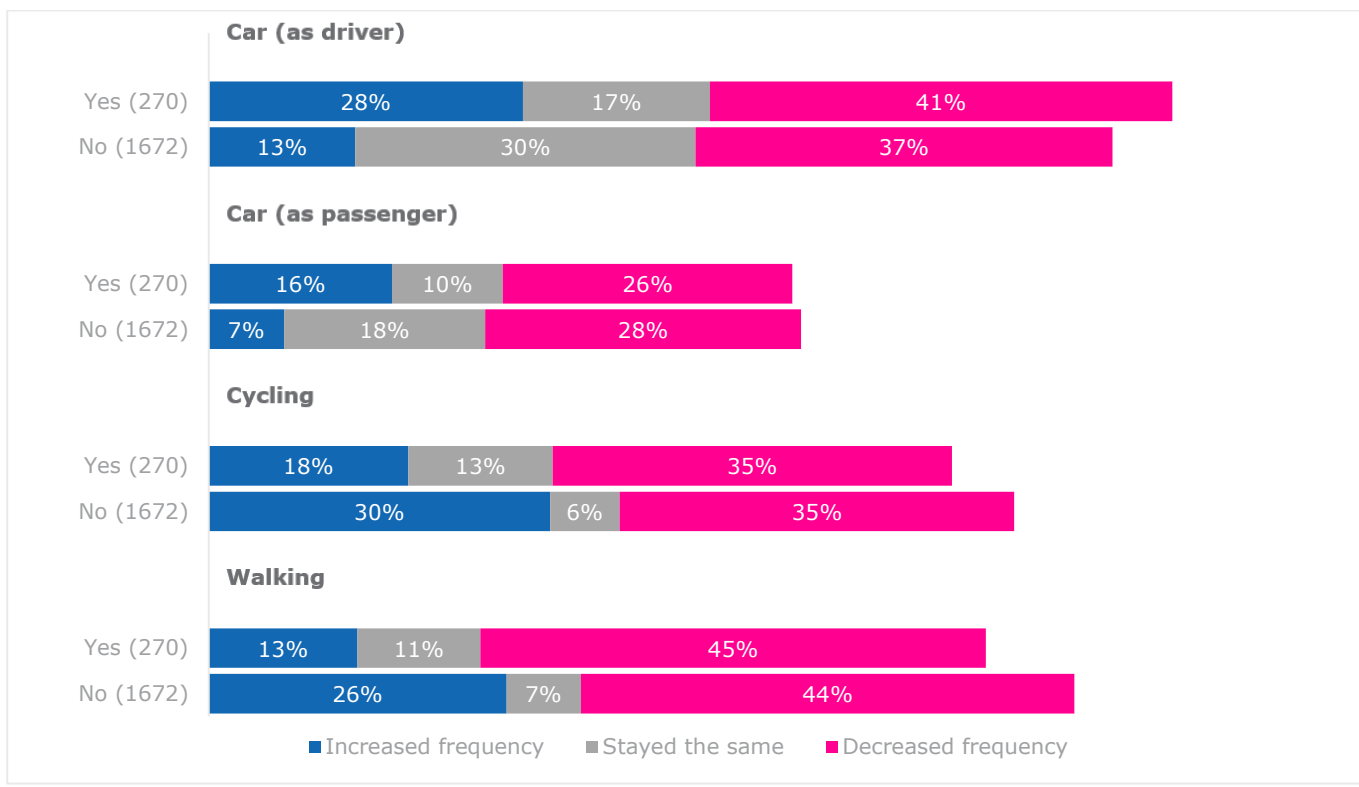




Carers

- Carers were significantly more likely to have increased their use of the car (either as a driver or a passenger) than non-carers.
- Whereas non-carers were significantly more likely to have increased their walking and cycling.

Figure 9: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – Carers⁵



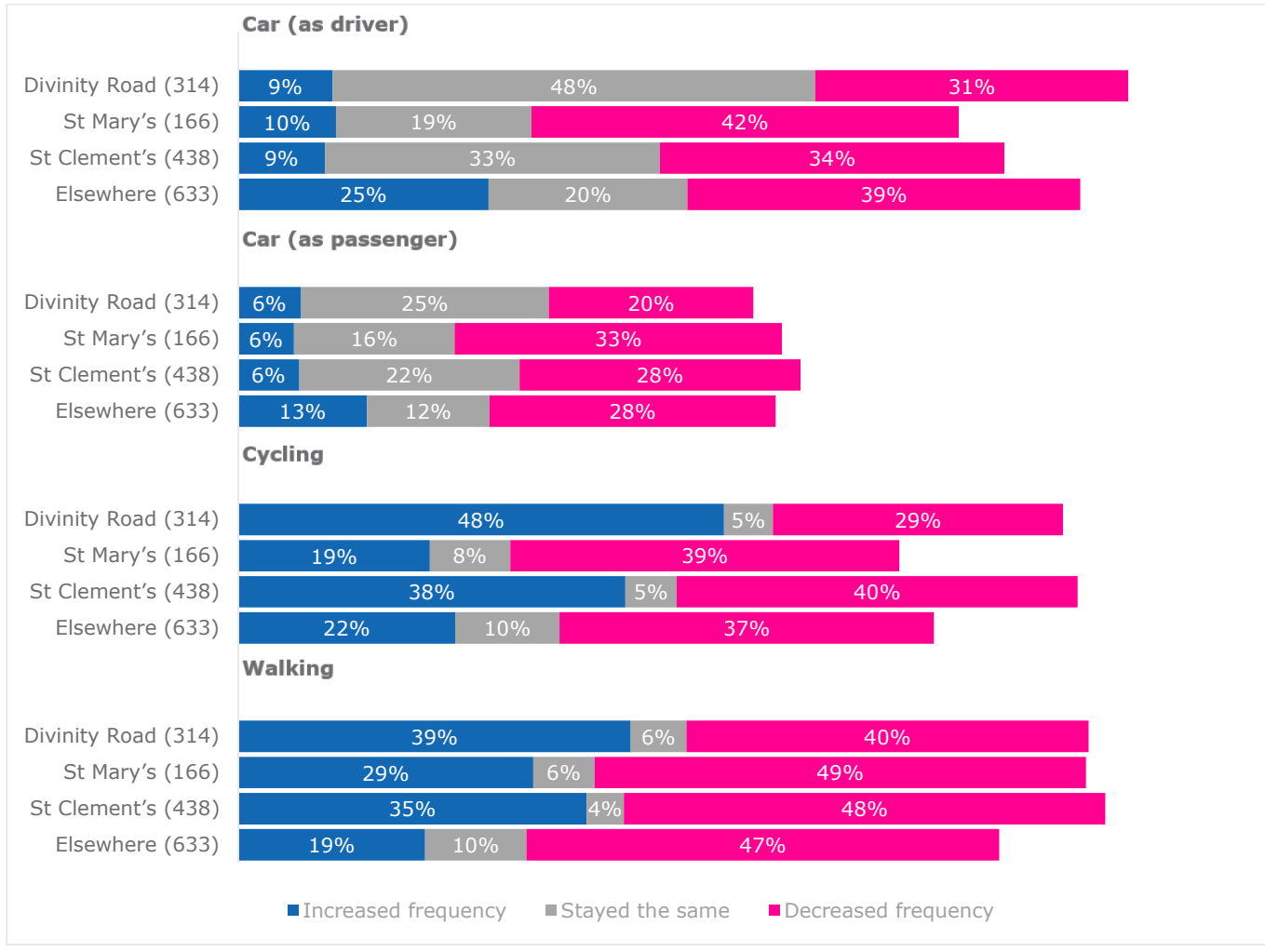
⁵ A carer is anyone who cares, unpaid, for a friend or family member who, due to illness, disability, a mental health problem or an addiction, cannot cope without their support. Both children and adults can be carers.



Location

- Respondents living elsewhere in Oxford were significantly more likely to say that their use of a car, either as a driver or a passenger had increased than respondents living within the three LTN areas of Divinity Road, St. Mary’s, and St. Clement’s.
- Respondents living in the Divinity Road LTN area had increased their cycling more than the other areas.
- Respondents living within the three LTN areas were significantly more likely to have increased walking than those living elsewhere in Oxford.

Figure 10: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – Location





There appears to be a relationship between respondents' views on each of the LTNs and whether their use of a mode of transport had increased or decreased since the inception of the trial LTNs. If a respondent rated each of the LTNs positively, they were significantly less likely to have increased their use of the car, as a driver or a passenger, but more likely to have increased their frequency of walking or cycling.

Table 11: Q09. We would like to know if the experimental trial LTNs have led to a change in your travel habits – % saying increased frequency (All responding n=)

Location by whether positive or negative	Divinity Rd Positive (831)	Divinity Rd Negative (1110)	St. Clement's Positive (721)	St. Clement's Negative (1150)	St. Mary's Positive (749)	St. Mary's Negative (1046)
Car (as driver)	1%	30%	1%	29%	0%	30%
Car (as passenger)	1%	16%	1%	15%	1%	16%
Cycling	61%	3%	63%	4%	62%	4%
Walking	45%	8%	46%	9%	45%	9%

Additional comments

- Most additional comments mentioned having to drive further / having to make detours / travelling being more difficult during the LTNs trial.
- This was followed by more traffic / congestion on their routes.
- With some respondents saying that it was now safer to walk or cycle.

Table 12: Q10. Please add any additional comments about your travel habits during the LTNs trial (All responding n=1,486).

	No. Responses	% Responses
Have to drive further / detours / more difficult	542	36%
More traffic / congestion	425	29%
Safer to walk / cycle (inc. for children)	201	14%
Worse air quality / more pollution	171	12%
I now cycle more	166	11%
I use the bus less as it takes longer/is slower/needs improvements	131	9%
Travel habits / frequency of car use not changed	121	8%
Quieter / more pleasant and safe	102	7%
I now walk more	91	6%
Concerns over lack of access to essential locations (e.g. hospital, work, shopping, schools etc.)	91	6%
More difficult / unpleasant / dangerous to cycle	73	5%
Disagree with proposal(s) / can't see the benefits / remove them	73	5%
Cars are sometimes a necessary and essential part of everyday life	69	5%



	No. Responses	% Responses
I now use my car less	67	5%
I now have to plan / adjust my travel times / re-plan my daily life	59	4%
I now need to drive / use the car more	54	4%
I now avoid Oxford / visit other places instead	43	3%
Decreased quality of life	39	3%
Plan will displace traffic and pollution to surrounding areas	38	3%
I will walk / cycle / bus to avoid using my car if possible	36	2%
Concerns for elderly / (hidden) disabled /young children / those with illnesses	36	2%
Fully support the LTNs	32	2%
Concerns for local businesses / economy	29	2%
Concerned about increase in dangerous driving e.g., speeding	25	2%
Cars are sometimes a necessary and essential part of everyday life	24	2%
I now cycle less	23	2%
Quieter	23	2%
Increased quality of life	20	1%
Concerns for the mental health / levels of stress of those affected	19	1%
This will only split up communities / families / friends	19	1%
Family / taxis / tradesmen won't visit our area due to congestion / parking	15	1%
Improve cycling infrastructure (e.g., routes, make safer etc.)	15	1%
I avoid travel at peak times	14	1%
Unable to active travel due to old age, health etc.	14	1%
I only use my car for journeys out of Oxford	11	1%
I now walk less	11	1%
I now use public transport more	10	1%
Concerns about lack of access / disruptions for emergency services	9	1%
I now use taxis more	7	<1%
Enforce parking restrictions (bus lanes, yellow lines etc.)	7	<1%
I now use a scooter / moped more	6	<1%
I now use taxis less	6	<1%
Use car share / Co-wheels more	5	<1%
Other	106	7%
Not answered	27	2%



"The LTNs have made life a permanent gridlock in my area around east Oxford. Most of my journeys are longer now and involve a lot more traffic. I have 2 kids that both cycle and I cycle too but my daughter will only use her bike on certain journeys now because of the danger of all the gridlock in St. Clement's and my son uses it as an obstacle course as he weaves in and out of the gridlock. I'm also aware of the total hate for cyclists that the LTNs seem to have caused. Please, please, please, remove these restrictive and divisive draconian measures."

"The East Oxford LTNs have significantly increased our family's quality of life. We have a son with additional needs who has recently learned to ride a bike, and the quiet environment of the LTNs has enabled us to travel to his favourite playgrounds and open spaces safely and swiftly on our bikes."

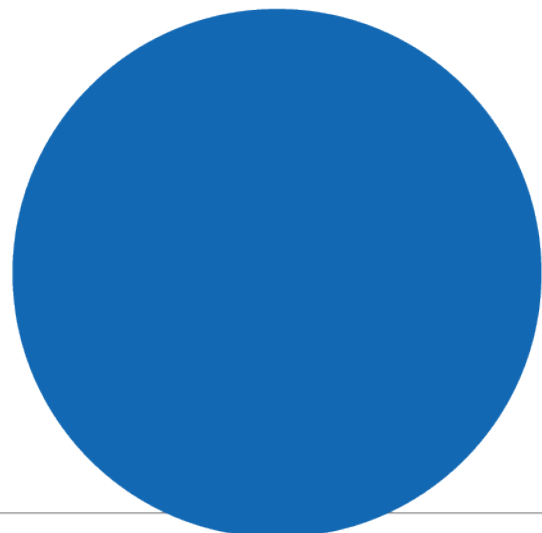
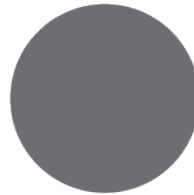
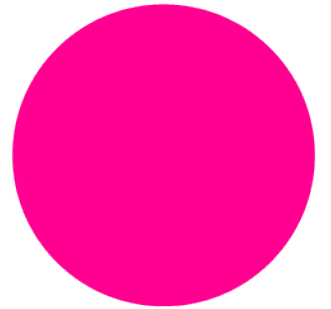
"The tailbacks of traffic have been so bad in this area that I have had to drive a different, longer route to get places. This means that I'm using my car for longer, using more fuel, etc."

"While I do agree with some of the LTNs, many of them are pointless. I am forced to take the roundabout every time I need to use my car because of the bollard on [REDACTED]. I park in [REDACTED], however I must use Cowley Road. This creates a pointless detour. I think that instead of a bollard, ANPR should be introduced where residents can apply for permits to travel through the road. This will ease the congestion on the roundabout and not increase traffic in [REDACTED] as it will be just residents traveling."

"LTN's have not changed my travel habits at all, only to have longer and more difficult journeys. I am not able to change my travel habits due to work commitments etc. I can't use a bike as I am fearful of the traffic and potholes on the roads I would need to use and would be unable to use a scooter. I have family in rural areas of Oxfordshire, so need my car to see them, so continue to drive when I need to. They will no longer come to visit me as it's too problematic getting into Oxford and takes too long with all the extra traffic. If funding is to be withdrawn from central government for more LTN's, then to continue in east Oxford is persecution of the population of east Oxford and not equitable. To inflict LTN's on just one area with impunity is grossly unfair and penalizing one area of Oxford that needs more support. Without further infrastructure to support LTNs to allow people to move around more easily then there will continue to be problems with this."



Divinity Road LTN area





This section asked respondents about their views on the experimental Divinity Road LTN area

Overview



Oxfordshire County Council is trialling the Divinity Road area LTN, which includes a filter on Divinity Road and one on Southfield Road. The east Oxford LTN filters are generally made up of two planters with at least one bollard between them.

All of the LTN filters allow pedestrian / wheelchair / rollator / kick scooter and cyclist access only with no access for motorised vehicles (except for mobility scooters, the trial e-scooters, and electric bicycles).

As part of the six-week consultation the county council asked for views on the Divinity Road area and also on a proposal that the filter at Divinity Road be replaced with an ANPR camera which would allow a small number of motorised vehicles through such as emergency services and refuse vehicles.

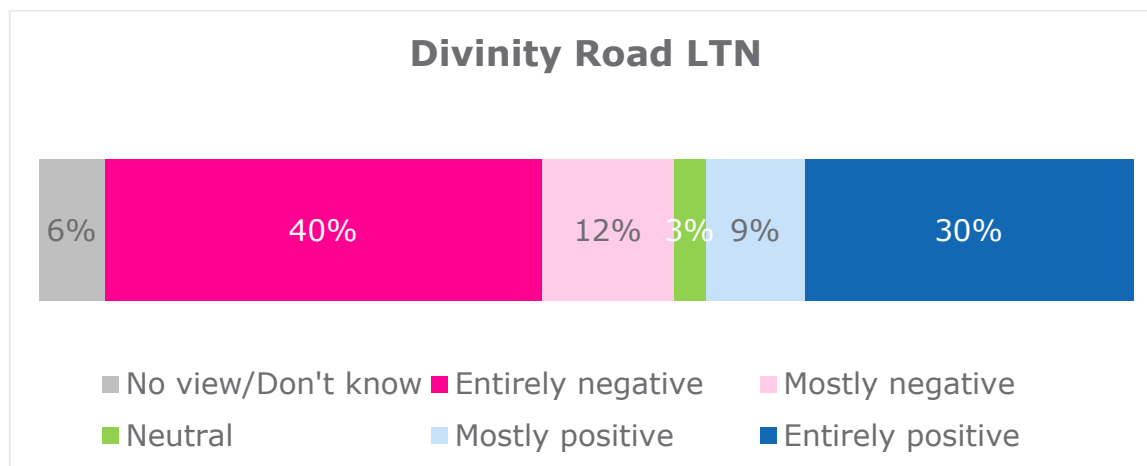
Overall, the six-week consultation received 314 responses from residents within the Divinity Road LTN area. All respondents were given the opportunity to comment on the Divinity Road LTN area.



Respondents' views on the Divinity Road LTN area

Almost 40% of respondents had positive views on the Divinity Road LTN area in east Oxford (30% entirely positive, 9% mostly positive). Over 50% of respondents had negative views (12% mostly negative, 40% entirely negative). Just 3% were neutral about the Divinity Road LTN area and 6% didn't have a view.

Figure 11: Q11. Which of the following best describes your views on the Divinity Road LTN area, in east Oxford? (All responding n=2,122)



Individuals were significantly more likely to have positive views than businesses and other organisations (40% individuals, 5% organisations), whereas they had significantly more negative views than individuals (51% individuals, 87% organisations), as shown in the table below.

Table 13: Q11. Which of the following best describes your views on the Divinity Road LTN area, in east Oxford? (All responding n=).

Respondent type	Individuals (2048)	Businesses (62)
Entirely positive	30%	5%
Mostly positive	10%	0%
Neutral	3%	0%
Mostly negative	12%	15%
Entirely negative	40%	73%
Don't know	1%	3%
No view on this LTN area	5%	5%
NET: Positive	40%	5%
NET: Negative	51%	87%



Views on the Divinity Road LTN area by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged 25-34 were most positive (45%) about the Divinity Road LTN, closely followed by those in the 35-44 age bracket (44%), whereas respondents who preferred not to say what their age was were most negative (80%), as shown below, although this was one of the smaller group sizes.

	<25 (52)	25-34 (252)	35-44 (438)	45-54 (457)	55-64 (403)	65-74 (310)	75+ (177)	PNTS (75)
NET: Positive	33%	45%	44%	39%	34%	43%	31%	15%
NET: Negative	52%	46%	50%	54%	57%	46%	56%	80%

Gender

- All genders were more negative in their views than positive, but male respondents' views were split almost equally between negative and positive.
- Respondents who preferred not to say what their gender was (74%) were significantly more negative than both females (50%) and males (48%).

	Female (884)	Male (948)	Prefer not to say (231)
NET: Positive	39%	46%	17%
NET: Negative	50%	48%	74%

Ethnicity

- Respondents of Asian, Black, Chinese ethnicities and those who preferred not to say were more negative in their views about the Divinity Road LTN area than they were positive.
- Respondents of Mixed and White ethnicities were similar in their positive and negative views.

	Asian / Asian British (113)	Black / Black British (7)	Chinese (10)	Mixed / multiple (35)	White (1482)	PNTS (395)
NET: Positive	12%	0%	30%	46%	47%	19%
NET: Negative	86%	100%	60%	46%	44%	73%



Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (83% and 65% compared with 43%).

	Day to day activities limited a lot (121)	Day to day activities limited a little (223)	Day to day activities not limited (1511)
NET: Positive	11%	28%	48%
NET: Negative	83%	65%	43%

Blue badge holders

- Blue badge holders were significantly more negative (77%) than non-blue badge holders (51%) in their views on the Divinity Road LTN area.

	Blue Badge holder (71)	Non-Blue Badge holder (1982)
NET: Positive	15%	41%
NET: Negative	77%	51%

Carers

- Carers (73%) were significantly more negative than non-carers (46%) in their views on the Divinity Road LTN area.

	Carer (270)	Non-carer (1665)
NET: Positive	21%	45%
NET: Negative	73%	46%

Location

- Respondents living within the Divinity Road LTN area were most positive in their views (72%), closely followed by the St. Clement's LTN area (56%).
- Respondents living elsewhere in east Oxford were significantly more negative than those living within the LTN area (64% compared with Divinity Road 25%, St. Mary's 48%, and St. Clement's 32%).

	Divinity Road LTN area (314)	St. Mary's LTN area (163)	St. Clement's LTN area (437)	Elsewhere in east Oxford (631)
NET: Positive	72%	34%	56%	28%
NET: Negative	25%	48%	32%	64%



Further comments

- Respondents said that the area had become safer/more pleasant for cyclists and pedestrians (23%), closely followed by it being quieter (20%).
- However, a similar proportion said that the LTNs will or had already resulted in increased journey times and costs (20%).

Table 14: Q12. Please provide comments to support your view on the Divinity Road area LTN below? (All responding n=1,590).

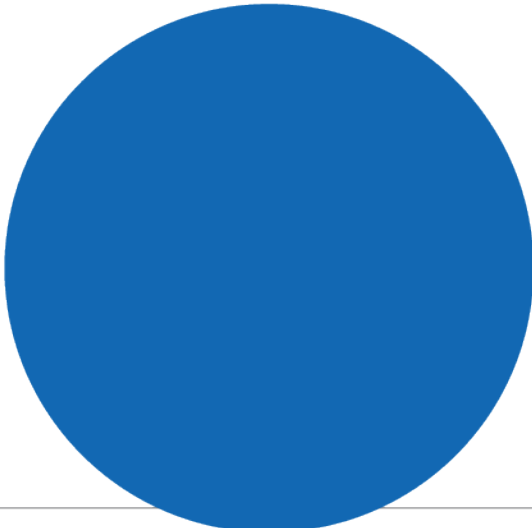
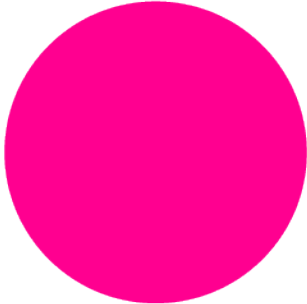
	No. Responses	% Responses
Safer / more pleasant for cyclists and pedestrians	367	23%
Will / has already resulted in increased journey times and costs	321	20%
Quieter	321	20%
Plan will / has increased traffic and congestion	268	17%
Plan will displace traffic and pollution to surrounding areas	227	14%
Plan will / has increased pollution / worsen air quality	163	10%
Plan has / will decrease pollution / make the air cleaner	109	7%
They have been life changing/improved our community/no more angry drivers or neighbours	107	7%
Concerns over lack of access to essential locations (e.g. hospital, work, shopping, schools etc.)	98	6%
Disagree with proposal(s) / can't see the benefits / remove them	81	5%
Does not think it will work / unrealistic	73	5%
Support / agree with / can see the benefits	69	4%
Concerns for local businesses / economy	63	4%
This will / has encouraged people to walk / cycle more (Incl. myself)	62	4%
Concerns about lack of access / disruptions for emergency services	53	3%
This will only split up communities / families / friends	53	3%
Benefits a few while disadvantages most (Inc. only benefits the wealthy)	51	3%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	50	3%
Plan is dangerous / chaotic	47	3%
This is unnecessary / waste of time, money, and resources	47	3%
A one-way system needs to be implemented	44	3%
Has / will have a negative effect on public transport	43	3%
Cars are sometimes a necessary and essential part of everyday life	38	2%
Concerns for the mental health / levels of stress of those affected	33	2%



	No. Responses	% Responses
Concerns for elderly / (hidden)disabled / young children / those with illnesses	32	2%
Don't live there or use the area often	31	2%
Public transport needs general improvement	29	2%
Infringement on rights / liberties / freedom of movement	28	2%
Not properly thought out	27	2%
ANPR cameras would be a better option	26	2%
Disagree with restrictions on residents	25	2%
LTNs will / are affecting my job / income	23	1%
Concerns over the bollards (people keep removing / damaging / driving over)	20	1%
Will require enforcement / policing	20	1%
Plan will result / has already resulted in parking difficulties	18	1%
Taxis should not be exempt	18	1%
Difficulty entering Oxford from surrounding / rural areas	12	1%
Improve cycling / pedestrian infrastructure (e.g., routes, equipment provision etc.)	10	1%
The bollards need to more robust / permanent	10	1%
Signage / maps needs to be improved e.g., made clearer	6	<1%
Bollards should not be replaced by ANPR cameras	6	<1%
Other	33	2%
Not answered	21	1%



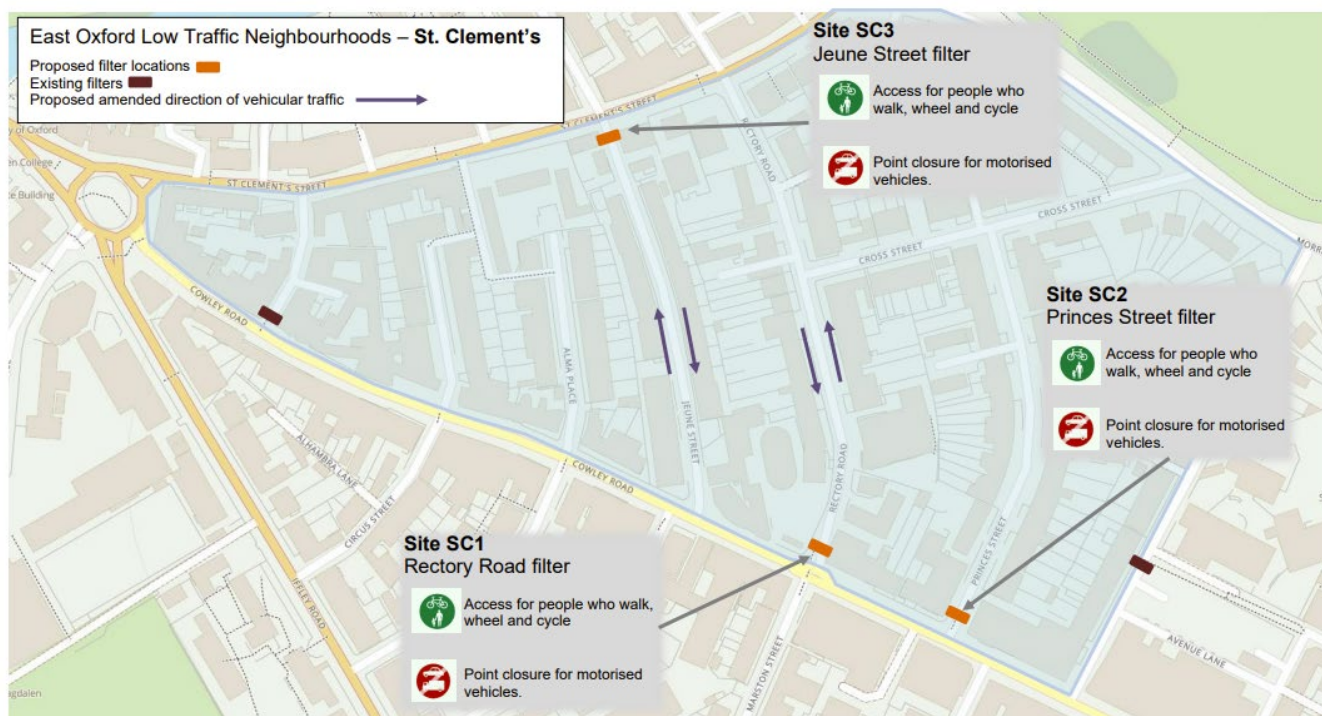
St. Clement's LTN area





This section asked respondents about their views on the experimental St. Clement's LTN area

Overview



The St. Clement's LTN area includes two filters which are located on Rectory Road and on Princes Street respectively. All of the LTN filters allow pedestrian / wheelchair / rollator / kick scooter and cyclist access only with no access for motorised vehicles (except mobility scooters, the trial e-scooters, and electric bicycles).

As part of this six-week consultation the county council asked for views on the St. Clement's area LTN and also on a proposal that bollards and / or planters be introduced at Jeune Street at the junction with St. Clement's Street, and Jeune Street be made two-way south of the restriction.

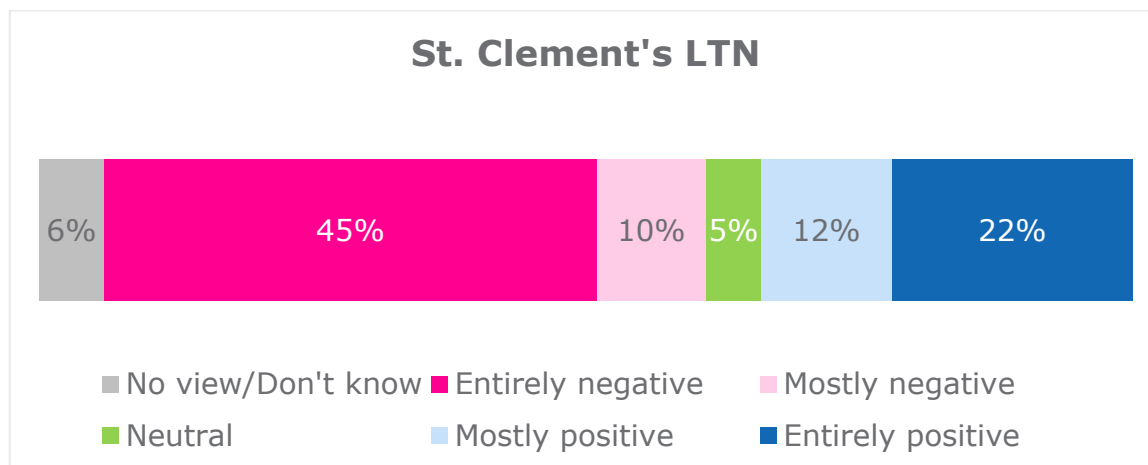
Overall, the six-week consultation received 438 responses from residents within the St. Clement's LTN area. All respondents were given the opportunity to comment on the St. Clement's LTN area.



Respondents' views on the St. Clement's LTN area

Thirty four percent of respondents had positive views on the St. Clement's LTN area in east Oxford (22% entirely positive, 12% mostly positive). More than 50% of respondents had negative views (10% mostly negative, 45% entirely negative). Five percent were neutral and the remaining 6% didn't have a view.

Figure 12: Q13. Which of the following best describes your views on the St. Clement's LTN area, in east Oxford? (All responding n=2,116)



Individuals were significantly more likely to have positive views than businesses and other organisations (35% individuals, 5% organisations), whereas they had significantly more negative views than individuals (53% individuals, 90% organisations), as shown in the table below.

Table 15: Q13. Which of the following best describes your views on the St. Clement's LTN area, in east Oxford? (All responding n=).

Respondent type	Individuals (2042)	Businesses, other organisations (62)
Entirely positive	23%	3%
Mostly positive	12%	2%
Neutral	5%	0%
Mostly negative	10%	10%
Entirely negative	44%	81%
Don't know	1%	2%
No view on this LTN area	5%	3%
NET: Positive	35%	5%
NET: Negative	53%	90%



Views on the St. Clement's LTN area by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged 25-34 were most positive (42%), closely followed by those in the 35-44 age bracket (41%), whereas respondents who preferred not to say what their age was were most negative (83%), as shown below.

	<25 (52)	25-34 (253)	35-44 (437)	45-54 (455)	55-64 (402)	65-74 (309)	75+ (175)	PNTS (75)
NET: Positive	33%	42%	41%	33%	29%	35%	20%	9%
NET: Negative	58%	47%	50%	56%	59%	50%	63%	83%

Gender

- All genders expressed mainly negative views.
- Respondents who preferred not to say what their gender was were significantly more negative (77%) than both females (54%) and males (48%).

	Female (884)	Male (943)	Prefer not to say (230)
NET: Positive	33%	41%	15%
NET: Negative	54%	48%	77%

Ethnicity

- Respondents of Asian, Black, Chinese ethnicities and those who preferred not to say were more negative in their views about the St. Clement's LTN area than they were positive.
- Respondents of Mixed and White ethnicities were similar in their positive and negative views.

	Asian / Asian British (113)	Black / Black British (7)	Chinese (10)	Mixed / multiple (35)	White (1477)	PNTS (394)
NET: Positive	10%	0%	30%	46%	41%	18%
NET: Negative	84%	100%	70%	46%	46%	76%



Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (83%, 67% compared with 46% respectively).

	Day to day activities limited a lot (120)	Day to day activities limited a little (222)	Day to day activities not limited (1507)
NET: Positive	8%	24%	42%
NET: Negative	83%	67%	46%

Blue badge holders

- Blue badge holders were significantly more negative (81%) than non-blue badge holders (53%) in their views on the St. Clement's LTN area.

	Blue Badge holder (70)	Non-Blue Badge holder (1977)
NET: Positive	11%	35%
NET: Negative	81%	53%

Carers

- Carers were significantly more negative (74%) than non-carers (48%) in their views on the St. Clement's LTN area.

	Carer (270)	Non-carer (1659)
NET: Positive	19%	39%
NET: Negative	74%	48%

Location

- Respondents living within the Divinity Road LTN area were most positive in their views (54%), closely followed by the St. Clement's LTN area (50%).
- Respondents living elsewhere in east Oxford were significantly more negative than those living within the LTN area (66% compared with Divinity Road 25%, St. Mary's 57%, and St. Clement's 33%).

	Divinity Road LTN area (309)	St. Mary's LTN area (166)	St. Clement's LTN area (435)	Elsewhere in east Oxford (629)
NET: Positive	54%	38%	50%	25%
NET: Negative	25%	57%	33%	66%

Further comments

- The most frequently occurring point in the responses for the St. Clement's LTN area was that the LTNs will or had already resulted in increased traffic and congestion (39%) and that the plan will / has increased pollution / worsened air quality (18%), closely followed by increased journey times and costs (16%).

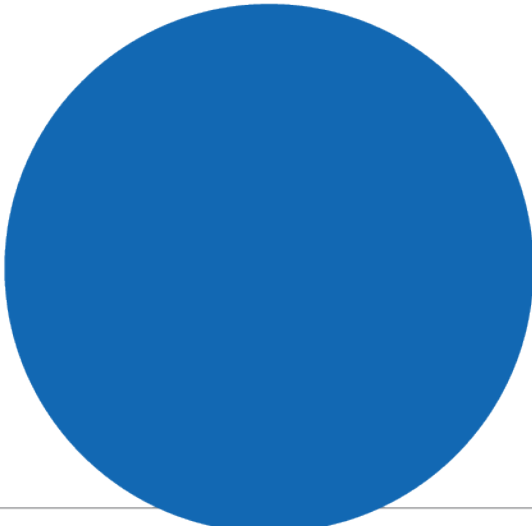
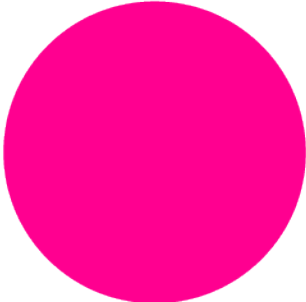


Table 16: Q14. Please provide comments to support your view on the St. Clement's area LTN below? (All responding n=1,460).

	No. Responses	% Responses
Plan will / has increased traffic and congestion	574	39%
Plan will / has increased pollution / worsen air quality	259	18%
Will / has already resulted in increased journey times and costs	228	16%
Plan will displace traffic and pollution to surrounding areas	154	11%
Safer / more pleasant for cyclists and pedestrians	129	9%
Disagree with proposal(s) / remove them	116	8%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	102	7%
Support / agree with / can see the benefits	93	6%
Has / will have a negative effect on public transport	85	6%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	79	5%
Concerns for local businesses / economy	74	5%
This will negatively impact people's lives e.g., bad for wellbeing, mental health etc.	73	5%
Quieter / more pleasant and safe	62	4%
Plan has / will decrease traffic and congestion	49	3%
Concerned about increase in dangerous driving e.g., speeding	48	3%
Don't live there or use the area often	44	3%
This is unnecessary / waste of time, money, and resources	35	2%
Concerns about lack of access / disruptions for emergency services	31	2%
Plan has / will decrease pollution / make the air cleaner	31	2%
Public transport needs general improvement	24	2%
There has been no improvement since the LTNs were installed	22	2%
LTNs have had a positive impact on daily life	22	2%
Avoid the area since LTNs have been put in place	17	1%
This will / has increased noise pollution	17	1%
ANPR cameras would be a better option	13	1%
Concerns about how this will be enforced	13	1%
Other	102	7%
Not answered	98	7%



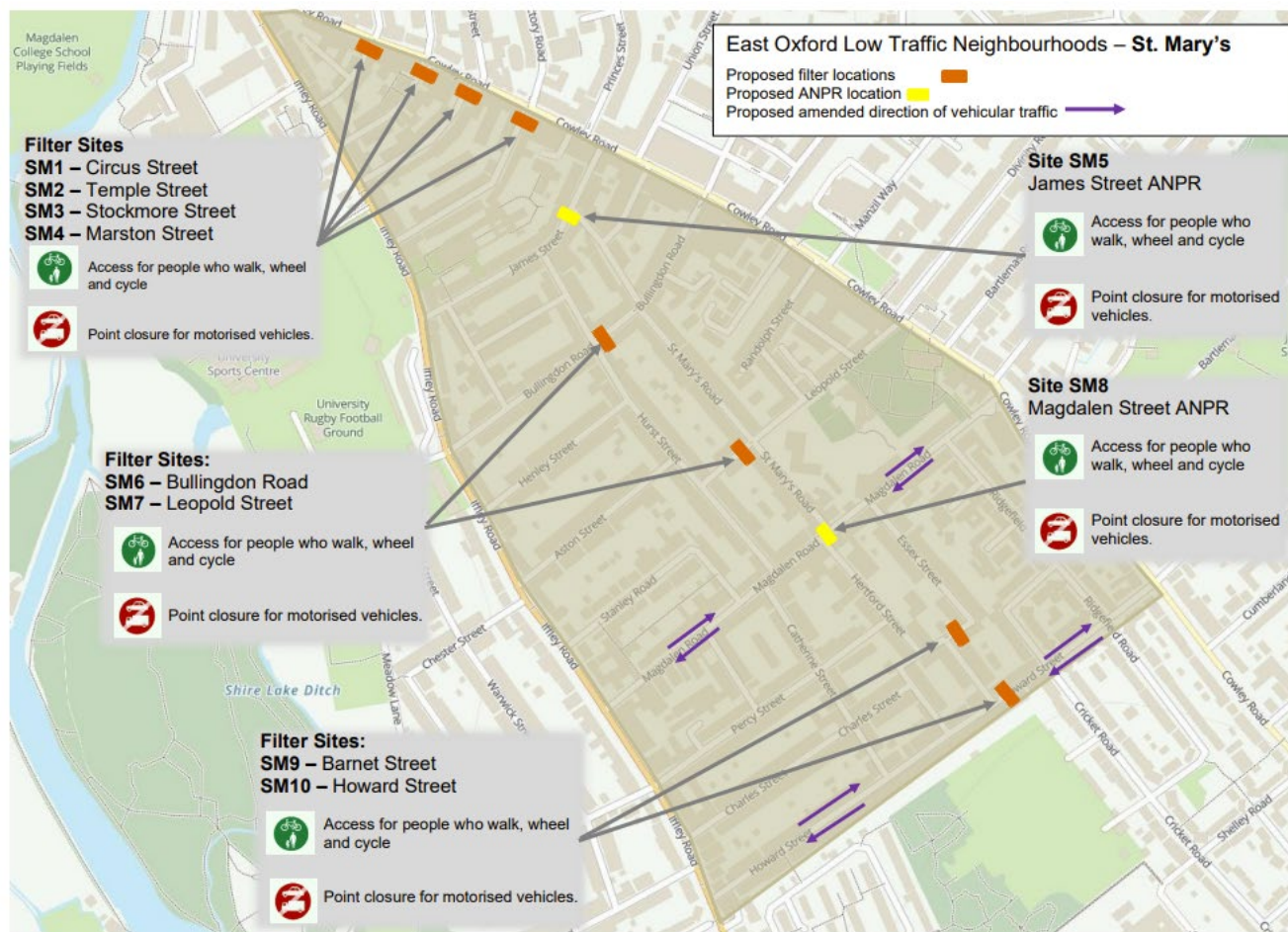
St. Mary's LTN area





This section asked respondents about their views on the experimental St. Mary's LTN area

Overview



The St. Mary's LTN area includes ten filters which are located on Circus Street, Temple Street, Stockmore Street, Marston Street, James Street, Bullingdon Road, Leopold Street, Magdalen Road, Barnet Street, and Howard Street. All of the LTN filters allow pedestrian / wheelchair / rollator / kick scooter and cyclist access only with no access for motorised vehicles (except mobility scooters, the trial e-scooters, and electric bicycles).

As part of this six-week consultation the county council asked for views on the St. Mary's area LTN and also on a proposal that the filters at James Street and Magdalen Road be replaced with an ANPR camera which would allow a small number of motorised vehicles through such as emergency services and refuse vehicles. It was also proposed that a residential parking bay in Marston Street be moved and the existing restriction in Bullingdon Road be moved southwest, so it is east of the junction with Hurst Street.

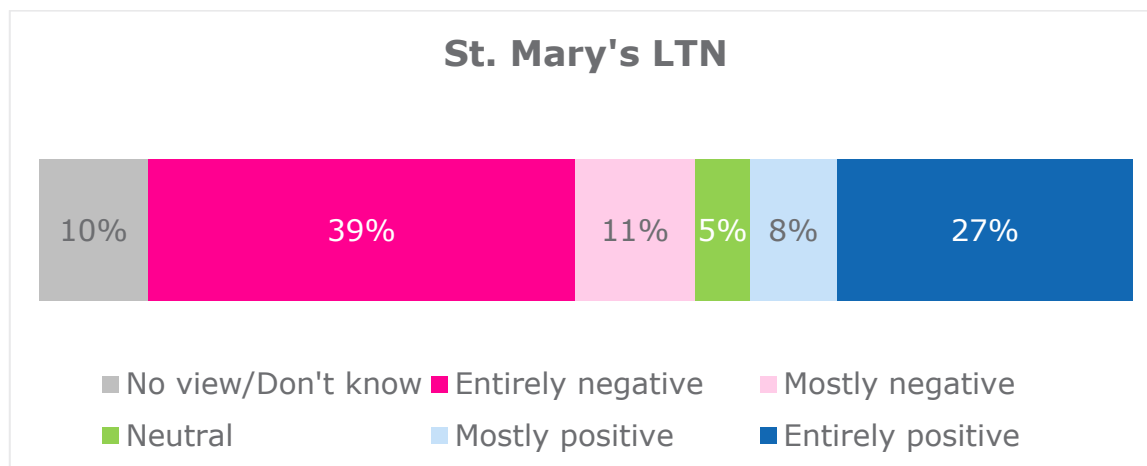
Overall, the six-week consultation received 166 responses from residents within the St. Mary's LTN area. All respondents were given the opportunity to comment on the St. Mary's LTN area e.



Respondents' views on the St. Mary's LTN area

Thirty five percent of respondents had positive views on the St. Clement's LTN area in east Oxford (27% entirely positive, 8% mostly positive). Exactly 50% percent of respondents had negative views (11% mostly negative, 39% entirely negative). Five percent were neutral and the remaining 10% didn't have a view.

Figure 13: Q15. Which of the following best describes your views on the St. Mary's LTN area, in east Oxford? (All responding n=2,108)



Individuals were significantly more likely to have positive views than businesses and other organisations (36% individuals, 5% organisations), whereas they had significantly more negative views than individuals (49% individuals, 90% organisations), as shown in the table below.

Table 17: Q15. Which of the following best describes your views on the St. Mary's LTN area, in east Oxford? (All responding n=).

Respondent type	Individuals (2034)	Businesses (62)
Entirely positive	28%	3%
Mostly positive	9%	2%
Neutral	5%	0%
Mostly negative	11%	16%
Entirely negative	38%	74%
Don't know	3%	0%
No view on this LTN area	8%	5%
NET: Positive	36%	5%
NET: Negative	49%	90%



Views on the St. Mary's LTN area by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged 25-34 were most positive (44%), closely followed by those in the 35-44 age bracket (42%), whereas respondents who preferred not to say what their age was were most negative (73%), as shown below.

	<25 (52)	25-34 (252)	35-44 (438)	45-54 (454)	55-64 (402)	65-74 (304)	75+ (173)	PNTS (74)
NET: Positive	31%	44%	42%	37%	32%	34%	20%	11%
NET: Negative	54%	46%	47%	50%	52%	46%	53%	73%

Gender

- All genders were more negative in their views than positive, although males were equally split between positive and negative views.
- Respondents who preferred not to say what their gender was (69%) were significantly more negative than both females (49%) and males (44%).

	Female (880)	Male (941)	Prefer not to say (229)
NET: Positive	34%	43%	14%
NET: Negative	49%	44%	69%

Ethnicity

- Respondents of Asian and Black ethnicities and those who preferred not to say were more negative in their views about the St. Mary's LTN area than they were positive.
- Respondents of Mixed and White ethnicities were similar in their positive and negative views.

	Asian / Asian British (110)	Black / Black British (6)	Chinese (10)	Mixed / multiple (35)	White (1475)	PNTS (392)
NET: Positive	11%	0%	20%	43%	43%	17%
NET: Negative	77%	83%	50%	46%	42%	69%



Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (74%, 60% compared with 42% respectively).

	Day to day activities limited a lot (120)	Day to day activities limited a little (220)	Day to day activities not limited (1501)
NET: Positive	9%	26%	43%
NET: Negative	74%	60%	42%

Blue badge holders

- Blue badge holders were significantly more negative (64%) than non-blue badge holders (48%) in their views on the St. Mary's LTN area.

	Blue Badge holder (69)	Non-Blue Badge holder (1970)
NET: Positive	13%	37%
NET: Negative	64%	48%

Carers

- Carers were significantly more negative (69%) than non-carers (44%) in their views on the St. Mary's LTN area.

	Carer (267)	Non-carer (1654)
NET: Positive	18%	41%
NET: Negative	69%	44%

Location

- Respondents living within the Divinity Road LTN area were most positive in their views (54%), closely followed by the St. Clement's LTN area (50%).
- Respondents living elsewhere in east Oxford were significantly more negative than the locations within the LTN area (66% compared with Divinity Road 25%, St. Mary's 57%, and St. Clement's 33%).

	Divinity Road LTN area (306)	St. Mary's LTN area (162)	St. Clement's LTN area (437)	Elsewhere in east Oxford (629)
NET: Positive	54%	38%	50%	25%
NET: Negative	25%	57%	33%	66%



Further comments

- The most frequent comment from respondents was that the LTNs will or had already resulted in increased traffic and congestion (21%) followed by that the plan will / has increased journey times and costs (17%).
- Positively, respondents said that it had improved local road safety (17%).

Table 18: Q16. Please provide comments to support your view on the St. Mary's area LTN below? (All responding n=1,383)

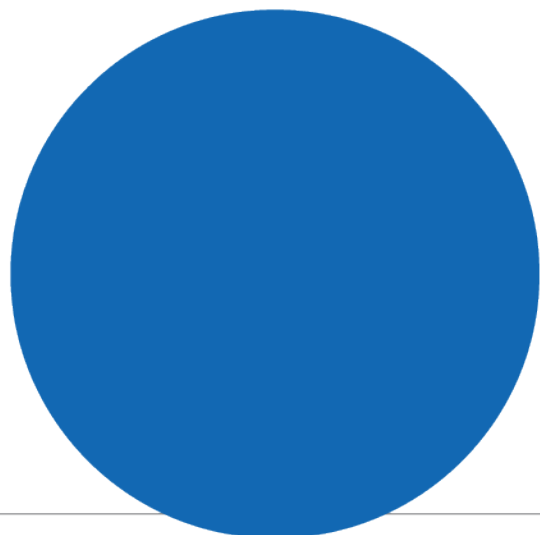
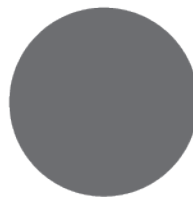
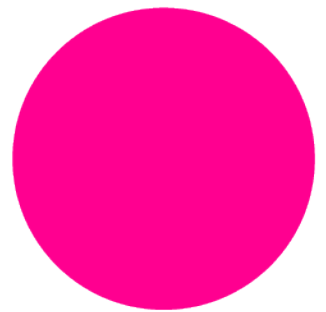
	No. Responses	% Responses
Plan will / has increased traffic and congestion	287	21%
Will / has already resulted in increased journey times and costs	240	17%
Has improved local road safety (for cyclists / pedestrians etc.)	240	17%
Support / agree with / can see the benefits	225	16%
Disagree with proposal(s) / can't see the benefits / get rid of them	215	16%
Plan will displace traffic and pollution to surrounding areas	181	13%
Plan will / has increased pollution / worsen air quality	179	13%
Encourages people to walk / cycle more	120	9%
Has made the area quieter	119	9%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	115	8%
Concerns for local businesses / economy	112	8%
Has reduced traffic / congestion	107	8%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	90	7%
Residents are trapped / segregated / it's difficult to travel around / see family / friends	73	5%
This is unnecessary / waste of time, money, and resources	52	4%
Concerns about lack of access / disruptions for emergency services	42	3%
Has / will have a negative effect on public transport	42	3%
Concerns over the bollards / they are a bad idea (people keep removing/damaging/driving over)	40	3%
Plan has / will decrease pollution / make the air cleaner	40	3%
I am not affected by this LTN/ No experience with it	38	3%
Concerns for elderly / (hidden)disabled / young children / those with illnesses	35	3%
Cars are sometimes necessary	35	3%
Difficulty entering Oxford from surrounding / rural areas	31	2%
This will negatively impact people's lives e.g., bad for wellbeing, mental health etc.	25	2%
Disagree with ANPR cameras	25	2%



	No. Responses	% Responses
Needs to be enforced / policed more	23	2%
Has made the air cleaner / reduced pollution	23	2%
Local economy / businesses benefitting	23	2%
Difficulties finding parking	22	2%
Listen to what citizens want / we did not agree to this	22	2%
Infringement on rights / freedom of movement / invasion of privacy	22	2%
Public transport needs improving	21	2%
A one-way system needs to be implemented	21	2%
Support ANPR	15	1%
Taxis should not be exempt	15	1%
Will / has already caused conflict in the community	8	1%
Improve / have more signs	6	<1%
Other	21	2%
Not answered	139	10%



Views on the 14 individual experimental road filters





This section asked respondents about their views on the 14 individual traffic filters within the three east Oxford LTN areas

Sixty percent of all respondents said they wanted to comment about the Divinity Road LTN area (551 respondents). Not all respondents then went on to comment on both filters. Response levels for each filter are shown above Tables 19 and 20 that follow.

Divinity Road LTN area

DR1 Divinity Road

Most of the comments were showing either support or opposition to the filter in general (17%, and 26% respectively). In addition, respondents said that the filter had already resulted in increased journey times (16%), that the plan will / has increased traffic and congestions (15%) and that it will displace traffic and pollution to surrounding areas (15%).

Table 19: Q19. If you have a comment about the DR1 Divinity Road filter, please use the box below. (All responding n=523)

	No. Responses	% Responses
Disagree with / can't see the benefits / remove it	138	26%
Fully support / can see benefits / keep them permanently	87	17%
Will / has already resulted in increased journey times and costs	83	16%
Plan will / has increased traffic and congestion	79	15%
Plan will displace traffic and pollution to surrounding areas	76	15%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	62	12%
Plan will / has increased pollution / worsen air quality	55	11%
Against changing the filter to ANPR – could be ignored/abused/vandalised	43	8%
Concerns over road safety for everyone (e.g., dangerous driving, speeding etc.)	36	7%
ANPR and resident passes should be used instead	34	7%
This is an important through road that should remain open	30	6%
A one-way system needs to be implemented	29	6%
Unnecessary / waste of time / money	27	5%
It's safer	26	5%
Bollard should remain / prefer them / more effective	26	5%
Will have/has had a negative effect on people's lives (e.g., stress, wellbeing, extra costs etc.)	23	4%
Concerns for elderly / (hidden)disabled / young children / those with illnesses	22	4%



	No. Responses	% Responses
This will / has already split up communities / families / friends	21	4%
Infringement on rights / freedom of movement / privacy	19	4%
Taxis shouldn't be allowed through here/will be used as a rat-run for taxis	19	4%
Benefits only a few while disadvantages most	17	3%
Has reduced the number of cars on the road	17	3%
Quieter / more pleasant	16	3%
Exemptions need to be very limited/too many exemptions undermine the LTN	16	3%
Concerns over disruptions/access for emergency services	16	3%
Concerns over negative effect on business/economy/trades	14	3%
Exemptions needed if ANPR is introduced	13	2%
More dangerous to walk / cycle	12	2%
Negatively affects public transport services	8	2%
Cars are sometimes a necessary and essential part of everyday life	5	1%
Enforce parking restrictions	5	1%
Public transport needs general improvement	5	1%
Other	92	18%
Not answered	8	2%

DR2 Southfield Road

The most commonly occurring sentiments showed opposition to the filter in general (20%). In addition, respondents said that the plan will / has increased traffic and congestions (14%).

Table 20: Q20. If you have a comment about the DR2 Southfield Road filter, please use the box below. (All responding n=406)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	83	20%
Plan will / has increased traffic and congestion	55	14%
Support / agree with / can see the benefits	49	12%
Will / has already resulted in increased journey times and costs	45	11%
Plan will / has increased pollution / worsen air quality	44	11%
Plan will displace traffic and pollution to surrounding areas	42	10%
This is unnecessary / waste of time, money, and resources	37	9%
Will cause them stress / issues	27	7%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	26	6%
LTNs have made roads safer for everyone	25	6%



	No. Responses	% Responses
A one-way system needs to be implemented	23	6%
Will make journeys more difficult	19	5%
Concerns for local businesses / economy	17	4%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	16	4%
Negative opinion of ANPR / object to it	15	4%
This will only split up communities / families / friends	13	3%
Taxis should not be exempt	12	3%
Infringement on rights / liberties / freedom of movement	11	3%
Needs to be narrower	10	2%
Concerns about lack of access/disruptions for emergency services	9	2%
Quieter	9	2%
Has / will have a negative effect on public transport	8	2%
ANPR cameras would be a better option	7	2%
Other	21	5%
Not answered	50	12%

St. Clement's LTN area

Twenty percent of all respondents said they wanted to comment about the St. Clement's LTN area (447 respondents) (although not all of these respondents then went on to comment on both filters). Response levels for each filter are shown above Tables 21 and 22 that follow.

SC1 Rectory Road

The most regularly recurring comment given was that the plan will / has increased traffic and congestion (24%) and will / has increased pollution / worsen air quality (18%), closely followed by the plan will displace traffic and pollution to surrounding areas (17%).

Table 21: Q22. If you have a comment about the SC1 Rectory Road (contraflow, cycle way and two-way section) filter, please use the box below.

(All responding n=389)

	No. Responses	% Responses
Plan will / has increased traffic and congestion	94	24%
Plan will / has increased pollution / worsen air quality	71	18%
Plan will displace traffic and pollution to surrounding areas	65	17%
Will / has already resulted in increased journey times and costs	61	16%
Disagree with proposal(s) / can't see the benefits / remove them	58	15%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	35	9%



	No. Responses	% Responses
Keep it as it is	21	5%
Concerns for local businesses / economy	20	5%
This is unnecessary/ Waste of time, money, and resources	20	5%
Does not think it will work / unrealistic	18	5%
Safer / more pleasant for cyclists and pedestrians	17	4%
Support/ Agree with / Can see the benefits	13	3%
Infringement on rights / liberties / freedom of movement	12	3%
Concerns over lack of access to essential locations, e.g. hospital, work	10	3%
Concerned about increase in dangerous driving, e.g. speeding	8	2%
Plan has / will disrupt residents daily life / cause residents stress	8	2%
Signage / maps needs to be improved e.g., made clearer	7	2%
Concerns about lack of access/disruptions for emergency services	5	1%
Taxis should not be exempt	5	1%
Other	24	6%
Not answered	15	4%

SC2 Princes Street

The main sentiment expressed in comments was a general disagreement with the proposal (35%), with the main reason being that the plan will / has increased traffic and congestion (27%) and will / has already resulted in increased journey times and costs (19%).

Table 22: Q23. If you have a comment about the SC2 Princes Road filter, please use the box below. (All responding n=313)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	108	35%
Plan will / has increased traffic and congestion	85	27%
Will / has already resulted in increased journey times and costs	61	19%
Plan will / has increased pollution / worsen air quality	36	12%
Support / Agree with / Can see the benefits	25	8%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	17	5%
Concerns for local businesses / economy	9	3%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	9	3%
Has improved local road safety (for cyclists / pedestrians etc.)	8	3%
Should be a one-way system	7	2%



	No. Responses	% Responses
This is unnecessary / Waste of time, money, and resources	6	2%
Taxis should not be exempt	6	2%
Concerns about lack of access / disruptions for emergency services	6	2%
Other	20	6%
Not answered	19	6%

St. Mary's LTN area

Fifty six percent of all respondents said they wanted to comment about the St. Mary's LTN area (495 respondents). Not all respondents then went on to comment on all filters. Response levels for each filter are shown above the tables that follow.

SM1 Circus Street

The main comment was that the plan will / has increased traffic and congestion (20%) and general disagreement with the proposal (16%), closely followed by the plan will / has increased pollution / worsen air quality (15%), negative views on / objection to ANPRs (15%) and the plan will / has already resulted in increased journey times and costs (15%).

Table 23: Q25. If you have a comment about the SM1 Circus Street filter, please use the box below. (All responding n=322)

	No. Responses	% Responses
Plan will / has increased traffic and congestion	66	20%
Disagree with proposal(s) / Can't see the benefits/ Get rid of them	53	16%
Plan will / has increased pollution / worsen air quality	48	15%
Will / has already resulted in increased journey times and costs	48	15%
Negative opinion of ANPRs / object to them	47	15%
Plan will displace traffic and pollution to surrounding areas	35	11%
Support / agree with / can see the benefits	31	10%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	25	8%
This is unnecessary / waste of time, money, and resources	25	8%
Concerns about causing stress for residents	18	6%
Concerns for local businesses / economy	18	6%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	13	4%
Plan will result / has already resulted in parking difficulties	11	3%
A one-way system should be implemented / is preferable	10	3%
Concerns about lack of access / disruptions for emergency services	10	3%
This will only split up communities / families / friends	9	3%



	No. Responses	% Responses
Concerned about increase in dangerous driving e.g., speeding	7	2%
Concerns for public transport	6	2%
Safer / more pleasant for cyclists and pedestrians	6	2%
Other	23	7%
Not answered	14	4%

SM2 Temple Street

The main sentiment in comments was a general disagreement with the proposal (33%) and that the plan will / has increased traffic and congestion (25%).

Table 24: Q26. If you have a comment about the SM2 Temple Street filter, please use the box below. (All responding n=308)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	103	33%
Plan will / has increased traffic and congestion	76	25%
Plan will / has increased pollution / worsen air quality	52	17%
Will / has already resulted in increased journey times and costs	38	12%
Plan will displace traffic and pollution to surrounding areas	36	12%
Support / agree with / can see the benefits	33	11%
This will negatively impact people's lives e.g., bad for wellbeing, mental health etc.	26	8%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	23	7%
Concerns for local businesses / economy	22	7%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	21	7%
This is unnecessary / waste of time, money, and resources	17	6%
Concerns regarding parking	13	4%
Concerns about lack of access/disruptions for emergency services	11	4%
Needs to be enforced / policed more	7	2%
Listen to what citizens want / We did not agree to this	7	2%
Public transport needs improving	5	2%
Negative opinion of ANPR	5	2%
Other	18	6%
Not answered	26	8%



SM3 Stockmore Street

The main sentiment in comments was a general disagreement with the proposal (32%), followed by the plan will / has increased traffic and congestion (26%).

Table 25: Q27. If you have a comment about the SM3 Stockmore Street filter, please use the box below. (All responding n=307)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	97	32%
Plan will / has increased traffic and congestion	80	26%
Plan will / has increased pollution / worsen air quality	56	18%
Increased journey times and cost	42	14%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	24	8%
Agree with proposals/ can see the benefits/ keep them	23	7%
Plan will result / has already resulted in parking difficulties	19	6%
Negative effect on businesses	13	4%
Emergency services response times are negatively impacted	7	2%
Council should be using funding prioritising other services	6	2%
Other	22	7%
Not answered	40	13%

SM4 Marston Street

The main comments were that the plan will / has increased traffic and congestion (16%), there was too much risk (16%), and the plan will / has increased pollution / worsen air quality (16%).

Table 26: Q28. If you have a comment about the SM4 Marston Street filter, please use the box below. (All responding n=329)

	No. Responses	% Responses
Plan will / has increased traffic and congestion	54	16%
Too much risk / remove them	54	16%
Plan will / has increased pollution / worsen air quality	51	16%
Plan will increase journey times and costs	36	11%
Plan will displace traffic and pollution to surrounding areas	29	9%
Plan has / will disrupt residents daily life / cause residents stress	25	8%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	22	7%
Support / agree with / can see the benefits	22	7%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	20	6%
This is unnecessary / waste of time, money, and resources	20	6%



	No. Responses	% Responses
Negative opinion of ANPR / object to them	16	5%
Plan will result / has already resulted in parking difficulties	14	4%
Does not think it will work / unrealistic	14	4%
Concerns for local businesses / economy	12	4%
Concerns about lack of access/disruptions for emergency services	10	3%
A one-way system should be implemented/is preferable	8	2%
This will only split up communities / families / friends	7	2%
Safer / more pleasant for cyclists and pedestrians	6	2%
Disagree with exemptions/too many exemptions will undermine the scheme	6	2%
Concerns for public transport	5	2%
Infringement on rights / liberties / freedom of movement	5	2%
Quieter	5	2%
LTNs will / are affecting my job / income	5	2%
Other	25	8%
Not answered	42	13%

SM5 James Street

The main sentiment in the comments was a general disagreement with the proposal (29%), followed by the plan will / has increased traffic and congestion (22%).

Table 27: Q29. If you have a comment about the SM5 James Street filter, please use the box below. (All responding n=336)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	98	29%
Plan will / has increased traffic and congestion	75	22%
Plan will / has increased pollution / worsen air quality	50	15%
Will / has already resulted in increased journey times and costs	33	10%
Support / agree with / can see the benefits	31	9%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	14	4%
Taxis should not be exempt	13	4%
Concerns for local businesses / economy	9	3%
Plan will displace traffic and pollution to surrounding areas	9	3%
Negative opinion of ANPR / object to them	9	3%
This is unnecessary / waste of time /money / resources	6	2%
Other	49	15%
Not answered	33	10%



SM6 Bullingdon Road

The main comments given were to get rid of LTNs / no benefit from them (31%), followed by the Plan will / has increased traffic and congestion (23%).

Table 28: Q30. If you have a comment about the SM6 Bullingdon Road filter, please use the box below. (All responding n=329)

	No. Responses	% Responses
Get rid of LTNs / No benefit from them	101	31%
Plan will / has increased traffic and congestion	75	23%
Plan will / has increased pollution / worsen air quality	49	15%
Will / has already resulted in increased journey times and costs	43	13%
Negative impact on residents/causing problems	41	12%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	34	10%
Support / agree with/can see the benefits	34	10%
Plan will displace traffic and pollution to surrounding areas	28	9%
Concerns for local businesses / economy	23	7%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	19	6%
This is unnecessary / waste of time / money / resources	19	6%
Safer / more pleasant for cyclists and pedestrians	13	4%
Concerns about lack of access/disruptions for emergency services	10	3%
A one-way system needs to be implemented	10	3%
Concerns over causing problems for parking zones (causing hazards / disputes / lack of parking)	9	3%
Taxis should not be exempt	6	2%
Concerns over vandalism	6	2%
Negatively affects public transport services	6	2%
Listen to what citizens want / we did not agree to this	5	2%
Other	34	10%
Not answered	32	10%



SM7 Leopold Street

The main comments disagreed with the proposal in general (31%), followed by the plan will / has increased traffic and congestion (25%).

Table 29: Q31. If you have a comment about the SM7 Leopold Street filter, please use the box below. (All responding n=300)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	92	31%
Plan will / has increased traffic and congestion	74	25%
Plan will / has increased pollution / worsen air quality	54	18%
Will / has already resulted in increased journey times and costs	45	15%
Support / agree with / can see the benefits	40	13%
Plan has / will disrupt residents daily life / cause residents stress	38	13%
This is unnecessary / waste of time, money, and resources	26	9%
Plan will displace traffic and pollution to surrounding areas	24	8%
Another solution is needed	14	5%
Concerns for local businesses / economy	13	4%
Too much risk	11	4%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	9	3%
Infringement on rights / liberties / freedom of movement	9	3%
Concerns about lack of access/disruptions for emergency services	8	3%
Negative opinion of bollards	7	2%
LTNs will / are affecting my job / income	5	2%
Not answered	28	9%



SM8 Magdalen Road

The main comments given were that the LTNs should be removed (24%), followed by the plan will / has increased traffic and congestion (21%).

Table 30: Q32. If you have a comment about the SM8 Magdalen Road (two-way) filter, please use the box below. (All responding n=371)

	No. Responses	% Responses
Should be removed/LTNs should be removed	88	24%
Plan will / has increased traffic and congestion	77	21%
Will / has already resulted in increased journey times and costs	63	17%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	54	15%
Plan will / has increased pollution / worsen air quality	52	14%
A one-way system should be implemented/is preferable	47	13%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	44	12%
Negative opinion of ANPR / object to them	43	12%
Concerns for local businesses / economy	42	11%
Restrictive/unfair/inconvenient for residents	40	11%
Plan will displace traffic and pollution to surrounding areas	38	10%
This will negatively impact people's lives e.g., bad for wellbeing, mental health etc.	29	8%
Support / can see the benefits/positive response	26	7%
Not answered	25	7%
This is unnecessary / waste of time, money, and resources	24	6%
Safer / more pleasant for cyclists and pedestrians	23	6%
Prefer a physical barrier / keep the bollards	22	6%
Undemocratic / infringement on rights / privacy / freedom of movement	19	5%
Other	19	5%
Concerns about lack of access / disruptions for emergency services	14	4%
Divisive – divides community/benefits few at expense of many	14	4%
Taxis shouldn't be exempt	12	3%
Concerns for elderly / (hidden)disabled /young children / those with illnesses	11	3%
Concern over vandalised bollards / damage increasing	10	3%
Public transport needs general improvement		2%
Support ANPR	8	2%
Difficulty entering Oxford from surrounding / rural areas	8	1%
Disabled/blue badge holders should be exempt	5	1%



SM9 Barnet Street and SM10 Howard Street

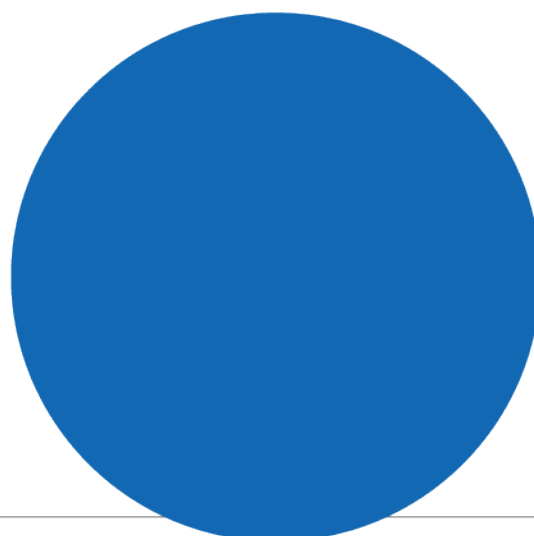
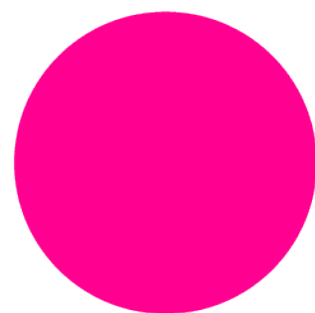
The main sentiment of the comments was a general disagreement with the proposals (24%), followed by the plan will / has increased traffic and congestion (18%).

Table 31: Q33. If you have a comment about the SM9 Barnet Street and SM10 Howard Street (contraflow, cycle way and two-way section) filter, please use the box below. (All responding n=326)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefit	77	24%
Plan will / has increased traffic and congestion	59	18%
Will / has already resulted in increased journey	50	15%
Plan will / has increased pollution / worsen air quality	47	14%
Support/agree with/can see the benefits	44	13%
Plan will displace traffic and pollution to surrounding areas	40	12%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	35	11%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	27	8%
A one-way system needs to be implemented	26	8%
Disagree with restrictions on residents	23	7%
This is unnecessary / waste of time / money / resources	23	7%
Safer / more pleasant for cyclists and pedestrians	21	6%
Concerns for local businesses / economy	19	6%
This will negatively impact people's lives e.g., bad for wellbeing, mental health etc.	19	6%
Infringement on rights / liberties / freedom of movement	16	5%
Discriminatory/divisive/only benefits a minority	16	5%
Has reduced noise/air pollution/traffic	11	3%
Against installing ANPR – fears it could be abuse	9	3%
Would like to see ANPR introduced	9	3%
Concerns about lack of access/disruptions for emergency services	8	2%
Would like the bollards to remain	8	2%
Negatively affects public transport services	5	2%
Other	75	23%
Not answered	24	7%



Views on the proposed changes to the experimental east Oxford LTN areas





This section asked respondents about their views on the proposed changes to the experimental east Oxford LTN areas

Overview

Oxfordshire County Council used feedback from the trial to date and meetings with various stakeholders and partners to review the impact of the east Oxford LTNs and propose some changes as part of the summer 2023 consultation.

These changes would only be implemented if the decision was made to make the LTNs permanent.

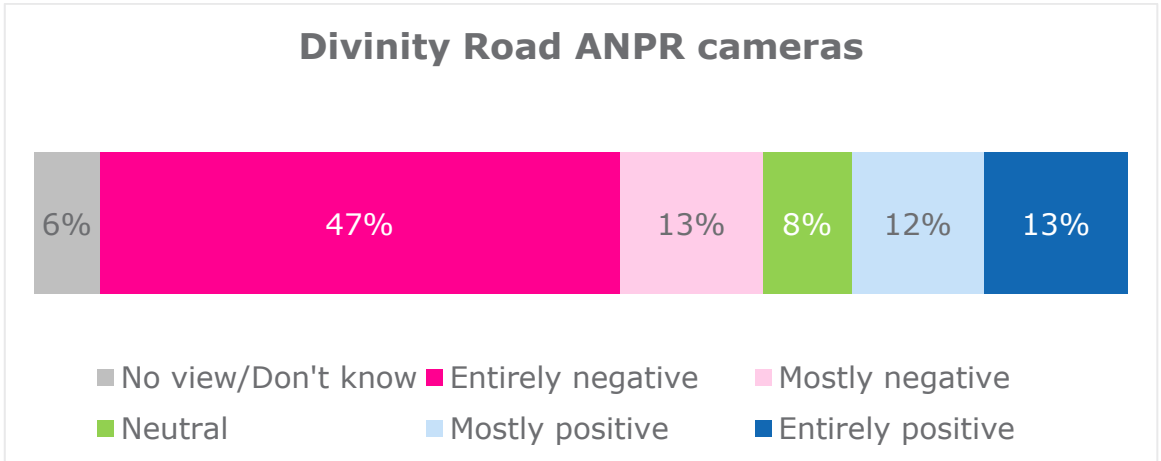
The council is proposing to:

- replace the bollards in Divinity Road, James Street and Magdalen Road with ANPR cameras.
- introduce bollards and / or planters at the junction of Jeune Street and St. Clement's Street and make Jeune Street two-way south of the restriction.
- relocate a residential parking bay in Marston Street.
- and move the restriction on Bullingdon Road to the southwest.

Divinity Road ANPR cameras

Twenty five percent of respondents had positive views on the proposed ANPR cameras for the Divinity Road filter in east Oxford (13% entirely positive, 12% mostly positive). Sixty percent of respondents had negative views (13% mostly negative, 47% entirely negative). Eight percent were neutral about the proposal and 4% didn't have a view.

Figure 14: Q34. Which of the following best describes your view on the ANPR cameras proposed for the Divinity Road filter in east Oxford? (All responding n=2,043)



Individuals were significantly more likely to have positive views than businesses and other organisations (26% individuals, 10% organisations), whereas they had significantly more



negative views than individuals (60% individuals, 84% organisations), as shown in the table below.

Table 32: Q34. Which of the following best describes your view on the ANPR cameras proposed for the Divinity Road filter in east Oxford? (All responding n=)

Respondent type	Individuals (1970)	Businesses (61)
Entirely positive	14%	7%
Mostly positive	12%	3%
Neutral	9%	0%
Mostly negative	13%	13%
Entirely negative	47%	70%
Don't know	2%	5%
No view on this LTN area	4%	2%
NET: Positive	26%	10%
NET: Negative	60%	84%

Divinity Road ANPR cameras by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged <25 (29%) and 25-34 were most positive (29%), whereas respondents who preferred not to say what their age was were most negative (80%), as shown below.

	<25 (51)	25-34 (250)	35-44 (428)	45-54 (432)	55-64 (386)	65-74 (296)	75+ (170)	PNTS (71)
NET: Positive	29%	29%	28%	22%	22%	28%	25%	13%
NET: Negative	59%	55%	58%	64%	63%	59%	64%	80%

Gender

- All genders were more negative in their views than positive, although males (31%) were significantly more positive than females (25%) and those who preferred not to say (11%).
- Respondents who preferred not to say what their gender was (78%) were significantly more negative than both females (59%) and males (57%).

	Female (850)	Male (916)	Prefer not to say (218)
NET: Positive	25%	31%	11%
NET: Negative	59%	57%	78%



Ethnicity

- Respondents of Asian and Black ethnicities were most negative in their views about the ANPR cameras proposed for the Divinity Road filter.

	Asian / Asian British (104)	Black / Black British (6)	Chinese (10)	Mixed / multiple (35)	White (1432)	PNTS (379)
NET: Positive	15%	0%	30%	31%	30%	11%
NET: Negative	81%	83%	70%	57%	55%	77%

Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (78%, 71% compared with 55% respectively).

	Day to day activities limited a lot (114)	Day to day activities limited a little (215)	Day to day activities not limited (1455)
NET: Positive	15%	21%	29%
NET: Negative	78%	71%	55%

Blue badge holders

- Blue badge holders were significantly more negative (73%) than non-blue badge holders (60%) in their views on the ANPR cameras proposed for the Divinity Road filter.

	Blue Badge holder (71)	Non-Blue Badge holder (1905)
NET: Positive	18%	26%
NET: Negative	73%	60%

Carers

- Carers were significantly more negative (75%) than non-carers (56%) in their views on the ANPR cameras proposed for the Divinity Road filter.

	Carer (257)	Non-carer (1606)
NET: Positive	15%	29%
NET: Negative	75%	56%

Location

- Respondents living elsewhere in east Oxford were significantly more negative than the locations within the LTN area (68% compared with Divinity Road: 57%, St. Mary's: 54%, and St. Clement's: 40%).
- Respondents living within the St. Clement's LTN area were most positive in their views (37%), closely followed by the Divinity Road LTN area (34%), however views were more negative than positive for residents living in all areas.



	Divinity Road LTN area (309)	St. Mary's LTN area (158)	St. Clement's LTN area (425)	Elsewhere in east Oxford (597)
NET: Positive	34%	27%	37%	20%
NET: Negative	57%	54%	40%	68%

Further comments

- The most frequent theme coming from respondents was concern that the ANPR cameras would be ignored/abused or vandalised (16%) or generally disagreed with the proposals (15%).
- Positively, respondents said that it was better for emergency services (14%) and generally supported/agreed with the proposals (14%).

Table 33: Q35. Please provide comments to support your view on the proposal to install ANPR cameras at Divinity Road below (All responding n=1478)

	No. Responses	% Responses
Concerned that it will be ignored / abused / vandalised	237	16%
Disagree with proposal(s) / cannot see the benefits	223	15%
Better for emergency services	210	14%
Support / agree with / can see the benefits	207	14%
Prefer bollards/physical barrier over ANPR (more effective/feel safer etc.)	164	11%
Just a money spinner / negative view of extra income for the council	150	10%
Plan will / has increased traffic and congestion	147	10%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	125	8%
Taxis should not be exempt	117	8%
Remove all restrictions and return to normal with no LTNs	106	7%
Will require enforcement / policing	99	7%
Concerned people will get caught out if they don't know the area	94	6%
Infringement on rights / liberties / freedom of movement	94	6%
Concerned about increase in dangerous driving e.g., speeding	88	6%
Concerned over extra costs involved	79	5%
Disagree with exemptions / too many exemptions will undermine the scheme	77	5%
Disagree with extra surveillance	75	5%
Exemptions needed (e.g., taxis, deliveries etc.)	70	5%
Does not believe the plan will work / fines won't deter bad drivers	69	5%
Plan will / has increased pollution / worsen air quality	67	5%
Plan will displace traffic and pollution to surrounding areas	66	4%



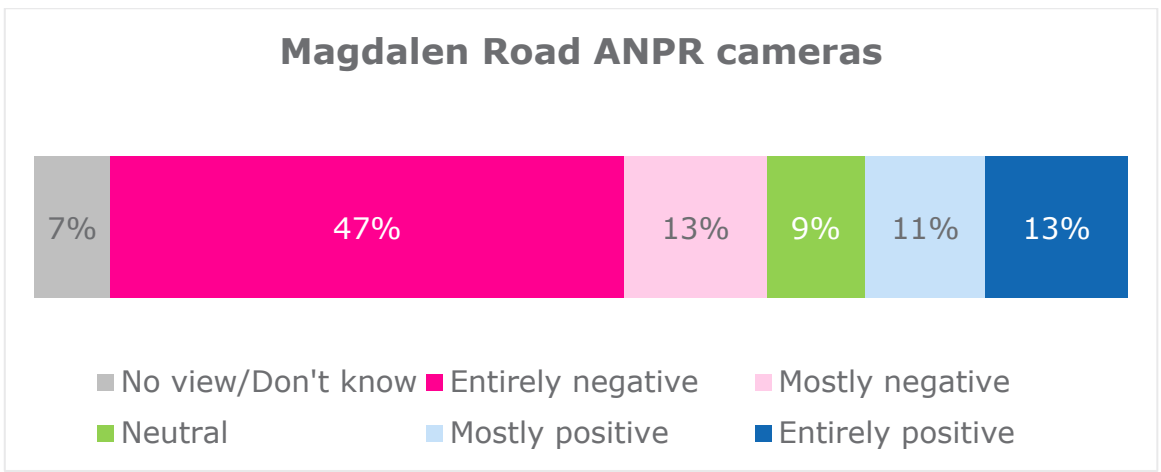
	No. Responses	% Responses
Waste of time / money	64	4%
Increased journey time	57	4%
Divisive / benefits few at expense of many	54	4%
ANPR will make no difference/there would be no change	54	4%
Will help enforce the rules	52	4%
Traffic should be allowed to flow freely	49	3%
Residents should be exempt	48	3%
Will have a negative effect on people's lives (e.g., extra costs/inconvenience/wellbeing etc.)	44	3%
More general information required	43	3%
Blue badge holders / carers should be exempt	42	3%
More information needed about exemptions	34	2%
Concerns over negative effect on local businesses	33	2%
Clear and visible signage needed alongside ANPR	33	2%
Public transport needs general improvement	32	2%
Will help the bollards from being damaged / they won't have to keep being replaced	30	2%
Funds would be better spent on other council services (e.g., potholes/housing etc.)	30	2%
Concerns about the negative effect of restrictions on disabled / elderly people	22	1%
A one-way system needs to be implemented	20	1%
ANPR should be supported by remote controlled/electric bollards that can be lowered for emergency access etc.	20	1%
Better infrastructure needed	15	1%
Switching to ANPR will result in an increase in anti-social behaviour / conflict	15	1%
Will discourage/reduce active travel / will increase car use	15	1%
Cars are sometimes a necessary and essential part of everyday life	14	1%
More information needed about residents passes	11	1%
Concerned residents will be fined for using their road / accessing their properties	9	1%
Council could easily abuse / change the system for the worse	8	1%
Positive view of extra income for the council	8	1%
Will enable residents to have full access to Divinity Road	8	1%
Will increase noise pollution	8	1%
Other	138	9%
Not answered	31	2%



Magdalen Road ANPR cameras

Twenty four percent of respondents had positive views on the proposed ANPR cameras for the Magdalen Road filter in east Oxford (13% entirely positive, 11% mostly positive). Sixty percent of respondents had negative views (13% mostly negative, 47% entirely negative). Nine percent were neutral about the proposal and 7% didn't have a view.

Figure 15: Q36. Which of the following best describes your view on the ANPR cameras proposed for the Magdalen Road filter in east Oxford? (All responding n=2,023)



Individuals were significantly more likely to have positive views than businesses and other organisations (26% individuals, 10% organisations), whereas they had significantly more negative views than individuals (60% individuals, 84% organisations), as shown in the table below.

Table 34: Q36. Which of the following best describes your view on the ANPR cameras proposed for the Magdalen Road filter in east Oxford? (All responding n=).

Respondent type	Individuals (1953)	Businesses (58)
Entirely positive	13%	7%
Mostly positive	12%	2%
Neutral	9%	0%
Mostly negative	13%	12%
Entirely negative	46%	76%
Don't know	2%	3%
No view on this LTN area	5%	0%
NET: Positive	24%	9%
NET: Negative	59%	88%



Magdalen Road ANPR cameras by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged 25-34 were most positive (31%), whereas respondents who preferred not to say what their age was were most negative (80%), as shown below.

	<25 (51)	25-34 (248)	35-44 (427)	45-54 (431)	55-64 (382)	65-74 (291)	75+ (164)	PNTS (71)
NET: Positive	27%	31%	27%	21%	19%	24%	23%	11%
NET: Negative	59%	53%	58%	64%	63%	57%	62%	80%

Gender

- All genders were more negative in their views than positive.
- Respondents who preferred not to say what their gender was (78%) were significantly more negative than both females (57%) and males (57%).

	Female (843)	Male (906)	Prefer not to say (216)
NET: Positive	24%	28%	11%
NET: Negative	57%	57%	78%

Ethnicity

- Respondents of Asian ethnicities and those who preferred not to say were most negative in their views about the ANPR cameras proposed for the Magdalen Road filter.

	Asian / Asian British (103)	Black / Black British (6)	Chinese (10)	Mixed / multiple (35)	White (1416)	PNTS (376)
NET: Positive	15%	0%	30%	29%	28%	11%
NET: Negative	80%	67%	70%	60%	54%	77%

Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (78%, 68% compared with 54% respectively).

	Day to day activities limited a lot (114)	Day to day activities limited a little (211)	Day to day activities not limited (1442)
NET: Positive	16%	20%	28%
NET: Negative	78%	68%	54%



Blue badge holders

- Blue badge holders were significantly more negative (72%) than non-blue badge holders (59%) in their views on the ANPR cameras proposed for the Magdalen Road filter.

	Blue Badge holder (69)	Non-Blue Badge holder (1889)
NET: Positive	19%	25%
NET: Negative	72%	59%

Carers

- Carers were significantly more negative (76%) than non-carers (55%) in their views on the ANPR cameras proposed for the Magdalen Road filter.

	Carer (254)	Non-carer (1592)
NET: Positive	12%	28%
NET: Negative	76%	55%

Location

- Respondents living within the St. Clement's LTN area were most positive in their views (37%), however views were more negative than positive for residents living in all areas.
- Respondents living elsewhere in east Oxford were significantly more negative than those living in the locations within the LTN area (68% compared with Divinity Road 46%, St. Mary's 53%, and St. Clement's 43%).

	Divinity Road LTN area (300)	St. Mary's LTN area (154)	St. Clement's LTN area (424)	Elsewhere in east Oxford (600)
NET: Positive	27%	27%	37%	20%
NET: Negative	46%	53%	43%	68%

Further comments

- The most frequent theme in respondents' comments was that exemptions were needed for certain groups, e.g., emergency services, residents (16%), closely followed by general disagreements with the proposal (15%).

Table 35: Q37. Please provide comments to support your view on the proposal to install ANPR cameras in Magdalen Road below: (All responding n=1,301)

	No. Responses	% Responses
Exemptions needed e.g., emergency services, residents etc.	210	16%
Disagree with proposal(s) / can't see the benefits / remove them	191	15%



	No. Responses	% Responses
Support / agree with / can see the benefits	113	9%
This is unnecessary / waste of time, money, and resources	111	9%
Plan will / has increased traffic and congestion	103	8%
will cause them stress / issues	99	8%
Just a money spinner / negative view of extra income for the council	93	7%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	74	6%
Will require enforcement / policing	70	5%
Concerns people could abuse the system e.g., illegal plates / obscuring plates etc.	68	5%
The bollards need to more robust / permanent	63	5%
Concerns for local businesses / economy	62	5%
Plan will / has increased pollution / worsen air quality	58	4%
Infringement on rights / liberties / freedom of movement	57	4%
Concerned about increase in dangerous driving e.g., speeding	55	4%
Plan will displace traffic and pollution to surrounding areas	50	4%
ANPR cameras could cause confusion	48	4%
ANPR cameras would be better than physical barriers / bollards	47	4%
Will / has already resulted in increased journey times and costs	41	3%
This is an important route / Traffic should be allowed to flow freely	40	3%
Concerns that the bollards will be vandalised	36	3%
rich will pay fines and poor will sit in traffic	24	2%
Signage needs to be improved e.g., made clearer	24	2%
A one-way system needs to be implemented	21	2%
Lack of faith in the council / doesn't believe results from the survey will be listened to	21	2%
This could discourage / stop vandalism	20	2%
Improve the road infrastructure e.g., speed bumps, potholes etc.	19	1%
Public transport needs general improvement	16	1%
Other	7	1%
Not answered	250	19%

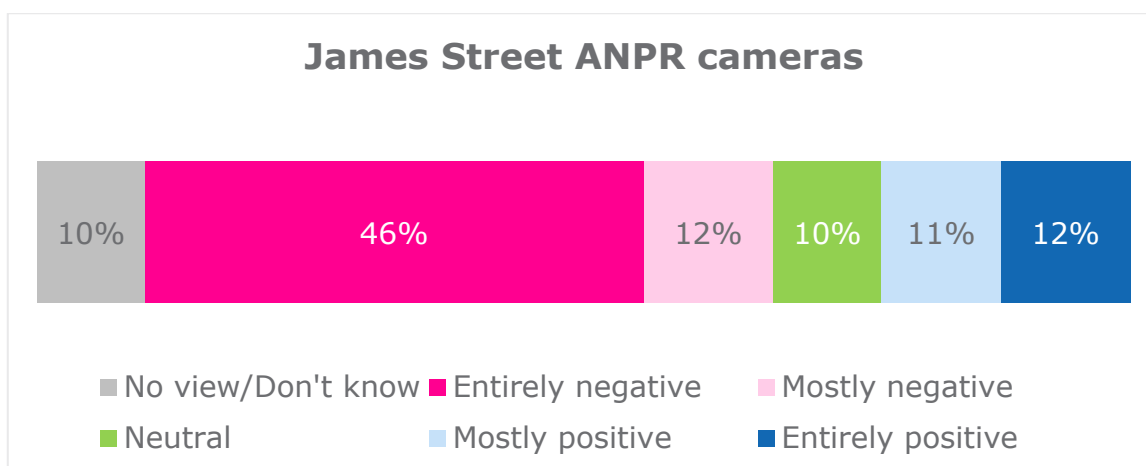




James Street ANPR cameras

Less than 25% of respondents had positive views on the proposed ANPR cameras for the James Street filter in east Oxford (12% entirely positive, 11% mostly positive). Around 60% of respondents had negative views (12% mostly negative, 46% entirely negative). Ten percent were neutral about the proposal and 10% didn't have a view.

Figure 16: Q38. Which of the following best describes your view on the ANPR cameras proposed for the James Street filter in east Oxford? (All responding n=2,012)



Individuals were significantly more likely to have positive views than businesses and other organisations (23% individuals, 8% organisations), whereas they had significantly more negative views than individuals (88% individuals, 57% organisations), as shown in the table below.

Table 36: Q38. Which of the following best describes your view on the ANPR cameras proposed for the James Street filter in east Oxford? (All responding n=).

Respondent type	Individuals (1941)	Businesses (59)
Entirely positive	12%	7%
Mostly positive	11%	2%
Neutral	10%	0%
Mostly negative	12%	17%
Entirely negative	45%	71%
Don't know	3%	2%
No view on this LTN area	7%	2%
NET: Positive	23%	8%
NET: Negative	57%	88%



James Street ANPR cameras by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged 25-34 were most positive (29%), whereas respondents who preferred not to say what their age was were most negative (79%), as shown below.

	<25 (51)	25-34 (250)	35-44 (421)	45-54 (433)	55-64 (375)	65-74 (290)	75+ (164)	PNTS (71)
NET: Positive	25%	29%	25%	19%	19%	24%	21%	10%
NET: Negative	59%	51%	56%	63%	60%	53%	57%	79%

Gender

- All genders were more negative in their views than positive.
- Respondents who preferred not to say what their gender was (76%) were significantly more negative than both females (55%) and males (54%).

	Female (838)	Male (903)	Prefer not to say (215)
NET: Positive	22%	27%	10%
NET: Negative	55%	54%	76%

Ethnicity

- Respondents of Black (83%) and Asian (78%) ethnicities, closely followed by those who preferred not to say were most negative in their views about the ANPR cameras proposed for the James Street filter.

	Asian / Asian British (101)	Black / Black British (6)	Chinese (10)	Mixed / multiple (35)	White (1410)	PNTS (375)
NET: Positive	13%	0%	30%	23%	27%	10%
NET: Negative	78%	83%	70%	54%	51%	75%

Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (76%, 66% compared with 51% respectively).

	Day to day activities limited a lot (113)	Day to day activities limited a little (209)	Day to day activities not limited (1436)
NET: Positive	14%	19%	26%
NET: Negative	76%	66%	51%



Blue badge holders

- Blue badge holders were significantly more negative (67%) than non-blue badge holders (57%) in their views on the ANPR cameras proposed for the James Street filter.

	Blue Badge holder (69)	Non-Blue Badge holder (1880)
NET: Positive	19%	23%
NET: Negative	67%	57%

Carers

- Carers were significantly more negative (73%) than non-carers (53%) in their views on the ANPR cameras proposed for the James Street filter.

	Carer (252)	Non-carer (1584)
NET: Positive	12%	26%
NET: Negative	73%	53%

Location

- Respondents living within the St. Clement's LTN area were most positive in their views (34%), however views were more negative than positive for residents living in all areas.
- Respondents living elsewhere in east Oxford were significantly more negative than the locations within the LTN area (67% compared with Divinity Road: 42%, St. Mary's: 50%, and St. Clement's: 40%).

	Divinity Road LTN area (299)	St. Mary's LTN area (155)	St. Clement's LTN area (419)	Elsewhere in east Oxford (592)
NET: Positive	24%	28%	34%	19%
NET: Negative	42%	50%	40%	67%

Further comments

- Many respondents expressed either general disagreement for the plan (29%), another 12% did not believe the plan will work / or felt that fines won't deter bad drivers.
- Over one in ten responses indicated general support for the scheme (12%).

Table 37: Q39. Please provide comments to support your view on the proposal to install ANPR cameras in James Street below: (All responding n=1,171)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	337	29%
Support / agree with / can see the benefits	144	12%



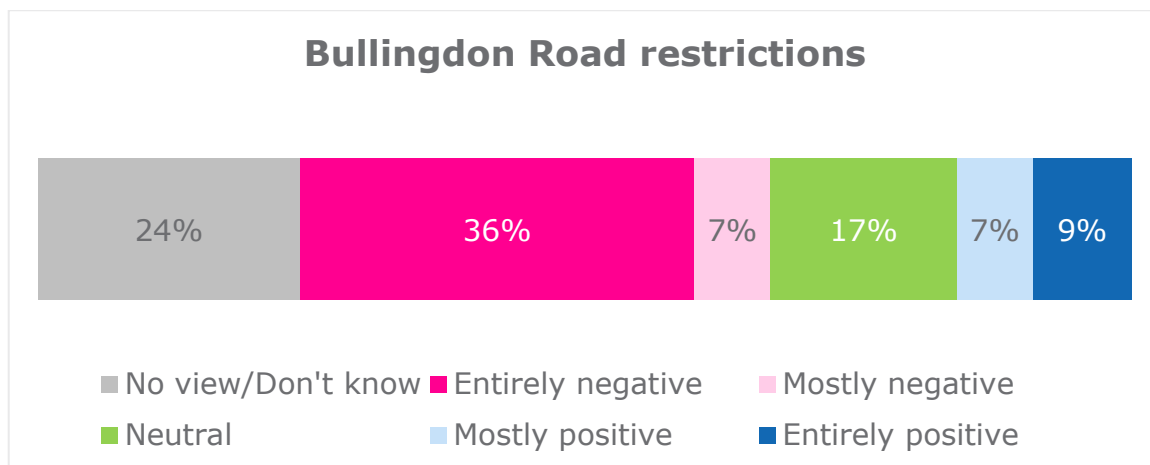
	No. Responses	% Responses
Doesn't believe the plan will work / fines won't deter bad drivers	136	12%
Concerned that it will be ignored / abused / vandalised	103	9%
Just a money spinner / negative view of extra income for the council	103	9%
Plan will displace traffic and pollution to surrounding areas	100	9%
Better for emergency services	83	7%
Concerned over extra costs involved	69	6%
Traffic should be allowed to flow freely	63	5%
More information needed about exemptions	52	4%
Infringement on rights / liberties / freedom of movement	49	4%
Concerns over how it will be enforced	48	4%
Exemptions needed e.g., taxis, deliveries etc.	48	4%
Disagree with extra surveillance	44	4%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	37	3%
Plan will / has increased pollution / worsen air quality	37	3%
Concerned people will get caught out if they don't know the area	29	2%
Other methods of preventing traffic flow are more suitable e.g., bollards	29	2%
Will help enforce the rules	22	2%
Will be harder to abuse / vandalise	19	2%
Will enable residents to have full access the area	16	1%
Cars are sometimes a necessary and essential part of everyday life	12	1%
Concerned about increase in dangerous driving e.g., speeding	11	1%
Concerned residents will be fined for using their road / accessing their properties	11	1%
More general information required	10	1%
Public transport needs general improvement	9	1%
A one-way system needs to be implemented	6	1%
Will encourage more car use / cars on the road	5	<1%
Safer to walk/cycle	5	<1%
Other	19	2%
Don't know	20	2%
Not answered	251	21%



Bullington Road restrictions

Sixteen percent of respondents had positive views on the proposal to relocate the restrictions on Bullington Road in east Oxford (9% entirely positive, 7% mostly positive). Forty three percent of respondents had negative views (7% mostly negative, 36% entirely negative). 17% percent were neutral about the proposal and 24% didn't have a view.

Figure 17: Q40. Which of the following best describes your view on the proposal to move the restrictions on Bullington Road in east Oxford? (All responding n=1,993)



Individuals were significantly more likely to have positive views than businesses and other organisations (17% individuals, 3% organisations), whereas they had significantly more negative views than individuals (42% individuals, 78% organisations), as shown in the table below.

Table 38: Q40. Which of the following best describes your view on the proposal to move the restrictions on Bullington Road in east Oxford? (All responding n=).

Respondent type	Individuals (1923)	Businesses (59)
Entirely positive	9%	3%
Mostly positive	7%	0%
Neutral	18%	3%
Mostly negative	6%	15%
Entirely negative	36%	63%
Don't know	6%	3%
No view on this LTN area	17%	12%
NET: Positive	17%	3%
NET: Negative	42%	78%



Bullington Road restrictions by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged 25-34 were most positive (21%), whereas respondents who preferred not to say what their age was were most negative (64%), as shown below.

	<25 (51)	25-34 (245)	35-44 (418)	45-54 (429)	55-64 (376)	65-74 (285)	75+ (164)	PNTS (72)
NET: Positive	12%	21%	18%	14%	14%	18%	13%	6%
NET: Negative	51%	37%	41%	45%	48%	36%	45%	64%

Gender

- Respondents who preferred not to say what their gender was (61%) were significantly more negative than both females (40%) and males (40%).

	Female (826)	Male (895)	Prefer not to say (218)
NET: Positive	16%	19%	7%
NET: Negative	40%	40%	61%

Ethnicity

- Respondents of Asian / Asian British (77%) and Black / Black British (75%) ethnicities were most negative in their views about moving the restrictions on Bullington Road.

	Asian / Asian British (100)	Black / Black British (4)	Chinese (10)	Mixed / multiple (35)	White (1395)	PNTS (374)
NET: Positive	8%	0%	20%	9%	19%	9%
NET: Negative	77%	75%	50%	46%	35%	62%

Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (70%, 50% compared with 36% respectively).

	Day to day activities limited a lot (113)	Day to day activities limited a little (207)	Day to day activities not limited (1423)
NET: Positive	11%	14%	18%
NET: Negative	70%	50%	36%



Blue badge holders

- Blue badge holders were significantly more negative (62%) than non-blue badge holders (42%) in their views about moving the restrictions on Bullingdon Road.

	Blue Badge holder (68)	Non-Blue Badge holder (1860)
NET: Positive	18%	16%
NET: Negative	62%	42%

Carers

- Carers were significantly more negative (64%) than non-carers (37%) in their views about moving the restrictions on Bullingdon Road.

	Carer (250)	Non-carer (1569)
NET: Positive	10%	18%
NET: Negative	64%	37%

Location

- Respondents living within the St. Clement's LTN area were most positive in their views (22%), however views were more negative than positive for residents living in all areas.
- Respondents living elsewhere in east Oxford were significantly more negative than the locations within the LTN area (53% compared with Divinity Road: 24%, St. Mary's: 37%, and St. Clement's: 29%).

	Divinity Road LTN area (299)	St. Mary's LTN area (150)	St. Clement's LTN area (419)	Elsewhere in east Oxford (586)
NET: Positive	15%	18%	22%	14%
NET: Negative	24%	37%	29%	53%

Further comments

- Respondents provided general disagreement (15%) for the moving of the restrictions on Bullingdon Road; more wide-ranging comments were provided, but by fewer respondents for each.

Table 39: Q41. Please provide comments to support your view on the proposal to move the restrictions on Bullingdon Road below: (All responding n=798).

	No. Responses	% Responses
Disagree with proposal(s) / remove them	122	15%
This is unnecessary / waste of time, money, and resources	73	9%
Does not think it will work / unrealistic	64	8%
Plan will / has increased traffic and congestion	52	7%
Have to drive further / detours / more difficult	47	6%



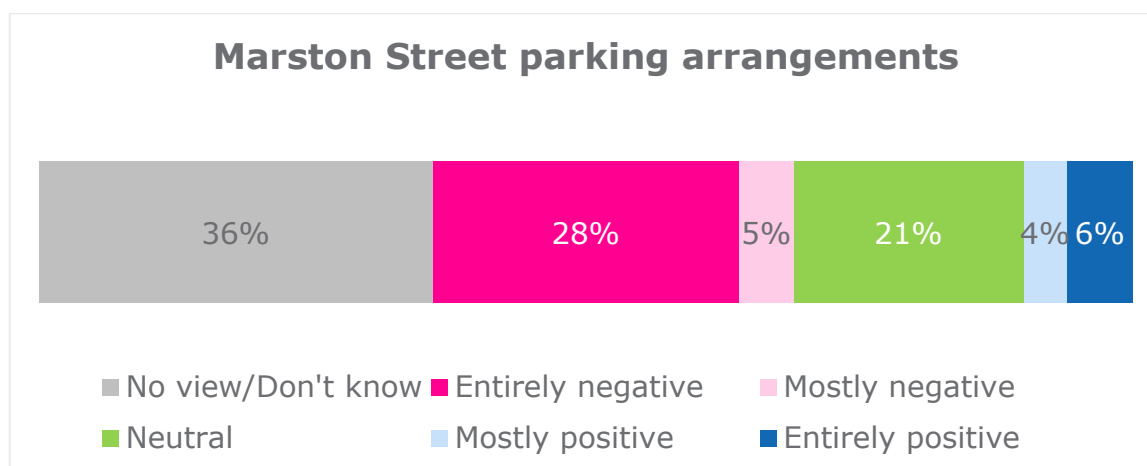
	No. Responses	% Responses
Plan will displace traffic and pollution to surrounding areas	46	6%
Plan will / has increased pollution / worsen air quality	41	5%
Infringement on rights / liberties / freedom of movement	39	5%
Just a money spinner / negative view of extra income for the council	39	5%
Support ANPR	35	4%
Support / agree with / can see the benefits	34	4%
Concerns for local businesses / economy	32	4%
Need for information / don't understand the aim or what you are trying to achieve	30	4%
Traffic should be allowed to flow freely	27	3%
Negative opinion of ANPR / object to them	26	3%
Exemptions needed e.g., emergency services, taxis, residents etc.	25	3%
Plan has / will disrupt residents daily life / cause residents stress	25	3%
don't live there or use the area often	24	3%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	18	2%
Concerned that it will be ignored / abused / vandalised	17	2%
Will be divisive to communities / only benefits a few	16	2%
Concerned over extra costs involved	15	2%
Concerns over how it will be enforced	15	2%
Cars are sometimes a necessary and essential part of everyday life	15	2%
Disagree with exemptions/too many exemptions will undermine the scheme	15	2%
Public transport needs general improvement	13	2%
Concerns about lack of access / disruptions for emergency services	11	1%
Plan has / will reduce the number of cars / traffic on the roads	11	1%
Disagree with extra surveillance	10	1%
A one-way system needs to be implemented	9	1%
Plan will result / has already resulted in parking difficulties	9	1%
Safer / more pleasant for cyclists and pedestrians	9	1%
Will help enforce the rules	8	1%
Improve infrastructure (inc. for pedestrians and cyclists)	7	1%
More information needed about residents passes / exemptions	6	1%
Reducing the amount of cars on the road is a good idea	6	1%
Leave the bollards where they are	5	1%
Other	35	4%
Not answered	134	17%



Marston Street parking arrangements

Only 10% of respondents had positive views on the proposed change to the parking arrangements on Marston Street in east Oxford (6% entirely positive, 4% mostly positive). Thirty three percent of respondents had negative views (5% mostly negative, 28% entirely negative). Twenty one percent were neutral about the proposal and 36% didn't have a view.

Figure 18: Q42. Which of the following best describes your view on changing the parking arrangements on Marston Street in east Oxford? (All responding n=1,989)



Individuals were significantly more likely to have positive views than businesses and other organisations (11% individuals, 0% organisations), whereas they had significantly more negative views than individuals (32% individuals, 67% organisations), as shown in the table below.

Table 40: Q42. Which of the following best describes your view on changing the parking arrangements on Marston Street in east Oxford? (All responding n=)

Respondent type	Individuals (1921)	Businesses (58)
Entirely positive	7%	0%
Mostly positive	4%	0%
Neutral	21%	9%
Mostly negative	5%	9%
Entirely negative	28%	59%
Don't know	10%	3%
No view on this LTN area	26%	21%
NET: Positive	11%	0%
NET: Negative	32%	67%



Marston Street parking arrangements by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged 25-34 were most positive (15%), whereas respondents who preferred not to say what their age was were most negative (46%).

	<25 (51)	25-34 (246)	35-44 (421)	45-54 (426)	55-64 (375)	65-74 (281)	75+ (163)	PNTS (70)
NET: Positive	12%	15%	10%	8%	10%	10%	7%	3%
NET: Negative	31%	30%	34%	36%	39%	23%	33%	46%

Gender

- Respondents who preferred not to say what their gender was (53%) were significantly more negative than both females (29%) and males (31%).

	Female (828)	Male (895)	Prefer not to say (213)
NET: Positive	10%	12%	5%
NET: Negative	29%	31%	53%

Ethnicity

- Respondents of Black (80%) ethnicities were most negative in their views about changing the parking arrangements on Marston Street.

	Asian / Asian British (100)	Black / Black British (5)	Chinese (10)	Mixed / multiple (33)	White (1392)	PNTS (374)
NET: Positive	5%	0%	20%	0%	12%	5%
NET: Negative	67%	80%	50%	36%	26%	48%

Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (59%, 38% compared with 27% respectively).

	Day to day activities limited a lot (111)	Day to day activities limited a little (210)	Day to day activities not limited (1414)
NET: Positive	5%	7%	12%
NET: Negative	59%	38%	27%



Blue badge holders

- Positive views were similar for both blue badge holders (9%) and non-blue badge holders (10%), albeit relatively low.
- However, blue badge holders were significantly more negative (47%) than non-blue badge holders (32%) about changing the parking arrangements on Marston Street.

	Blue Badge holder (68)	Non-Blue Badge holder (1856)
NET: Positive	9%	10%
NET: Negative	47%	32%

Carers

- Carers were significantly more negative (48%) than non-carers (28%) in their views about changing the parking arrangements on Marston Street.

	Carer (252)	Non-carer (1559)
NET: Positive	6%	11%
NET: Negative	48%	28%

Location

- Respondents living elsewhere in east Oxford were significantly more negative than those living within the LTN area (53%), and St. Mary's LTN residents (30%) were significantly more negative compared with Divinity Road (11%) and St. Clement's (20%).

	Divinity Road LTN area (297)	St. Mary's LTN area (151)	St. Clement's LTN area (412)	Elsewhere in east Oxford (586)
NET: Positive	11%	13%	12%	9%
NET: Negative	11%	30%	20%	42%

Further comments

- Respondents provided general disagreement (34%) to the proposed change to parking in Marston Street, but generally fewer respondents commented than for the other proposals.

Table 41: Q43. Please provide comments to support your view on the proposed change to parking in Marston Street below: (All responding n=587)

	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	197	34%
This is unnecessary / waste of time, money, and resources	78	13%
Support / agree with / can see the benefits	67	11%
Plan will result / has already resulted in parking difficulties	55	9%

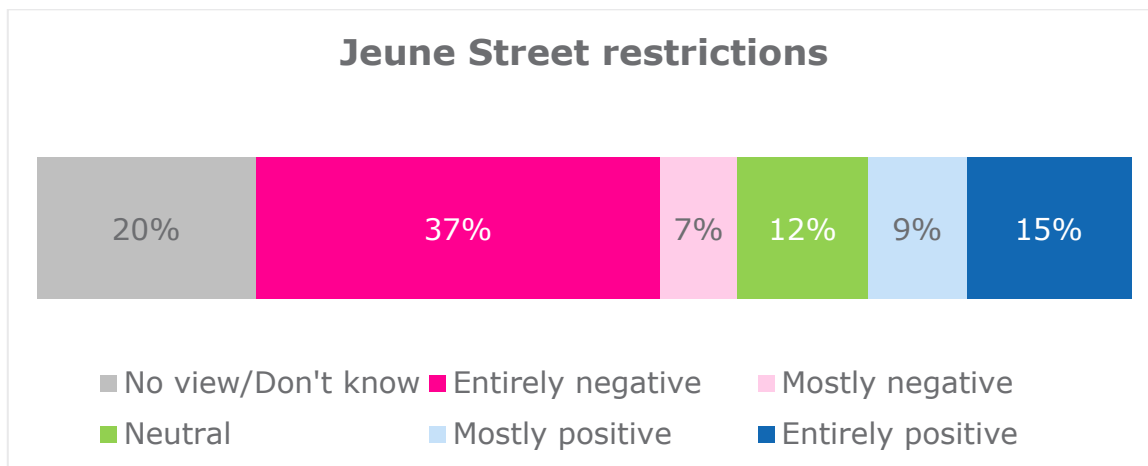


	No. Responses	% Responses
Plan will / has increased traffic and congestion	53	9%
Will / has already resulted in increased journey times and costs	38	6%
Concerns for local businesses / economy	32	5%
Plan will / has increased pollution / worsen air quality	32	5%
Plan will displace traffic and pollution to surrounding areas	28	5%
Other	16	3%
Not answered	157	27%

Jeune Street restrictions

Twenty five percent of respondents had positive views on the proposal to place a traffic restriction (bollards and / or planters) at the St. Clement's Street end of Jeune Street in east Oxford and make Jeune Street two-way south of the restriction (15% entirely positive, 9% mostly positive). Over 40% of respondents had negative views (7% mostly negative, 37% entirely negative). Twelve percent were neutral about the proposal and 20% didn't have a view.

Figure 19: Q44. Which of the following best describes your view on the proposal to place a traffic restriction (bollards and / or planters) at the St. Clement's Street end of Jeune Street in east Oxford, and make Jeune Street two-way south of the restriction? (All responding n=1,994)





Individuals were significantly more likely to have positive views than businesses and other organisations (24% individuals, 3% organisations), whereas they had significantly more negative views than individuals (43% individuals, 80% organisations), as shown in the table below.

Table 42: Q44. Which of the following best describes your view on the proposal to place a traffic restriction (bollards and / or planters) at the St. Clement's Street end of Jeune Street in east Oxford, and make Jeune Street two-way south of the restriction? (All responding n=)

Respondent type	Individuals (1925)	Businesses (59)
Entirely positive	15%	2%
Mostly positive	9%	2%
Neutral	12%	5%
Mostly negative	7%	10%
Entirely negative	36%	69%
Don't know	6%	3%
No view on this LTN area	14%	8%
NET: Positive	24%	3%
NET: Negative	43%	80%

Jeune Street restrictions by demographic

Results for the different demographics are summarised below.

Age

- Respondents aged 25-34 were most positive (21%), whereas respondents who preferred not to say what their age was were most negative (64%), as shown below.

	<25 (50)	25-34 (244)	35-44 (422)	45-54 (425)	55-64 (382)	65-74 (284)	75+ (163)	PNTS (70)
NET: Positive	34%	30%	26%	22%	22%	27%	13%	3%
NET: Negative	40%	41%	42%	45%	49%	36%	52%	70%

Gender

- Respondents who preferred not to say what their gender was (67%) were significantly more negative than both females (42%) and males (39%).

	Female (831)	Male (896)	Prefer not to say (215)
NET: Positive	21%	30%	9%
NET: Negative	42%	39%	67%



Ethnicity

- Of all the ethnicities identified, white respondents were most positive about the Jeune Street proposal (28%), closely followed by Mixed / multiple (26%), however negative comments outweighed positive ones for all groups.
- Respondents of Black and Asian ethnicities, closely followed by those who preferred not to say were most negative in their views about moving the restrictions on Bullingdon Road (100% and 78% respectively).

	Asian / Asian British (101)	Black / Black British (5)	Chinese (10)	Mixed / multiple (35)	White (1395)	PNTS (375)
NET: Positive	12%	0%	20%	26%	28%	14%
NET: Negative	76%	100%	70%	43%	35%	66%

Day-to-day activities

- Respondents whose day-to-day activities were limited either a little or a lot were significantly more likely to be negative in their views than those whose activities weren't limited (72%, 54% compared with 36% respectively).

	Day to day activities limited a lot (109)	Day to day activities limited a little (209)	Day to day activities not limited (1423)
NET: Positive	9%	18%	29%
NET: Negative	72%	54%	36%

Blue badge holders

- Blue badge holders were significantly more negative (67%) than non-blue badge holders (43%) in their views about the Jeune Street restrictions.

	Blue Badge holder (67)	Non-Blue Badge holder (1865)
NET: Positive	13%	25%
NET: Negative	67%	43%

Carers

- Carers were significantly more negative (60%) than non-carers (38%) in their views about the Jeune Street restrictions.

	Carer (250)	Non-carer (1570)
NET: Positive	15%	27%
NET: Negative	60%	38%



Location

- Respondents living within the LTN areas were more positive than those living elsewhere in east Oxford in their views, and this is one of the few proposals where positive views outweigh negative ones for Divinity Road LTN area residents (33% positive compared with 15% negative) and St. Clement's area residents (29% compared with 25%).
- Respondents living elsewhere in east Oxford were significantly more negative than the locations within the LTN area (57% compared with Divinity Road 15%, St. Mary's 45%, and St. Clement's 25%).

	Divinity Road LTN area (294)	St. Mary's LTN area (153)	St. Clement's LTN area (414)	Elsewhere in east Oxford (592)
NET: Positive	33%	37%	29%	18%
NET: Negative	15%	45%	25%	57%

Further comments

- Respondents provided general disagreement (19%) for the proposals to place a traffic restriction (bollards and / or planters) at the St. Clement's Street end of Jeune Street in east Oxford and make Jeune Street two-way south of the restriction; with a slightly lower proportion seeing the benefits of the proposal / supporting it (15%).

Table 43: Q45. Please provide comments to support your view on the proposals to place a traffic restriction (bollards and / or planters) at the St. Clement's Street end of Jeune Street in east Oxford, and make Jeune Street two-way south of the restriction below: (All responding n=867)

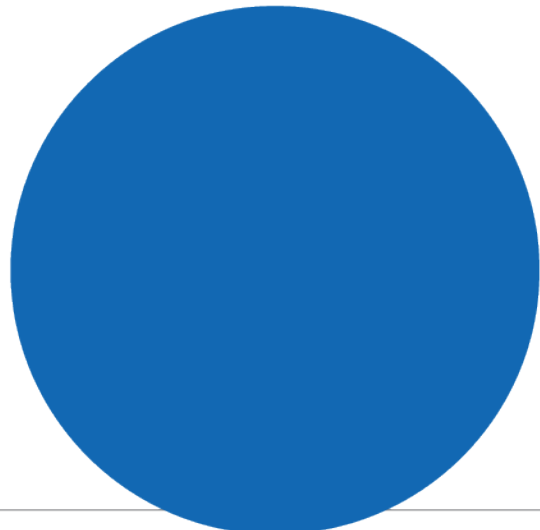
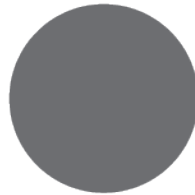
	No. Responses	% Responses
Disagree with proposal(s) / can't see the benefits / remove them	166	19%
Support/agree with / can see the benefits	127	15%
Plan will / has increased traffic and congestion	94	11%
Plan will displace traffic and pollution to surrounding areas	78	9%
Does not think it will work/unrealistic	77	9%
Disagree with restrictions on residents - will cause them stress / issues	69	8%
This is unnecessary / waste of time, money, and resources	68	8%
Plan will / has increased pollution / worsen air quality	63	7%
This filter will help solve the problem of drivers turning right onto St. Clement's Street	40	5%
Concerns about safety for everyone (cyclists / pedestrians / drivers)	38	4%
Will / has already resulted in increased journey times and costs	38	4%
Concerns for local businesses / economy	30	3%
Just a money spinner / negative view of extra income for council	26	3%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	20	2%



	No. Responses	% Responses
This will ease the flow of traffic	20	2%
A one-way system needs to be implemented	19	2%
Concerns for elderly / (hidden)disabled / young children / those with illnesses	15	2%
Disagree with extra surveillance	13	1%
Cars are sometimes a necessary / essential part of everyday life	11	1%
Concerned over extra costs involved	10	1%
Concerns about lack of access / disruptions for emergency services	9	1%
Public transport needs general improvement	9	1%
Safer to walk / cycle	9	1%
Concern over vandalised bollards/damage increasing	5	1%
Other	44	5%
Not answered	112	13%



Views on ANPR cameras





The proposal to replace some physical closures with automatic number plate recognition (ANPR) cameras generated comments from all areas, whether they were proposed there or not. Here we detail some comments (both for and against) from respondents in different areas:

Some respondents would prefer to see ANPR cameras in place over bollards/planters as they feel that these are less intrusive and less prone to vandalism. However, there were also suggestions from some that having some kind of physical barrier in place would be more likely to result in effective enforcement. Some suggested there could be the potential benefit of emergency service vehicles being able to quickly drive through if ANPR cameras were used over barriers, but others advised that having cameras could put pedestrians and cyclists at risk if motorists were to ignore the cameras.

"I am mindful that the ANPR proposal results from ongoing engagement with the emergency services. This matters significantly, especially if people in the LTN area need an ambulance or a fire service vehicle. However, the most impatient drivers, and especially those willing to vandalise LTN bollards will also simply drive through the ANPR and ignore any fines. This will make the area less safe for families, pedestrians, and cyclists."

(Proposal for Divinity Road, Individual, elsewhere in east Oxford)

"If the healthcare professionals are entitled to drive through ANPR cameras, this is positive."

(Proposal for Divinity Road, Individual, elsewhere in east Oxford)

"If our trade is not permitted to be allowed through the ANPR camera along Magdalen Road, then our views are negative, and we DO NOT support these proposals. We will only support these proposals if we are granted access through this road when the camera is installed."

(Proposal for Magdalen Road, On behalf of an interest group)

"Why ANPR Cameras? What not an alternative of raising / lowering bollards at different times of the day? Emergency services could use installed remotes to lower the bollards when needed."

(Proposal for James Street, Business, St. Mary's LTN area)

"ANPR is a gross invasion of privacy, a profligate waste of money and are just another attempt to introduce LTNs which are neither helpful nor desired. We need routes opened up to allow traffic to flow freely and unimpeded by planters, ANPR or bollards."

(Proposal for James Street, Individual, not living in Oxford)



"No ANPR it does not work!!! It is not then sufficiently safe for cyclists. Keep as permanent filters please!!!"

(Proposal for Bullingdon Road, Individual, St. Clement's LTN area)

"Stops people from almost being hit by traffic as the right turn onto St. Clements or ANPR to catch offenders."

(Proposal for Bullingdon Road, Individual, Divinity Road LTN area)

"Better than a bollard. Not as good as a road that can be used for through traffic. If you have to have ANPR, let's allow vans used for business to go through - not make life difficult for the working people of Oxford."

(Proposal for Bullingdon Road, Business, Divinity Road LTN area)

"The bollard works great at blocking all traffic, the only use for an ANPR camera would be to stop mopeds."

(Proposal for Marston Street, Individual, Divinity Road LTN area)

"This is an appalling waste of taxpayers' money. LTNs benefit only a few people living on one street to the detriment of everyone else living and working in the city. Installing ANPR cameras is Orwellian. I have zero faith that the responses to this survey will be listened to, and this will be pushed through, like the last time. Even if public opinion is so set against their implementation."

(Proposal for Jeune Street, Individual, elsewhere in east Oxford)

"You have to use ANPR cause the bollard and planter vandalism is rampant."

(Proposal for Jeune Street, Individual, not living in Oxford)

"ANPR or Bollard I couldn't care less it is the LTN as a whole I have issue with. If residents that live within the ring road could have free 24hr access (even access most of the time with 'rush hour' restrictions would help) through all the LTN's then I would be all for it as it would be stopping the 'rat running' of commuters from further afield and force those people to use arterial routes without victimising local residents. You already have most of our details for CPZ parking permits across the city so it would not be difficult to implement a 'ticket / pass' ANPR system to allow unrestricted access to those of us that live within the ring road or for delivery companies to register with to be given access. Heck even charge an annual fee for the permit if you must like with the CPZ parking permits! at least then that didn't want to pay don't have to and can use the other routes."

(Proposal for Jeune Street, Individual, elsewhere in Oxford)



Verbatims

This section highlights some of the key themes from the consultation with example verbatims.

Concerns

Plan will increase traffic / congestion.

"The East Oxford LTNs have clearly displaced a lot of traffic to Morrell Avenue and (therefore) St. Clements, leading to severe congestion at 'popular' travel times. Pollution from standing traffic must be increased during these times, buses and taxis are held-up, and drivers are generally frustrated, particularly at the junction of Morrell Avenue and St. Clements, where the 'box junction' rules for passage of traffic is seldom observed, if ever."

Will result in increased journey times and costs.

"The increase in traffic along Iffley Rd and St Clements had led to an unacceptable increase in journey times for school buses using that route. My daughter was rarely late for school before the introduction of the LTNs but was frequently late afterwards. As a direct consequence [REDACTED] and we have had to find alternative ways of getting her to school.

Time spent travelling is taking away from personal life / working hours

"I spend on average 2 hours a day in traffic. Before the LTNs I would be 30 minutes a day. How can this be good for the environment and the economy. Those 2 hours a day is 2 hours unpaid for me, so I now only work a 6 hour day and lose 2 hours work which is substantial in a cost of living crisis."

"Placing any restrictions of motorists is causing more delays, pollution for people to go about daily life. People need to work, and this is costing money for businesses."

The traffic / pollution has / will move to other areas of the city.

"The LTNs increase the journey time for everyone that drives through the area. I also suffer from asthma and can feel that the air quality decreased massively from all the pollution caused by standstill traffic. I also always notice emergency vehicles getting stuck in traffic due to the LTNs. I haven't ever spoke to anyone that had a positive view on the LTNs."

Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)

"Getting to essential services (hospital, rubbish dump), the train station, hardware shops etc now requires much longer journeys hence adding significantly to pollution and traffic. Emergency services and delivery services have been significantly delayed. I have always cycled and walked where possible and the LTNs have not



increased this. in fact I would say that the cycling environment in particular has degraded - the side streets were safe and quiet before the LTNs but now the main routes (Cowley, Iffley roads and The Plain) have become more crowded, polluted, and unpleasant to cycle on."

Concerns for elderly / (hidden) disabled / young children / those with illnesses.

"I don't go anywhere on the other side of an LTN, the pavements need repair, blocked by wheelie bins; it's unsafe to use my wheelchair in the road. Since LTN, no tradesmen, plumbers, electricians or visitors, and carers are late by hours. No drop curbs to cross the road, wheelie bins block paths and entire footpaths assigned to parked vehicles. Only one way out is 45 mins to get that first mile away from home, unless you go out of town to countryside 10.00 to 14.00 and drive back in home after 4 that seems ok, but it's a very restricted existence."

"I struggle with walking long distances and feel that I am being forced to walk further than I can by the LTNs. I also have difficulty standing so waiting longer for a taxi is problematic and very anxiety provoking for me. If anything, I have used more taxis and driven further as I feel more anxious about the travel time."

"I have been stuck in traffic for 45 minutes on journeys that previously took 5-10 minutes. I have a life threatening disease, and this is uncomfortable and anxiety provoking, especially as I need to get to medical appointments on time."

"Since the introduction of LTNs it is extremely difficult as a disabled person to access this area of Oxford for work, to see friends and to go to the cinema etc. As all the side streets are now inaccessible from Cowley Road and no additional blue badge parking spaces have been added to Cowley Road, I have to drive further to find a space to park and often the distances I then need to walk make Cowley Road inaccessible to me. The policy of introducing LTNs has made absolutely no additional / compensatory provision for blue badge holders. The situation, which was already extremely poor, is now much worse. The enormous increase in congestion and traffic in the area because of the LTNs adds to the situation exponentially."

Disagree with restrictions on residents / will cause stress / problems for residents.

"Traffic used to last a couple of hours peak time prior to the introduction of LTNs, now it's up to 19:00-20:00hrs, how is this cutting down on pollution? I feel like a prisoner in my own home and can't open windows."

"It has made my car journey much longer now so cost me more in fuel, my time, and more pollution due to how long I'm sat in long ques for my journey. I absolutely hate it as it's causing me stress and anxiety. I can't use taxis either as they cost too much now as they are having to use longer route and stuck in traffic so taxi costs are ridiculous."

Dangerous cyclists / scooters / dangerous for cyclists

"As there is less traffic, cycles and scooters ride very fast on Southfield and Divinity Roads and this is dangerous."



"Have witnessed millions of near misses created by cyclist, scooters, and electric bikes because there is TOO much bike, scooter and electric bikes all jammed on certain roads. It was SO much safer without LTNS Also there is much more pollution on the roads now roads are blocked with traffic."

Concerns about lack of access / disruptions for emergency services.

"The horror that is St Clement's traffic jams increasing pollution and delaying emergency services as well as increasing my journey times. It's not just the neighbourhood but the city this impacts."

This will split up communities

"Dividing communities, driving traffic on to few main roads, unfair on local residents."

"My neighbourhood has been split in two - in fact the council garage I rent is now on the other side of an LTN despite being 1 min walk away - to use the garage for storage I now have to drive either out to the ring road and back into town or into the Plain roundabout and back out again."



Positives

Safer / easier for cyclists / pedestrians.

"Walking has become much more pleasant as there is so much less traffic."

"The road is much more pleasant to cycle and walk along, I have noticed only a slight increase in traffic on the main roads and most of that is, in my opinion, a throwback from Covid restrictions and now the Botley road closure."

Plan has / will decrease pollution / make the air cleaner.

"Safer to use road and pavement, less air pollution, less noise pollution, friendlier neighbourhood - I would consider moving if the LTNs are unsuccessful as I feel I can no longer go back to Divinity Road being used as a cut-through by so many commuters. It would be unbearable and decrease my life significantly."

Will / has reduced the amount of cars / traffic on the roads / quieter.

"Has made neighbourhood safer, quieter and generally much more amicable."

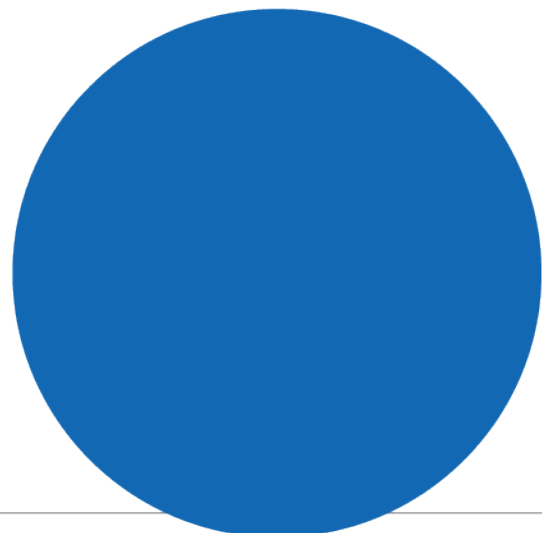
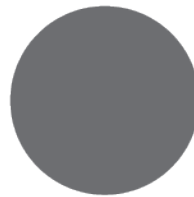
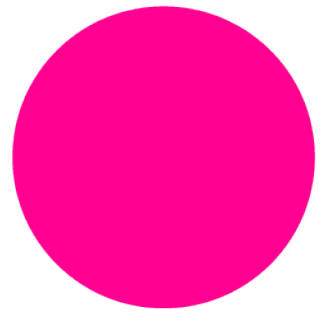
"It is safer to walk and cycle, quieter and cleaner now cars do not rat run through St. Mary's. changes wonderful!"

They have improved our community spirit / no more angry drivers.

"The LTNs have transformed the area into a safer and more community oriented area. They make the streets safer and cleaner and as a commuter who does drive out of Oxford on the Iffley Road I feel that they have made the traffic on that road better rather than the worse conditions some predicted."



Email and letter responses





In addition to the feedback received from questionnaire returns, 139 emails and letters were received with comments about the proposals. 103 were from individuals and 36 from stakeholders. These responses were not included in the questionnaire survey analysis as the feedback they contained was more general overviews on the plans or supplementary feedback to completed survey responses.

The emails have been grouped by Oxfordshire County Council as supporting, opposing or being neutral about the proposed schemes. We have summarised each group in turn below.

Neutral

There were 73 email responses falling into the “neutral” category, the majority being from members of the public (53), three were from businesses or organisations, six were from councillors and three were from interest groups. The content of these were mainly requests for a paper / email survey, issues with the survey itself, and general comments about the LTNs that are in place, e.g., missing, or vandalised bollards, locked / unlocked locations, which are not included here.

“I see that there is a plan to replace the Bollard in Divinity Road with an Automatic Number Plate Recognition Camera. Will this camera be used only to allow emergency services to travel through this area, or will the residents of the Divinity Road Area also be allowed to travel through this area?” (Member of public)



Support

There were 21 emails fitting the “support” category, mainly from members of the public (19), one from a councillor and one from an interest group. Some of these emails were also reporting damage to current fixtures and are not included here:

“I support all the work you have been doing around LTNs and was heartened to see the new research showing that it reduces driving - but I understand this will only happen if the bollards actually stay in place.” (Member of public)

Oppose

There were 25 emails falling into the “oppose” category. Sixteen were from members of the public and six were from businesses; other categories were councillors (two) and one school.

Two of the businesses and the school sent lengthier submissions in the form of letters attached to emails. We have summarised these below.

Other comments included:

“I have done many a survey on the LTN’s and consider it a waste of time to do more. It appears from other consultations you do not listen to the majority and go ahead whatever. It is obvious that people do not want / like what you are doing, hence the vandalism which is meaning you are wasting so much money trying to sort. Making everyone go round the ring road is causing more pollution as it is a constant queue and if you bring in the crazy bus gate scheme it will not cope. Oxford businesses are suffering but you don’t seem to care. To get to the hospitals is hopeless and only going to get worse. I could go on and on, but not worth it as I know you do not listen. Basically you are driving everyone away, I live in Abingdon and dread the traffic in peak times on the A34 and southern bypass.” (Member of public)

“I wish to travel between CPZ CT and CPZ CS. This could be a very long way when the Bartholomew Road BUS-GATE is operating 24/7. Could we please be allowed through the bus-gate out of hours, I had it in mind that from 6.30pm to 8am (the times when the parking restrictions on CPZs are relaxed). You are cramping the social lives of elderly and disabled local people by adding a mile or two to local journeys by car in the evening. Could Blue Badge drivers go through the bus-gate again to save extra miles and extra pollution. Note that the AA used to recommend Bartholomew Road as the natural route from Littlemore to Blackbird Leys.” (Member of public)



Support / oppose part of the scheme

There were 19 responses supporting or opposing one part of the scheme. Mainly support for the LTNS, and opposition to ANPR cameras or taxis being allowed access or not.

“Firstly, as the LTN consultation comes to an end, may I thank you for your vision and initiative in developing the traffic management and calming schemes across East Oxford and Cowley. These are sorely needed to reduce motor traffic and improve air quality in residential areas, and to support environmental targets. I'm concerned however about how the proposals for replacing bollards with ANPR gates have been introduced, and their potential to undermine the very basis of a Low Traffic Neighbourhood.” (Member of public)

“I remain worried about the taxi exemption for the Cowley area LTNs, so equally for my local Divinity Road LTN.” (Member of public)

Specific stakeholder responses

Transport

Stagecoach and Go Ahead/Oxford Bus Company

The organisations' letter evidenced longer journey times and reduced passenger numbers due to the LTNs. Overall support was voiced for the principle behind the LTN strategy, but they don't feel that it's achieving its goal. Alternative proposals from them included more bus lanes, and parking and / or loading restrictions.

C.O.L.T.A

C.O.L.T.A expressed its desire for the Hackney Carriage trade to be given access through roads marked for the ANPR cameras on the three roads in the east Oxford area.

Education

Magdalen College School

The school's letter said that the schemes currently in place were causing disruption to bus travel and resulting in significantly longer journeys. This was causing problems with their partnership work within the community as long journeys meant that pupils didn't get back in time for the end of the school day. They also affected physical activity because the LTNs prevented timely travel to sporting facilities on the outskirts of the city. Safety of cycling had been impacted in a negative way due to increased traffic numbers. Also, staff had seen commuting time increase, with little or no better alternative to driving being evident.

Oxford Brookes University

The University's response supported the strategies and policies to help improve the environment around Oxford. However, they raised concerns about slower bus journeys and increased traffic congestion since the LTNs were introduced, which seemed to be resulting in the city being a less desirable place for people to visit, live and work (including current and prospective university employees deciding not to work there). Increased traffic had made it dangerous for more sustainable forms of transport (e.g., cyclists, e-



scooters, walkers). Alternatives to the physical LTNs were supporting the recommendations of the emergency services for ANPR technology.

Emergency services

Thames Valley Police

The response detailed that east Oxford's low traffic neighbourhoods had placed considerable burden on the force, including from criminal activity, assaults, and protests, along with general complaints from members of the public to their contact centre.

They would like to see ANPR camera technology deployed at all locations rather than physical restrictions to allow them to uninterrupted response to call outs.

Oxfordshire Fire & Rescue Service

OFRS provided a general comment continuing to support the use of ANPR cameras to allow the negotiation of LTN sites.

South Central Ambulance Service (SCAS)

SCAS said they were happy to support the project, given the potential health and wellbeing benefits. They valued ongoing engagement and regular meetings with Oxfordshire County Council and relevant councillors. They also went on to show support for the introduction of ANPR cameras as it allows unobstructed movements around Oxford city, whilst still supporting the concept of LTNs.

Business

Midcounties Co-operative

Again, the letter supports the proposed traffic filters, but the organisation voiced concern that they need to be balanced with the impact on shopping behaviours and people's livelihoods. They go on to say the filters implemented have had a measurable negative impact on sales and profitability because of significant traffic congestion negatively affecting local businesses.

Interest Groups

Change.org

There are over 500 supporters of a petition on Change.org – "Do not dismantle our LTNs!" calling on Oxfordshire County Council and Cabinet Member for Highway Management Andrew Gant to:

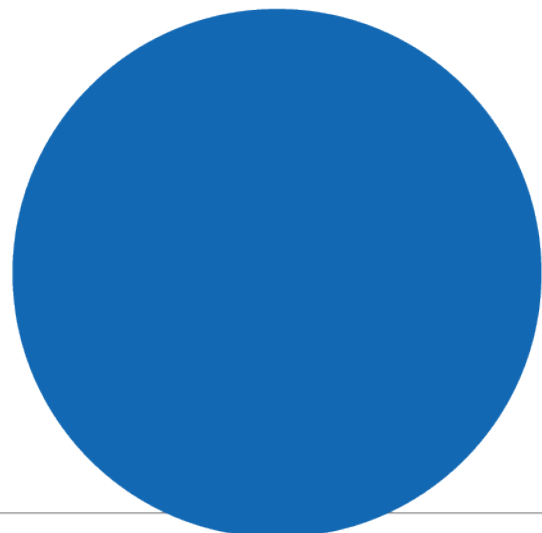
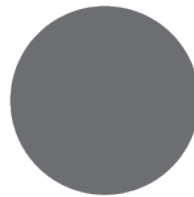
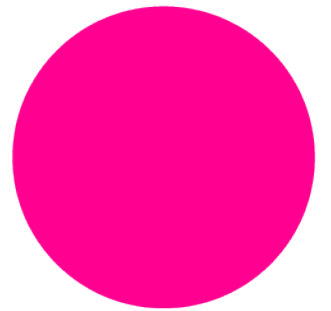
- leave the timber bollards in place to protect all age groups (including children) who cycle, scoot, use mobility scooters and walk through our neighbourhoods.
- reject any proposal to open up the LTNs to further motor vehicles, such as taxis.

They don't think there is a reason to compromise. They believe that the LTNs are working fine and will work even better once the city-wide bus gates are introduced.

They believe that ANPR barriers will not feel as safe as a physical barrier.



Appendix A:





Questionnaire



Survey for the six week traffic regulation order consultation on the east Oxford low traffic neighbourhoods – June 2023

Introduction

We are asking for people's views on proposed changes to the east Oxford low traffic neighbourhoods (LTNs), and for feedback on the impact of the scheme since new bollards were introduced in March 2023.

This survey is open from **12 noon on Monday 5 June to 5pm on Thursday 20 July 2023** and only needs to be completed once. We encourage you to read the supporting information before having your say.

To view or download the supporting documents and complete this survey online visit: letstalk.oxfordshire.gov.uk/east-oxford-ltns-2023 You can also request paper copies of any documents using the contact details below.

Once you have completed this survey, you can return it to us by dropping the survey off at Oxfordshire County Library (in the Westgate) and Cowley Library, or posting it for free (as no stamp is needed) by writing this address as **one line** in the middle of an envelope:

Freepost OXFORDSHIRE COUNTY COUNCIL

Please also write '**East Oxford LTNs six week consultation**' on the top left corner of the envelope, so we can easily identify what is inside.

All responses must be received by **5pm on Thursday 20 July 2023** when the consultation closes.

Alternative formats:

We know that some people cannot, or find it difficult to, take part in online consultations or need things in a different format such as large print, Easy Read, audio, braille or a different language, to have their say.

If you, or anyone you know needs an alternative format of this survey or consultation document, paper copies of the consultation document or help with sharing their thoughts, please email eastoxfordltn@oxfordshire.gov.uk or call Oxfordshire County Council's customer services team on 0345 310 1111 who will find the right person to get back to you.

Part 1 – What capacity are you responding in?

In the first part of this survey, we would like to find out a bit more about you and what has motivated you to respond today.

Q1. Please select one of the following that best describes the capacity you are completing the survey in:

(choose any one option) (required)

- As an individual
- As a business, faith organisation,
charity/organisation or education
establishment
- As part of an interest group, campaign
group or campaign organisation
- As a parish, town, district or County
councillor

Other, please provide further details:

Q2. If you are responding as an individual, do you live in any of the following?

If you are unsure if you live in an east Oxford LTN area, please check first by referring to the maps provided.

(Tick one box only) (required)

- Divinity Road LTN area
- St Mary's LTN area
- St Clement's LTN area

Elsewhere in East Oxford

No

Q3. Please enter the road only where you currently live:

Q4. If you are responding as a representative of a business, group, education establishment or organisation, please provide further details:

Please provide your name and the name of the establishment:

Q5. Is your business, faith organisation, charity/organisation or education establishment in any of the following?

If you are unsure if your organisation is based in an east Oxford LTN area, please check first by referring to the maps provided.

(choose any one option) (required)

Divinity Road LTN area

St Mary's LTN area

St Clement's LTN area

Elsewhere in East Oxford

No

Q6. Please enter the road only where the business, faith organisation, charity/organisation or education establishment you are responding on behalf is based

Q7. If you are responding as a councillor, please give your name and the parish or town/ward or division you represent below:

Your name:

Area you represent:

Part 2 – Tell us about your travel habits

The second section of the survey asks two questions about your travel habits within any of the experimental east Oxford LTN areas in a personal or professional capacity (ie. relating to your job, business, school, group, organisation etc.).

Q8. We would like to know if the experimental trial LTNs have led to a change in your travel habits. Please take a moment to fill out the following table. This question applies to any journeys you make that go through or within the LTN areas, in a personal or professional capacity.

(required)

Select the most applicable option in each row.

Increased frequency	Decreased frequency	Stayed the same	Do not use this method of travel
----------------------------	----------------------------	------------------------	---

Car (as driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car (as passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mini-bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi (including as driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike or moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mobility scooter/wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E-scooter or push scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9. Please add any additional comments about your travel habits during the LTNs trial.

Part 3 – Your views on the experimental east Oxford LTN areas

In part three of the survey, we would like to hear your views on the three experimental east Oxford LTN areas now that the wooden bollards have been installed. These bollards were installed in March 2023. You will also have the

opportunity to provide feedback on one or all of the 14 individual traffic filters within the three east Oxford LTN areas.

Q10. Which of the following best describes your views on the Divinity Road LTN area, in east Oxford?

Please look at the plans of filter locations before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this LTN area
Divinity Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11. Please provide comments to support your view on the Divinity Road area LTN below:

Q12. Which of the following best describes your views on the St Clement's LTN area in east Oxford?

Please look at the plans of filter locations before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this LTN area
St Clement's	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q13. Please provide comments to support your view on the St Clement's area LTN below:

Q14. Which of the following best describes your views on the St Mary's LTN area in east Oxford?

Please look at the plans of filter locations before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this LTN area
St Mary's	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q15. Please provide comments to support your view on the St Mary's area LTN below:

Q16. Do you want to comment on any of the 14 individual traffic filters within the three east Oxford LTN areas?

You will see a full list of the filters in each area on the following pages and you have the option to comment on one or all of those filters. You will then have the option to do the same for another LTN area until you have provided all of your comments. You do not have to provide comments on all filters.

(choose any one option)

Yes

No

Q17- Do you have any comments to make about the Divinity Road LTN area?

(choose any one option)

Yes

No

Answer this question only if you have chosen Yes for Do you have any comments to make about the Divinity Road LTN area?

Q18. If you have a comment about the DR1 Divinity Road filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the Divinity Road LTN area?

Q19. If you have a comment about the DR2 Southfield Road filter, please use the box below. (Leave blank if you have no comment to make.)

Q20. Do you have any comments to make about the St Clement's LTN area?

(choose any one option)

Yes

No

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Clement's LTN area?

Q21. If you have a comment about the SC1 Rectory Road (contraflow, cycle way and two-way section) filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Clement's LTN area?

Q22. If you have a comment about the SC2 Princes Road filter, please use the box below. (Leave blank if you have no comment to make.)

Q23. Do you have any comments to make the St Mary's LTN area?

(choose any one option)

Yes

No

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q24. If you have a comment about the SM1 Circus Road filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q25. If you have a comment about the SM2 Temple Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q26. If you have a comment about the SM3 Stockmore Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q27. If you have a comment about the SM4 Marston Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q28. If you have a comment about the SM5 James Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q29. If you have a comment about the SM6 Bullingdon Road filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q30. If you have a comment about the SM7 Leopold Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q31. If you have a comment about the SM8 Magdalen Road (two way) filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

Q32. If you have a comment about the SM9 Barnet Street and SM10 Howard Street (contraflow, cycle way and two-way section) filter, please use the box below. (Leave blank if you have no comment to make.)

Part 4 – Your views on the proposed changes to the experimental east Oxford LTN areas

In part four of the survey, we would like to hear your views on the following proposed changes to the three experimental east Oxford LTN areas.

Location		Proposed change
Divinity Road LTN area	Divinity Road	Bollard removed and replaced with an ANPR camera to enforce the restriction.

St Clement's LTN area	Jeune Street	New traffic restriction proposed. Introduction of bollards and/or planters at the junction with St Clement's Street. Jeune Street to be made two-way south of the restriction.
St Mary's LTN area	James Street	Bollard removed and replaced with an ANPR camera to enforce the restriction.
	Marston Street	Relocation of the residential parking bay located to the south of the business entrance to outside number 47 Marston Street.
	Bullington Road	Move existing restriction along Bullington Road to the southwest, to a point east of the junction with Hurst Street.
	Magdalen Road	Bollard removed and replaced with an ANPR camera to enforce the restriction.

These changes would only go ahead if the decision were made to make the LTNs permanent.

Q33. Which of the following best describes your view on the ANPR cameras proposed for the Divinity Road filter in east Oxford?

Please look at the plan before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this proposal
Divinity Road ANPR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q34. Please provide comments to support your view on the proposal to install ANPR cameras at Divinity Road below:

Q35. Which of the following best describes your view on the ANPR cameras proposed for the Magdalen Road filter in east Oxford?

Please look at the plan before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this proposal
Magdalen Road ANPR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q36. Please provide comments to support your view on the proposal to install ANPR cameras in Magdalen Road below:

Q37. Which of the following best describes your view on the ANPR cameras proposed for the James Street filter in east Oxford?

Please look at the plans before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this proposal
James Street ANPR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q38. Please provide comments to support your view on the proposal to install ANPR cameras in James Street below:

Q39. Which of the following best describes your view on the proposal to move the restrictions on Bullingdon Road in east Oxford?

Please look at the plans before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this proposal
Bullingdon Road restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q40. Please provide comments to support your view on the proposal to move the restrictions on Bullingdon Road below:

Q41. Which of the following best describes your view on changing the parking arrangements on Marston Street in east Oxford?

Please look at the plans before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this proposal
Marston Street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q42. Please provide comments to support your view on the proposed change to parking in Marston Street below:

Q43. Which of the following best describes your view on the proposal to place a traffic restriction (bollards and/or planters) at the St Clement's end of Jeune Street in east Oxford, and make Jeune Street two way south of the restriction?

Please look at the plans before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this proposal
Jeune Street restriction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q44. Please provide comments to support your view on the proposals to place a traffic restriction (bollards and/or planters) at the St Clement's end of Jeune Street in east Oxford, and make Jeune Street two way south of the restriction below:

Thank you for your feedback on the east Oxford LTNs we would now like to ask some questions about you

Q45 How did you find out about this consultation? (Choose all that apply)

- Facebook
- Twitter
- Instagram
- LinkedIn
- NextDoor
- Letter
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Local news item (newspaper, online, radio, tv)
- Radio advert
- Oxfordshire County Councillor District Councillor
- Parish or town councillor
- Local community news item
- Poster / information in local library
- Local community group / organisation
- Friend / relative
- Other (please specify)

Part 4 – About You

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities.

If you do not wish to provide any of this information, please select prefer not to say.

All information given is anonymous and is governed by the General Data Protection Regulations 2018 which you can read by going to this website:

<https://www.gov.uk/government/publications/guide-to-the-general-data-protection-regulation>

Q46 What is your postcode?

If you are responding as a resident please provide the first four or five digits of your postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.

Q47 What is your postcode?

If you are responding as a representative of a business or other organisation, please provide the first four or five digits of your premises' postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.

Q48 What is your age? (Choose one option)

- Under 16
- 16 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 – 74
- 75 - 84
- 85 or over
- Prefer not to say

Q49 What is your sex? (Choose one option)

- Female
- Male
- Prefer not to say
- I use another term (please state here)

Q50 What is your ethnic group or background? (Choose one option)

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
- White (British, Irish, or any other white background)
- Prefer not to say
- Other ethnic group or background (please specify)

Q51 What is your current religion, if any? (Choose one option)

- Buddhist
- Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
- Hindu
- Jewish

- Muslim
- Sikh
- No religion
- Prefer not to say
- Any other religion (please state below)

Q52 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? (Choose one option)

- Yes - limited a lot
- Yes – limited a little
- No
- Prefer not to say

Q53 Are you a blue badge holder?

- Yes
- No

Q54 Are you a carer? (Choose one option)

A carer is anyone who cares, unpaid, for a friend or family member who, due to illness, disability, a mental health problem or an addiction, cannot cope without their support. Both children and adults can be carers

- Yes
- No
- Prefer not to say

Data protection and privacy

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose, we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public, or shared with councillors, please state below which parts you wish us to keep confidential.

View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk/privacy-notice

Q55 Please use this space to tell us if there is any specific part of your response you wish to keep confidential:

Stay in touch

We invite you to sign up to get regular email updates on news, events, and developments from across the county.

Any contact details you provide will be separated from the feedback you have shared in this survey.

Q56 Would you like to sign up?

(Choose one option)

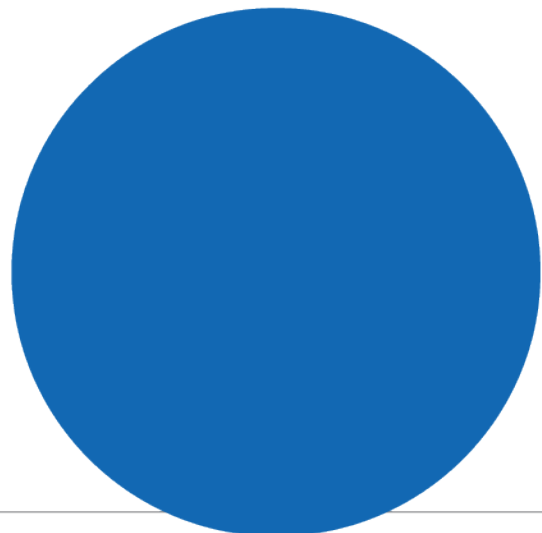
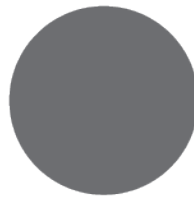
- Yes, I'd like to receive updates about activities on Let's Talk Oxfordshire.
- Yes, I'd like to sign-up to get regular updates on the county's news, events, and developments from the council.
- I would only like to be kept informed about this consultation
- No

Q57. Please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

Thank you for taking the time to answer these questions.



Appendix B:





Summary of proposals broken by responding type

Group responding	Individual (n=1970)		Business, faith, charity, or education organisation (n=61)		Interest group, campaign group or organisation (n=5)		Parish, town, district or County councillor (n=7)	
	Net: Negative	Net: Positive	Net: Negative	Net: Positive	Net: Negative	Net: Positive	Net: Negative	Net: Positive
Divinity Road ANPR cameras	60%	26%	84%	10%	100%	0%	29%	43%
Magdalen Road ANPR cameras	59%	24%	88%	9%	100%	0%	29%	43%
Jeune Street restrictions	43%	24%	80%	3%	25%	50%	17%	67%
James Street ANPR cameras	57%	23%	88%	8%	100%	0%	29%	43%
Bullington Road restrictions	42%	17%	78%	3%	20%	20%	17%	0%
Marston Street parking arrangements	32%	11%	67%	0%	20%	20%	0%	0%



For more information

Lyn Allen, Senior Research Manager
lallen@djsresearch.com

Head office: 3 Pavilion Lane, Strines,
Stockport, Cheshire, SK6 7GH

Leeds office: Regus, Office 18.09,
67 Albion Street Pinnacle,
15th–18th Floors, Leeds, LS1 5AA

+44 (0)1663 767 857
www.djsresearch.co.uk



Follow us on LinkedIn...

For free market research findings and our latest news and developments:
www.Linkedin.com/company/djs-research-ltd

For regularly updated market research findings from your sector, please have
a look at our complimentary insights: www.djsresearch.co.uk/blog/articles