



**Cabinet  
Tuesday, 19 July 2022**

**ADDENDA**

**5. Petitions and Public Address (Pages 1 - 72)**

Speeches on Item 6 Cowley LTN

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## LTN petition speech

Thank you for receiving and accepting my petition of over 3500 signatures.

Having been an elected member for Cowley ward for seven years both as a Labour councillor and as an independent Councillor I appreciate the complexities of both representing a local view and delivering on party policies. The LTN scheme has polarised local politics, and segregated communities.

Independents and most residents acknowledge that there is a problem with the number of vehicles on 'our' roads and will work with anyone to solve this problem. Using funding from central government to create 'Active Travel' should be just that a mechanism to introduce active travel and not a means to weaponize the Labour/LibDem and Green alliance and their war on private car ownership.

In recent months we have also seen the introduction of a local council parking Levey scheme for Oxford businesses that have parking spaces, this is an unfair tax, as the calculation for central government business rates takes into account the number parking spaces business provide. Oxford businesses are therefore hit twice for providing parking provision. We have to protect local businesses to further protect jobs and livelihoods.

The Oxford Labour war on personal car access and ownership fails to consider the needs of individual residents. Cllr Yvonne Constance upon approving the Cowley scheme stated concerns that she hadn't heard from residents with disabilities, and that the original consultation had failed to measure or assess the impact on peripheral roads.

Indeed, I have campaigned long and hard for access for Blue Badge holders and concessions for local residents through the ANPR cameras. As a father with a son of severe autism, getting Julian to his special needs school and increased his anxiety and reduced his adult social care budget due to increased journey times and fuel costs. There is no reason why these cameras couldn't be turned off on weekends or evenings to provide access to friends and family. Care workers delivering essential services to a vulnerable and other health care workers should and could be given unfettered access. In the case of Bartholomew Road, a school street would suffice. After all its not really a war on the car, but a war on those people that need a car.

There has to be a means for businesses who are facing closure due to the scheme and Independents in affected by the scheme a mechanism for regaining their loss of earnings. The county council must come forward with a compensation package.

The LTN scheme was originally proposed by Labour's John Sanders and seconded by seconded by Cllr Damian Haywood and developed in conjunction with Oxford Living Streets, whose members were and still are white and middle class.

Consciously or unconsciously the LTN planters and ANPR cameras have divided Oxford into socio-economic zones, with areas of high deprivation such as Littlemore and Blackbird Leys cordoned off from Cowley, which has seen a significant drop in footfall of 50,000.

Residents along Church Cowley and Oxford roads, can no longer open windows or relax in their gardens due to the increase in pollution. The gentrification of Florence Park and created a living hell for those residents living on the wrong side of an LTN. Children living along these peripheral roads will see a future drop in academic attainment as the noxious gases affect their cognitive recall.

St Greg's secondary school has been hit hardest, as parents rightly seek alternative schools. From a cohort of 1200 students and 80 staff, the school has halved in size to 650 students and 40 staff. Those students who are late due to the increased traffic volumes in the area, receive an automatic break or lunch time detention. Is this fair? The Oxford Academy already stretched and currently in special measures has had to absorb increased numbers of students avoiding St Gregs. This will have an impact on those students attending there. When St Greg's sneezed it was the Oxford Academy that caught a cold.

Today, I'm wearing my St John's ambulance uniform. I am a volunteer vaccinator and ambulance driver for the charity. Colleagues in the emergency services including the police, ambulances and Fire service have been directed to go around the LTN scheme and not through it to get to their destinations. All of the services accept that journeys through the LTN scheme have witnessed delays. The quality the services provide are further impacted by the increased traffic on the peripheral roads prior to accessing the LTN scheme. Clearly there is an increased threat to the public both within the LTN scheme and near it.

Work with the Independents and local residents for a better inclusive solution that is more considerate of schools, religious organisations and local businesses. Jobs, livelihoods and residents' health which must come front and centre of any future decision, and stop the blind biased war on car ownership, but use the funding to create better segregated cycle lanes and school street provision. Making our roads safer for all users will promote active travel, blocking them is a barrier to that aim.

It is time to stop putting the public at risk, and remove the current LTN scheme and ANPR cameras.



### Petition text below

#### **Stop The Cowley LTN and remove the ANPR Cameras**

On July 19th Oxford County Council is required to make a decision to whether to make the Cowley LTN scheme permanent, extend the trails for six months or cancel them. Now is your time to make your voice heard.

The current LTN scheme is designed to divide and segregate communities. The scheme doesn't factor in residents with disabilities, local businesses, emergency services living and working within and the surrounding communities. Key workers serving the local community and local residents will be fined by ANPR cameras for accessing schools, shops, and places of worship.

Traffic in the area has simply been displaced with little net gain, and immense suffering for many people both within and around the LTN and ANPR cameras.

Public consultations reveal a strong opposition to the current scheme, by signing this petition you will trigger a larger debate at City and County Council, and a further opportunity to reverse this scheme.

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**James Schumann – presentation to Oxfordshire County Council cabinet meeting – 19/7/22**

I *used* to drive through Cowley a lot, but since the LTNs came in, I started cycling instead - because *now* it's safe to do so.

They *used* to be busy roads - friends were nervous to cycle. But now I see children playing football in the street; cycling and walking to school; deliveries by cargo bike; people talking on street corners without the noise and fumes of traffic - it's become a community.

Just to get personal for a moment - we lost a baby a couple of years ago, but were blessed with a second chance - and now have a 4 month old son. And this has shown me - this is about the *children*! They don't get a vote, but it's their future. I want him to grow up in a city he's *proud* of - where he feels safe to play, and breathe the air.

And we've seen the evidence - over time LTNs reduce *all* traffic as people like me get out of our cars and leave the roads clear for those who really need them.

So please, for ALL our children - finish the job and make all the LTNs permanent.

Some people have concerns about LTNs. Businesses worry about losing trade; others about main roads getting clogged; about people with disabilities getting around; care workers and trades getting to their destinations; the inconvenience of driving a little further.

But the evidence, based on the existing LTNs shows that: businesses in car-free areas where people feel comfortable to walk & cycle do better over time. There is *traffic evaporation* and *modal shift* as people change how they travel - to cycling, walking and e-scooters - so those who *really* need to drive, like ambulances, taxis & some disabled people can use roads which are freer of traffic.

*Modal shift* positively affects core issues, such the climate emergency and health outcomes like childhood obesity. An LTN starts to achieve all of that for the price of a few bollards.

Modal shift can only be achieved when the balance is tipped - when it's a little more inconvenient to drive some short journeys as compared to the alternatives. This is the test to apply to proposals – does they both reduce car convenience *and* increase active travel availability?

*The LTN schemes fully satisfy this test: a little inconvenience for some drivers, and much safer, direct routes for all those who can walk and wheel.*

*With this in mind, please take accounts of some increased inconvenience as part of the proof of LTN success, not an excuse to bring back doorstep traffic.*

I've lived in Oxford a long time and have seen great changes made to the transport system - all were painful and came up against resistance - but now we enjoy and appreciate them; perhaps take them for granted.

We've seen vandals ripping out and cutting bollards, driving over them, filling them with concrete, even setting light to them. Please don't let them stop this democratic process –let's stand firm.

Please be brave and see the bigger vision; keep moving forward with LTNs and COTS – then you can be proud of giving our children a safer, and happier future.

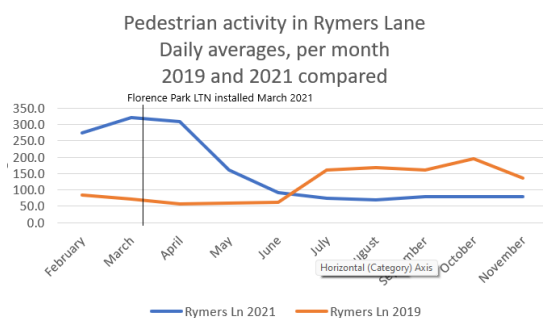
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## Cowley LTN presentation – Richard Parnham, 19 July 2022. LTNs are a failure: they *do not* increase cycling or walking within them, but *do* significantly increase boundary road traffic and pollution.

The claimed 60% “reduced car count” within the LTN is based on questionable road sampling: just three roads (in total) within the LTN were evaluated. And, crucially, two of these three roads – Rymer Lane and Cowley Road / Littlemore Road – had LTN barriers installed at their midpoint, making through traffic impossible, even to residents. As a result, **many drivers who live on these roads are likely to have been prevented from driving over the traffic monitoring sensors, now on the other side of a barrier**. The only evaluated road that did not have a barrier installed on it, (Long Lane) saw traffic **increase by 11%** in 2021, compared with the 2019 baseline. Long Lane first began experiencing additional traffic in May 2021 – **just over a month after the LTN barrier was installed**. It continued to do so throughout the initial 2021 evaluation period – and also more recently into 2022 (**113% of 2019 volumes in February 2022, 108% in March and 102% in April**).

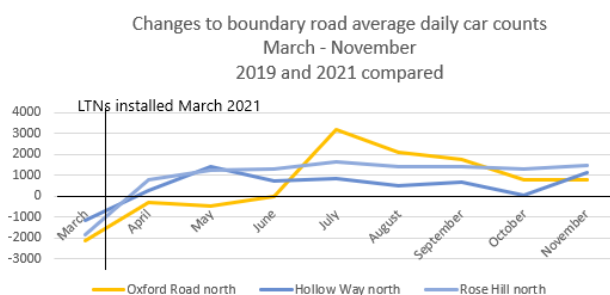
Pedestrian volumes inside the LTNs during the 2021 evaluation period were just **91.2% of their 2019 levels** – i.e. the LTNs **did not increase walking within them**. Indeed, pedestrian activity in Rymer Lane began to collapse to below 2019 levels in the same month as the LTNs were installed. In reality, this collapse is likely to be due to the easing of lockdown in March 2021, rather than a negative effect of LTNs. Rymer Lane provides access to Florence Park, an important local public space.



Average daily pedestrian volumes in 2021 were **lower** than their 2019 equivalents in **five out of the nine months evaluated** in Rymer Lane, **lower in six out of nine months evaluated** in Long Lane, and **lower in eight out of nine months evaluated** in Cowley Road. The daily average walking totals between March and November saw an **increase of 21.3** in Rymer Lane in 2021 compared with 2019 (boosted by the lockdown spike in early 2021). Lacking this stimulus, average daily walking totals **decreased by 21.7** in Long Lane, and **decreased by 103.7** in Cowley Road in 2021, when compared with the equivalent months in 2019.

Within the LTN, average daily cycling levels were just **86.3% of their 2019 average in 2021** on the roads evaluated (that is, **cycling levels fell in 2021, compared with 2019**). This compares poorly with non-LTN roads also evaluated, **where cycling levels rose to 105% of their 2019 average in 2021**. More specifically, average daily cycling levels were **lower** in eight of the nine months evaluated in Rymer Lane (average drop: 42.4 daily trips); **lower** in six out of nine months in Long Lane (average drop: 23.1 daily trips); and **lower** in eight out of the nine months in Cowley Road (average drop: 36.6 daily trips).

Across all LTN boundary roads evaluated, the average daily car count (ADCC) **rose by 2.3% during the (freshly-extended) 2021 – 22 evaluation period, compared with the same periods in 2019**. There was **no equivalent overall increase in the ADCC on the non-LTN roads, evaluated for comparative purposes, during 2021**. Although the overall 2.3% increase in the ADCC on the LTN boundary roads appears modest, this disguises the fact that the LTN impact is highly concentrated on three specific boundary roads. On Oxford Road north, the ADCC rose above its 2019 equivalents in July 2021, peaking at **134.4% of the July 2019 comparator average**. The ADCC on Oxford Road north then remained higher than its 2019 equivalents throughout the 2021 evaluation period – **no evaporation occurred**. On Hollow Way and Rose Hill, the ADCC **first rose above 2019 levels in April 2021 – the month following LTN installation – and remained higher for the duration of the 2021 evaluation (i.e. no evaporation occurred, on either road)**. The ADCC on Hollow Way peaked in May 2021 at **117.2% of its 2019 average**. In Rose Hill, the 2021 ADCC peaked in July 2021 at **113.1% of its 2019 average**.



Focusing on actual daily car counts rather than percentages: the ADCC on Oxford Road north **rose by an average of 617.8** between March and November 2021, when compared with the same periods in 2019 – **peaking at an extra 3,170.5 cars per day in July 2021**. The ADCC on Hollow Way north **increased by an average of 490.0** – **peaking at an extra 1,406.4 cars per day in May 2021**. Rose Hill north's ADCC is **956.0 higher than its 2019 average**, and has consistently carried more than **1,200 extra cars per day since May 2021**. The highest average daily increase on this road occurred in July 2021, **when the ADCC was 1,610.4 higher than its 2019 equivalent total**.

“Adjusted” evening peak bus journey times in the LTN area have **increased by 22% since** the LTNs were introduced – i.e. they got worse. At least one bus company (Stagecoach) has blamed the introduction of the LTNs for causing this increase.

Pollution levels on Hollow Way reached **68µg/m<sup>3</sup>** in January 2022 (2019 - 46µg/m<sup>3</sup>) and **50.6µg/m<sup>3</sup>** in February 2022 (2019 - 49µg/m<sup>3</sup>). As of February 2022, the latest month for which (unverified) data is available, the rolling 12-month pollution average is now **40.22µg/m<sup>3</sup>** – **above the legal limit, for the first time on this road**. The full-year 2019 average was **37µg/m<sup>3</sup>**.

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Duncan Parkes

I'm a parent at Larkrise Primary School, where I also volunteer at the school street scheme and help the school maintain their travel plan. On the 4th of February 2020, Larkrise surveyed all their pupils and asked them how they usually come to school: 35% had come by car. On the 5th of April 2022, the same survey was done, and now 14% come by car. As you can see, this is a huge change with three in five students who used to come by car having switched to active travel methods in just two years. Around 425 children attend Larkrise, so that means 90 or so more children now walk or cycle than two years ago.

What has changed in the last two years? Two major things: the Cowley LTNs, and Larkrise school street. In my opinion the bulk of this improvement is due to the Cowley LTNs. I know of children who now cycle to Larkrise (usually with their parents) from as far away as Blackbird Leys and Littlemore. It's the Cowley LTNs that have made this possible - previously they were driven.

It's not just school journeys where children benefit from the LTNs. More children in the area are now able to visit their friends independently. They can go by themselves to Florence Park. They can get to after school activities under their own steam. They can even sometimes play in the street. This independence is good for children's health, good for their development, and frees up time for parents too.

As well as the improvements in health and independence for both these children and their parents, this also has huge implications for congestion. The average child being driven to school is the cause of four journeys: to school and back in the morning, and then repeat in the afternoon. I don't think it is an exaggeration to say that this change at Larkrise has removed several hundred daily car journeys from the Iffley Road/Donnington Bridge Road junction. What's more, this isn't only happening at Larkrise - there are similar stories at all the other schools in East Oxford. If anyone ever doubts that traffic evaporation is real, tell them about these school commute journeys. These car journeys have not been pushed to other roads, they have become walking and cycling trips. The car journeys have evaporated.

There is also a social justice aspect to this. The poorest in society don't usually own cars: their children already walk to school. The pollution and risk from these school car journeys is largely caused by the better off, but they're not the ones to suffer the consequences.

In summary, the Cowley LTNs are absolutely crucial to the shift to healthy, active travel at Larkrise and all the other schools in East Oxford. This shift away from the car for the school run in Oxford is also important for congestion in the city. Please support making the Cowley LTNs permanent at the decision meeting on the 19th of July to avoid undoing all this good work.

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Matthew Webb

I strongly oppose the LTNs.

The consultation overwhelmingly rejects the LTN. Only 25% of residents support the scheme. It would be very unethical to adopt a policy which benefits the privileged few over the wellbeing of the majority, who would be massively disproportionately negatively affected. In communications from the council and councillors, it has been reiterated multiple times during the trial that the outcome of the consultation would affect the decision.

With such a conclusive response to the consultation, I expect the cabinet decision will be to remove the LTN. In line with the vast majority of residents in the area.

It is rare to get this much engagement from residents on a council policy. It takes efforts from residences to make their views known, and in such numbers. This demonstrates the strength of feeling residents have about this policy. The views of the residents should be listened to.

Council's own report documents that the LTNs are causing mass gridlock and pollution. This is backed up by my own experience, bus travel times are longer, and regularly delayed due to the LTNs. My car travel times are now much longer, in time and distance, increasing the amount of pollution created. I run as a volunteer a community canoe and kayaking club for young people, and due to the LTNs, my journey distance is now 3 times as far. The journey time can take x5 longer and it is also much less reliable, and so both myself and participants arrive late to sessions.

I feel that the LTNs, are splitting communities, and increasing disparity between communities, separating richer areas from poorer ones, ghettoising communities, which feels a very regressive and unwelcome step.

Business have closed because residents are unable to access them due to the LTNs. We have valued community businesses, providing livelihoods and services for residents, without these communities will be poorly served. Trades people are unwilling to take on jobs within the LTN's because of the extra travel times, and congestion the LTN's are causing.

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County Councillors,

Thank you for this opportunity to speak. T

The aims of the Low Traffic Neighbourhoods, to encourage walking and cycling, to improve air quality in residential streets and to nudge people away from using private cars when they can, are laudable. For some, the benefits were immediate and obvious. This includes, for example, the many children who now cycle and walk to Larkrise School who never did before the LTNs were in place. For others, where the benefits are less obvious and will take longer to appear the fact that these benefits were not communicated clearly enough, has made the behaviour change that they aim to achieve more difficult. And for some people, they are experiencing only disadvantages from the new road structures that have increased traffic on certain routes.

The opposition to the current LTNs could have been considerably reduced if proper consultation and co-design with local communities had been done. I hope we can all learn from this in future.

I believe that there are some specific changes to the layout of the LTNS that could make a huge difference to the negative experiences of residents and I urge the County council to look at these. A number of my city council colleagues are outlining particular changes in their speeches, and I would like to thank the new Cabinet Member for Highways Management, Cllr Gant, for taking the time to visit the sites and speaking to local city and county councillors as well as residents. I think he now has a good idea of what elements would benefit from a rethink, I strongly urge him to do this as soon as legally possible.

*Cllr Louise Upton*

*Oxford City Councillor for Walton Manor ward*

*Cabinet Member for Transport and Health*

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County Council LTNs representation (3 minutes)

Ajaz Rehman

City Councillor Lye Valley Ward

Low Traffic Neighbourhoods aim to reduce traffic and the use of motor vehicles.

The Cowley LTNs and specifically Temple Cowley LTNs fail in their primary objective. Traffic is not reduced, and car use has not declined.

### **The data**

County officers conclude traffic has fallen on the roads with LTNs by 50%.

They also report an increase of 3% on boundary Roads such as Holloway, compared to pre-pandemic levels.

This means that 50% of traffic on the closed roads is either residents or vehicles that service them (bin collection, Amazon deliveries etc).

Boundary roads including Holloway are B roads and national government data shows post lockdown traffic was lower across B and C roads by approximately 18%.

The analysis provided does not compare like for like therefore a more reasonable assumption can be made that there has been an **increase of over 20 % in traffic** from the levels that would be expected.

It is also worth highlighting that Holloway carries a vast amount of traffic in comparison to the LTN closed roads and therefore journey numbers would have been a more reasonable and effective way to highlight the changes in traffic levels from LTN roads and boundary roads.

The impact of the traffic increase is felt most during peak times and impedes bus journeys the most, actually deterring bus usage instead of encouraging the public to switch.

We have all seen the congestion on Holloway and /other boundary roads directly caused by implementation of the scheme - **The exact opposite of its intended objective**. With the result being: **Increased pollution, increased journey times for motorists and increased bus times.**

Whilst there are obvious benefits to residents on the streets, they have been implemented on they DO NOT fulfil their primary objective and in fact have been counter intuitive to the goals set out. And this is what we are here to decide on today.

### **Two alterations would help immensely in resolving these issues:**

#### **1. Removal of Crescent Road**

Reduce pressure at the Holloway and Cowley junction

Provide an alternative route in the event of an emergency or unforeseen event

#### **2. Removal of Parking between Horspath Road and Cowley junction on Holloway**

Traffic would flow more freely reducing pollution levels

Bus journeys would also flow much more efficiently and help reach the 10% reduction in journey times they aspire to which would provide a more viable alternative than what is currently on offer.

**Summary:**

As elected representatives' difficult decisions must be made and they are not always popular. Reduction in congestion and a greener city is something that everyone strives for but can only be achieved if the public believe in the policies and that we are on that journey together.

This policy simply does not provide the answer and has caused so many difficulties at a time when life so much more difficult than anyone could have imagined. The pandemic and then the cost-of-living crisis. We need to unite as a community and city to help one another and this policy which is perhaps the most corrosive single policy since Thatcher's Poll Tax is directly impeding those efforts.

I live just outside an LTN. I don't have a car. Thanks to other people's cars, my kids are breathing unsafe air, by WHO standards. But so is every child in Oxford.

The number of cars on our roads has gone up and up for decades. Nobody was consulted about this, but we are all living with the consequences.

LTNs are part of the solution. They reduce traffic overall, and so they reduce pollution overall. That is what they were designed to do. Making it a bit more inconvenient to drive, they encourage people to try walking and cycling instead. I have seen this on my daily school run. There are so many more families cycling and walking to Larkrise now.

The Florence Park LTN has transformed our bike-based school run from a terror to a joy. There is space on the road where bikes are expected. There are fewer cars, so bikes are visible. My kids don't have exhaust fumes spewing in their faces. And they can hear me - my voice is no longer drowned out by traffic.

Traffic levels on some boundary roads have increased. But rolling back the LTNs would incentivise car use for short journeys. It would reverse the gains of the last eighteen months. Traffic would overall increase again. Before long, pollution on the boundary roads would creep up, carrying on as it has for decades. In the long term, rolling back the LTNs would do little good even for the people on those roads.

I believe the right response is to press ahead with further traffic-reducing measures for the boundary roads and for everywhere else in Oxford. I welcome the Council's ambitious plans for such measures. If it follows through with them, people both inside and outside the LTNs will see huge improvements in air pollution, congestion, and public transport journey times.

Rich people are far, far more likely to own a car (or two, or more) than poor. Allowing cars to drive through our city unfettered does not look like a way to help our most vulnerable families. Businesses may need support to adapt, and I am sure you will provide it.

All over the UK, elected leaders must confront difficult questions around transport, pollution, public health and climate. I am hugely grateful and excited to live in a county which is leading the way. Brave, thoughtful, inclusive work now will set us up to thrive in decades to come. Yours will be the example that others will strive to follow.

Thank you so much for your service to us and our children.

Ella Sinclair

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Infrastructure and investment needs to be sorted out so that buses are fully funded so they are affordable.

The vital need will remain for positive transport and traffic measures which will benefit the environment in this lovely city that we all share. I will continue to hear the views and practical ideas of all residents but especially those in Temple Cowley who have given me the privilege of representing them.

Part of this division has been due to class and lack of consideration for people with protected characteristics. I'm hearing that people feel alienated as the engagement has been really poor. Alternatives have been disregarded ignored. As a result travel has become more exhausting, expensive, complicated & difficult with those of protected characteristics. There are also cases of a negative impact on mental health.

What has the equalities impact assessment shown of the needs of our communities. To this date no one has supplied the data after requesting it on numerous occasions.

A sensible approach would be to tackle these inequalities.

School streets have been struggling to keep volunteers as everyone has other work priorities and commitments.

~Air filter results are baseless not good enough The council's own analysis, knows pollution has increased on Oxford rd Hollow way as well as , congestion increase, speed increase, cycling decreased, walking decreased. In a summer trial period. Residents have difficulty even getting out of their homes and can no longer open windows due to the pollution on Hollow Way too and the traffic has doubled so the report summary is misleading and disingenuous and you need to double check that 3.1. The state of our roads need to be drastically improved for cyclists to be safe routes so that should be given careful consideration.

The emotional costs of the pandemic are much higher for the poor and vulnerable than they are for the rich, heightening deep pre-existing inequities in well-being in the U.K and now we know since COVID-19, these trends and other pre-existing inequities have been exacerbated and are reflected in deep declines in reported well-being. A survey highlights the differences in the costs to well-being across the rich and poor. Low-income respondents significantly reported more negative emotions than did high income ones, including more worry, sadness, loneliness, and anger and this has also been down to these LTNs as communication has been really poor throughout the whole process.

Would you not agree that as a council we must listen to the views of local cllrs and residents ? Because our residents have spoken and if we listen actively 67% have opposed it loud and clear

I am an active councillor and know my area and have grown up here and I engage with the residents and I have never heard from you or the administration it has always been me trying to engage and it's really been frustrating and there must be accountability right here right now.

For Temple Cowley, this means removing the Crescent Road and Temple Road bollards. This would restore an alternative route for vehicles trying to get between East Oxford and Hollow Way, and relieve the pressure on Oxford Rd, The Original Swan Junction, and Hollow Way. It is congestion in these areas which is directly contributing to poor air quality and increased journey times for residents in Lye Valley Ward.

Once the Crescent Road bollard is removed the county council should implement traffic calming and speed reduction measures for Crescent Road, measures which enhance local amenity and help road safety, but which do not totally prevent through traffic.

Hollow Way would also benefit from the removal of some of its on-street parking. This will help traffic flow, help prevent bus delays and improve safety for cyclists.

I understand that the cabinet will not be agreeing any definitive adjustments to the LTN schemes today but will be agreeing to further consultation on proposals for implementation by Spring 2023. The county council's record on consultation to date has been woeful. Residents beyond the boundary roads of the schemes have not been sufficiently involved (even though they suffer the knock-on effects of the schemes). The needs of major community groups, institutions, businesses, and workers have been overlooked or misunderstood. The County Council must up its game in this area and crucially, convince people that this consultation matters. Only 22.8% of the 729 people who expressed an opinion on the Temple Cowley scheme were supportive. With this low level of support many residents would expect the LTN trial scheme to be dropped completely.

Please take action to ensure that local voices are listened to, and adjustments are put in place as soon as possible to improve the schemes for the majority of local people negatively affected by them.

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Dear all,

I hope you are all well and in good health. The reason I am writing this is to highlight my huge concerns about the LTN in Oxford.

I would like to raise and highlight the impact on the local community including Muslim populations who feel they are second class citizen. As the LARGEST minority community (MUSLIM) in Oxford seems to be underplayed and completely ignored, such as the planning process such as access for 5 daily prayers performed in the Mosque, children education classes Monday – Friday between 5pm – 7pm and the main is Friday Prayer in the afternoon comes to congregate from different part of Oxfordshire, and of course the month of Ramadan as well as Funerals and other activities.

The LTNs will have a great impact on our community, as for majority do not have the choice but driven because of commuting distance from the Mosque specially our elderly & disabled who are the main attendees. It seems that no thought was given when planning around these needs or have been catered for, which is a shame and blight on the local planning authorities.

Overall, the perception of the LTN scheme is very divisive proposal to benefit a minority at the expense of a large majority whose opinions & needs completely ignored. This scheme will create a big gap between the working class and the more affluent middle-class section of the community, as the implementation of LTN is in working class area of Oxford.

People are already facing difficult times due to rise in living cost and these schemes both in terms of timing and impact further exacerbates this suffering.

Public opinion is against these schemes and the result from recent survey reflects this, whereby LTNs are opposed and rejected by a majority in the local community.

The effect it has on the community is tremendous, parents taking children to school are late for school, elderly people are suffering due the access traffic on the road they're missing important doctors and hospital appointments.

Ordinary people are suffering due to increase in price of shopping because more fuel burnt due of longer journeys. LTN Increases the pollution level on main roads I am sure that can't be healthy for those people living there. Inflation rate already is high which hyped the prices on supermarket shelves, we don't need LTN adding up to already misery

people have gone through during pandemic. If anything, we should be more supportive towards the community and not make difficult times, harder.

The business community of East Oxford will be greatly at a loss from these schemes. Despite not having recovered from the impact of pandemic for the past two years this will bankrupt some businesses.

I am not against traffic calming measures I am sure there are better ways to control the flow of traffic then simply blocking the roads. I am in favor of the suggestion put forward by St Mary's ward the slow traffic neighborhood, which in my opinion will be much more affective then LTN.

I hope you will investigate this issue for the sake of our community and stop this horrible and divisive scheme from implementation and further ruining Oxford for the appeasement of a limited number of lobbyists.

Kind Regards,

Kamruz Zaman

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I'm a pedestrian, a cyclist, and a driver.

I don't live in Cowley, but my daughter does. She walks everywhere.

Thanks to the Low Traffic restrictions, I now have to drive a longer route to get to her house, but I'm extremely happy about this, because when we are walking in Cowley, it's quieter, and less smelly, and we no longer have to worry about the traffic racing past.

We love it.

It's made me more aware of the effect of through traffic on neighbourhoods, and now when I'm driving, I try to choose routes that avoid residential streets, and I use the ring road or other major routes whenever I can.

I live in Headington, I'm hoping that my part of Oxford will also be a Low Traffic Neighbourhood soon. I have sometimes cut through Northway to get to the Marston Ferry Road, or along Barton Lane to get to the Ring Road. But people like me should be prevented from doing this.

A lot depends on improved bus services, and putting up road blocks is NOT enough for the council to rest on its laurels. But it is a start.

Yes, of course at first traffic shifts to other roads. But once the smaller streets are safer for walking and cycling there will be fewer cars.

And it's obvious that whether it's convenient or not, we have to cut pollution and make this a safe and comfortable place to live.

Hannah Cole

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**Adjustments Needed to Temple Cowley Low Traffic Neighbourhood.**

The Temple Cowley LTN as currently configured acts in a way which is contrary to the objectives of the Low Traffic Neighbourhoods. It has had consequences unforeseen by the county council and must be adjusted as the current layout is displacing traffic and causing unprecedented levels of congestion and air pollution along Oxford Rd and Hollow Way. This congestion is a daily nightmare for local road users of all types, including bus passengers who find their journeys between Cowley and the city centre can be delayed by 45 minutes or more. Nitrogen Dioxide levels for Hollow Way are now among the highest in the city, comparable only to the city centre and St Clements. These roads are residential and home to families, it is not fair that the quality of their environment should be degraded in order to improve the amenity of their neighbours in roads protected by the new LTNs.

The high-handed imposition of unpopular LTN trials by the county council during the pandemic has pitted neighbour against neighbour and divided our communities. Oxford is a small city and needs holistic city-wide action to reduce car use. In the meantime, the current LTN schemes need to be adjusted to ameliorate the worst of the damage they are causing and improve the daily lives of local residents.

For Temple Cowley, this means removing the Crescent Road bollard. This would restore an alternative route for vehicles trying to get between East Oxford and Hollow Way, and relieve the pressure on Oxford Rd, The Original Swan Junction, and Hollow Way. It is congestion in these areas which is directly contributing to poor air quality and increased journey times for residents in Lye Valley Ward.

Once the Crescent Road bollard is removed the county council should implement traffic calming and speed reduction measures for Crescent Road, measures which enhance local amenity and help road safety, but which do not totally prevent through traffic.

Hollow Way would also benefit from the removal of some of its on-street parking. This will help traffic flow, help prevent bus delays and improve safety for cyclists.

I understand that the cabinet will not be agreeing any definitive adjustments to the LTN schemes today but will be agreeing to further consultation on proposals for implementation by Spring 2023. The county council's record on consultation to date has been woeful. Residents beyond the boundary roads of the schemes have not been sufficiently involved (even though they suffer the knock-on effects of the schemes). The needs of major community groups, institutions, businesses, and workers have been overlooked or misunderstood. The County Council must up its game in this area and crucially, convince people that this consultation matters. Only 22.8% of the 729 people who expressed an opinion on the Temple Cowley scheme were supportive. With this low level of support many residents would expect the LTN trial scheme to be dropped completely.

Please take action to ensure that local voices are listened to, and adjustments are put in place as soon as possible to improve the schemes for the majority of local people negatively affected by them.

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speech to cabinet by Danny Yee, 19 July 2022

I urge you to make the Cowley low traffic neighbourhoods permanent, and to address any problems they raise by moving forwards rather than backwards.

The Cowley LTNs are essential to the county's transport plans. Removing them would be a huge setback to the goals both of the Fair Deal Alliance you represent and of the county's Local Transport Plan. It would be inconsistent with the county's commitment to Vision Zero. It would be incompatible with other schemes that have been put in place or are underway. And it would risk funding from the Department for Transport.

It is a Fair Deal Alliance policy to "create a transport network that makes active travel the first choice for short journeys". Which is simply impossible without the LTNs, witness the unprecedented active travel boom they have brought, especially to schools. The Local Transport Plan commits not only to a transport hierarchy that prioritises walking and cycling, but explicitly to low traffic neighbourhoods, especially where they enable strategic cycle routes. In this case, that would be the OCR16 cycle route along Rymers Lane and Littlemore Rd, connecting Littlemore to East Oxford and the city centre.

The LTNs have addressed many injury hotspots. The Rymers-Cornwallis junction, for example, was so bad that a previous Cowley councillor spent two years of his discretionary funds to put in ineffective traffic calming. And there were multiple injury hotspots induced by short-cutting motor traffic turning onto or off the main roads, for example at the bottom of Church Hill Rd.

The Quickways cycling schemes are designed to work alongside the LTNs. They presuppose the removal of most of the motor traffic turning into and out of side streets. And they reduce the main road speed limits to 20mph, a change which would push more traffic down side streets if the LTNs were not in place.

Taking out the Cowley LTNs would immediately terminate the county's shortlisted £20 million bid for mini-Holland funding and would risk future funding for active travel.

With the Didcot-Culham road project the previous administration left you a scheme you have had to grin and bear, but with these LTNs they started something positive. Undoing them would leave over ten thousand people with significantly worse conditions for walking and cycling than they had when you came to power.

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Speech at the Cabinet Meeting in relation to the Cowley LTNs on 18/7/22:

**By Mr. Bashir Ahmed. The Chairman of C. O. L. T. A – City of Oxford Licensed Taxi-cab Association.**

Dear Chair:

It is a huge shame that the Hackney Carriage (more commonly referred to as the black cab) trade which provides an essential and alternative public transport option for thousands of travelling passengers weekly in Oxford is once again being ignored in such important matters that affects us.

There are approximately 4,600 businesses in Oxford providing around 114,000 jobs. Around 7 million people visit our great city each year. With these figures in front of us, doesn't the authority see black cabs playing a vital role in getting people around of oxford efficiently? Because the desire is to push people away from bringing their cars in to oxford city or residents driving their own cars.

Cowley LTNs have proven to be a disaster for our trade further complicating our journeys with obstacles placed in our paths. Cowley (just as East Oxford) is a busy area for us where we regularly pick up and drop off passengers. Since the introduction of LTNs, we have continuously been lumped in with the general traffic along Iffley road and Cowley road and have not been able to provide an efficient service to any of our passengers including those in wheelchairs and those who are vulnerable.

We have a long history of getting passengers to their destination quickly and efficiently with safety and comfort and avoiding congested routes which benefits the paying passengers. All main routes are now regularly congested due to LTNs. Passengers are picked up late and dropped off late at their destination be it in the city centre, business park, science park, unipart, car plant or hospitals.

Furthermore, it's important to highlight this fact that the black cab trade is asked to make a huge investment in electric taxis. By 2025 all of our current taxis will have to be zero emissions capable (electric taxis) and each costing around £70,000 - £75,000. Twenty percent of our trade are already operating in zero emissions capable cabs. Unlike buses, we don't get any subsidy from the government or local Council. But we are doing our bit helping the environment in a very difficult financial climate.

We need unrestricted access through all roads in Oxford and a 24 hour rank in the City centre. We are experiencing a negative impact on our trade due to the Cowley LTNs. There is no balance in the investment we are asked to make against the road closures we face which is having a significant financial impact on our drivers. This is during the time of very high living costs and very high fuel prices.

Our cabs are easily recognised and accessible and 100% of them are wheelchair accessible. And again I say this, you are ignoring the essential service we provide especially to the elderlies, partially or fully disabled, vulnerable, mothers with young children and those in wheelchairs.

If the authority is serious in its consideration of the installation of ANPR cameras just as you have done on Cornwallis road and Bartholamew road, then we would request that two further roads AS A MINIMUM are considered. These are Littlehay road and Littlemore road so our trade is able to access these roads to provide service to our passengers without further delays. It's important not to get too concerned about this request because it obviously will not be the case where all 107 black cabs will go through these roads at once.

But it must be stressed that this needs to be put in place immediately without further delay as we and our passengers are impacted very badly on a daily basis. But if these means lengthy delays in further consultations which will take months etc, then access must be granted immediately. Why are we and our passengers made to suffer due to a trial period which should be focussing on private car usage.

Thank you for reading.

Mr. B Ahmed

C. O. L. T. A



## **Cowley LTNs**

### **CoHSAT - Robin Tucker, Co-Chair**

Since Sat-nav came to mobile phones in 2008, traffic on urban residential roads has risen 30% while staying level on main roads<sup>1</sup>.

This increase:

- Made cycling and even crossing the street feel dangerous,
- Stopped parents from letting their children walk or cycle to school,
- and took passengers away from buses, leading to service cuts.

This gave us worse health, worse climate and more stuck traffic.

There are few ways to reverse these problems, and none are easy.

But the Cowley LTNs have brought quieter, cleaner, better streets for 10,000 people.

More people are walking and cycling, and fewer driving, a trend we know continues for 3 or 4 years.

For the *third* of Cowley households who don't own a car, and those who can't drive, the quiet streets are heaven sent. Children can walk or ride to school. Teens can visit friends independently. Older people can cross the road without a moving wall of traffic.

We urge you to keep them and do more.

### ***Beyond one minute...***

Modal shift, to public and active transport, is essential to the city's transport future and to addressing climate change. It can only be achieved when the balance is tipped, and even a fuel price rise from 120p to 199.9p has made no significant difference, and Stevenage and Milton Keynes show that a network of good cycle routes is not sufficient on its own.

Making driving less convenient is essential, and that inevitably involves some friction. With LTNs you are also removing a pollution and road safety danger from residential streets, improving active travel options, and reversing a displacement occurring largely since 2008.

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<sup>1</sup> <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2019> page 18

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## **Hazel Dawe – LTN decision**

This Council has declared a climate emergency – and rightly so. The excessive summer temperatures we are currently experiencing and the wildfires in Europe and California are testimony to that climate emergency. We have to reduce our CO2 emissions and one way to do that is to reduce the traffic on our streets. This council must reduce traffic in Oxford, and the best most effective way to do that is traffic filters, whether as part of an LTN or part of a wider traffic reduction strategy. Not only should the council make the Cowley LTNs permanent they should do the same with the East Oxford LTNs when the time comes. To do otherwise would be to ignore your own policy.

Traffic reduction helps combat the climate emergency but it also improves health and community cohesion. Oxford is an asthma hot spot with extremely poor air quality. I cycle through the Cowley LTNs regularly – it used to be a scary experience, now it is a pleasure.

Opponents have argued that LTNs have caused traffic congestion elsewhere. They have forgotten what the traffic was like before lockdown. I have cycled Cowley road/ Oxford Road and Hollow Way frequently since 2017 – the traffic now is actually still slightly lighter than before lockdown most of the time. Every traffic jam caused by a RTC, a vehicle breakdown or roadworks is immediately blamed on the LTNs – This is clearly not true.

Some local businesses say that their turnover is down. We are currently in a cost of living crisis that is causing people to reduce their spending. So of course businesses are struggling. But please don't blame the LTNs.

Claims have been made about emergency services being delayed – these have turned out to be incorrect or exaggerated. The ambulance service is in favour of LTNs because they understand the health benefits they bring. The fire brigade was recently delayed not because of the LTNs but because of vandalism to one of the bollards which made it impossible to operate.

Not only do we know from copious research that LTNs cause initial strong resistance among small numbers of residents which then transforms into acceptance and eventually acceptance. We have direct experience of that ourselves in Oxford. Whether it is the traffic filter in Bateman Street or that in Napier Road for example, no one living nearby would now want those – and the many other similar roads in Oxford – reopened.

My local councillor has announced that she will be asking for the Crescent Road bollard to be removed. I strongly oppose this. I have personal experience of this road before the bollard was installed. It was a road rage nightmare. She will ask for traffic calming measures to be installed. Chicanes are already in place – they have been a major cause of road rage as drivers vied to get through the pinch point first.

Please do not remove the Crescent Road bollard and please keep the Cowley LTNs in place.

Thank you

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Dear Madam chair

My name is Shams uddin. I have been living in Oxford for the last 30 years and a PhD at Oxford for 25 years. I am a man who has been in this profession out in the real world you do not see what I see everyday.

This LTN has caused tremendous distress for myself and my customers, its costing them double to reach a destination. This is directly affecting my life and job.

Madam Chair I invite you to come with me to for a drive to see the reality out in the road. You are in this position by the public to serve the public. You must serve the public that benefits them.

This is one scenario. I drive a Ford Tourneo 9 seater long wheel base and have to reverse the vehicle in a main road everyday which is completely against the highway code - and this is extremely dangerous for me and the safety of public. As I have very limited time how can I express the problem in a minute that is causing the public physical and mental distress. Not everyone is able to come and voice their concern. I am <sup>man</sup> I do believe in lowering emission and traffic which is the reason why this LTN is set up, but as a matter of fact this is completely opposite what it supposed to do. This is not the way. There must be an alternative solution. This LTN must stop immediately. We should hold public

meeting where we should take direct opinion of the public for you are serving the local people.

I humbly request the Cabinet to withdraw the LTN with immediate effect.

We are law abiding citizen, do not push us to break the law where we do not have a choice.

I thank you madam chair for allowing to voice our concern with direct consequence.

Thank you  
yours faithfully

SHAMS UDDIN

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Chris Heron: I live in Cowley, and every week my three children go to school, Karate, Beavers, Cubs, football, and swimming, by walking or cycling through one or more of the Cowley LTNs. We regularly go shopping, visit the cinema, post office, friends etc, without needing to use our car. Please don't force us back into using our car, costly and sedentary in nature. And please don't deny other local residents the same opportunities to consider reducing their car use, where they can. Many residents of this part of Oxford either can't afford to run a car, or are car dependent due to lack of alternative options, and are required to forgo other things because they can't safely switch to a low cost active travel option. Somewhere along the way we have allowed car culture to dominate our lives to the extent that we have forgotten what it was like before they became ubiquitous. Walking and cycling are not middle-class preserves, everyone should have the option to walk or cycle safely around their neighbourhoods.

### **LTNs do work, they just need time to get going**

The Cowley LTNs are generating modal shift, and in some areas that has clearly snowballed. As we emerge from covid-induced bus use suppression, traffic is trending downwards across all roads, meaning the initial LTN traffic displacement *is* evaporating, and ALL residents benefit from reduced congestion and air pollution. This will keep improving, given time.

### **Carrots do not work when it comes to driving behaviours**

In Oxford the Cowley LTNs are the first hard nudge that people have been given to considering their driving behaviours, after decades of softly softly requests. LTNs are certainly more stick than carrot, but we have to acknowledge that the carrots are not working - I believe you could offer to pay people to use the buses and to take-up cycling, and they would still cling to car use while it remains the most individually convenient form of transport.

### **The Cowley LTN consultation was hijacked**

During the Cowley LTN consultation window, a number of groups mobilized significant non-local opposition to the Cowley LTNs, which I believe directly influenced the consultation outcomes. In contrast, the pro-LTN groups did very little in this regard - manufacturing consultation responses is just grubby, and something that needn't be necessary based on the notion of council consultation as a valuable feedback loop, rather than a referendum.

### **If anyone 'won' the Cowley LTN consultation, it was those who are ambivalent to LTNs**

There were only 1,537 objections recorded by the official consultation, out of an electorate of approximately 30,000 across the four county council divisions closest to the Cowley LTNs, meaning that fewer than 1 in 20 of the electorate actively oppose the LTNs, probably closer to 1 in 30 if you include under-18s. The 95% of the local population who do not actively object to the LTNs provides a clear mandate to make them permanent. In particular, Generation Z did not respond to the consultation, but we know they have the strongest commitment to addressing the climate emergency, and that the next generation (my own children) deserve a chance to grow-up in a city that has re-balanced its environment from long-standing car dominance to shared space for people.

Please follow the officers recommendation to make the Cowley LTNs permanent.

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Anna Railton

65% of car journeys are under 3 miles in Oxford, and there is scope therefore to switch many of those to walking and cycling. Your own evaluation in the LTN areas is showing that more people are walking and cycling, and the extraordinary changes at Larkrise show that modal shift is happening. The changes we are seeing are

- People are able to cycle with children to primary schools
- Older children are able to cycle by themselves to secondary schools and to see friends
- Older people can cross the road on Crowell Road and Rymer's Lane without a moving wall of traffic
- Thousands of people in East Oxford now have a safe, quiet and pleasant route to the center of Oxford

And on the day after the temperature record in Oxford has been broken, the need for action to reduce carbon emissions from transport (Oxfordshire's biggest emitting sector at 36%) is never more pressing. CycloX urges you to accept the recommendations of your officers and keep the Cowley LTNs.

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## **Sarah Lockyer: Low Transport Area Statement**

I am a wheelchair, user. It is my main form of transport, as well as the bus.

On main roads I wheel on the pavements, but on the side roads, such as in Florence Park, I often need to wheel on the road. This is because the pavements are often blocked by parked cars or bins and other random items. Pavements are also hard work in a wheelchair, due to the camber and the positioning of the drop-kerbs and the many side street kerbs I need to climb up and down. The pavements are also often very uneven. Because of this it is important for me that traffic is reduced.

I live near to the junction of Cornwallis Road and Rymers Lane, which before the LTNs were very busy, and dangerous, with frequent speeding traffic and inevitable accidents. Cars whizzing past forced me into the kerb, which because of the camber of the road. This is difficult and unpleasant for me.

I love the LTNs ! They have transformed these roads and my life! As there are fewer cars I can wheel in the road if I need to and they can easily drive past me and I can safely pull in if I hear a car approaching - it works well.

I also love seeing more people cycling and walking around Florence Park.

My father sometimes drives to pick me up. He doesn't find it a problem to slightly alter his route due to the LTN, in fact he prefers the LTN being there, because the reduced traffic makes it easier for him to load my wheelchair (and me) in and out of his car.

Both my neighbours are also keen on the LTN. One family have young children who cycle to school in East Oxford. The other family do love their cars, but they also love our now quiet road so their grandchildren can play safely. Last summer the LTN inspired them to repair their bikes to resume cycling again.

I really hope our LTNs become permanent and I am pleased that LTNs have been installed in other dangerous roads like Divinity Road and Magdalen Rd. It would be awful if we had to go back to the previous situation.

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Remarks to Liz Leffman and Cabinet  
Cowley LTN decision meeting  
19 July 2022 -- 10 a.m.

Dear Councillor Leffman, Dear Cabinet,

The Cowley LTNs are stimulating climate-friendly travel. People all around my neighbourhood are dusting off bicycles they haven't used in years. The bike racks at my kids' school are overwhelmed.

Today's heat emergency reminds us why it is so important to make these LTNs permanent.

Let's not stop here. Let's make the East Oxford LTNs permanent and let's start LTN trials in Headington.

Above all, let's progress the Oxford-wide 'Zero Carbon Transport' scheme. This will make all of Oxford's roads 'local' roads. It will create a funding stream for low-carbon transport. And it will make buses the best option for reaching the Westgate Centre.

You have put climate at the top of your coalition manifesto. Today is an opportunity to live up to that ambition.

Thank you.

Scott Urban  
Oxford OX4

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Dear Councillors,

I live in the Temple Cowley LTN and I speak for many residents and neighbours who are dismayed that LTNs have been imposed on us in an unreasonable, undemocratic, and irrational manner, with no regard for age, disability, access, or livelihoods. The premise that everyone can cycle, walk or take public transport is false and discriminatory.

Every road in Temple Cowley has been turned into a cul-de-sac. This prevents through traffic, increases our inconvenience, **compromises our safety**, and pushes traffic into queues on arterial roads. When we drive – for essential reasons – we are forced to travel further and to sit in queues we don't want to be in to reach our destinations.

LTNs were introduced as an experiment to reduce traffic, cut emissions, and increase cycling and walking. This experiment fails as they neither reduce emissions nor traffic movements, but displace them elsewhere. Because of traffic queues more cyclists cycle on pavements making walking more hazardous. I know as I am a keen walker and since LTNs were introduced find myself in frequent battles with pavement cyclists who think the pavement is their territory, not mine. Neighbourhoods are divided as many are now disadvantaged with high traffic – displaced and gridlocked – longer journeys, more pollution, and delayed deliveries and services. We are all aware of global warming and the need to cut emissions, but the irrationality of imposing LTNs is not the answer. We need a carrot, not a stick.

Not everyone can work from home or walk / cycle everywhere. The current schemes promote inequality and disproportionately disadvantage carers, key workers, parents, small businesses, taxis, families, residents, those who work away from home, and others who need to drive. Relatively short journeys take much longer in slow-moving or static traffic, which improves neither emissions nor air quality. We need shorter routes, sensible access, and free-flowing traffic to improve air quality for all – which the current scheme is not delivering. This divisive and poorly implemented scheme is a failed experiment – and is causing harm to community relations. You must abandon this scheme and reopen our roads.

Many of my neighbours are retired, or have elderly relatives, and need to use cars. They are disproportionately affected by current schemes. A recent comment by one sums up the general feeling:

***"I just feel utterly defeated, alienated from this area where I have lived all my life and angry. I can't believe that any of those councillors have been to this area and walked around and talked to people and have seen the long queues. It doesn't seem as if they care about the views of the majority and they just wish to pursue their political agenda."***

The Council makes a big feature of "listening" to residents, but this is untrue for LTNs. Your own consultations show the vast majority of residents and local businesses are opposed to the LTNs, yet still you persist with these.

**Councillors** – Today's problems are a result of yesterday's solutions. LTNs are a failed experiment, prompted by Government handouts during Covid, and are an ill-advised solution which has worsened the problem they were supposed to solve. They have displaced, not cut, emissions and traffic and have divided neighbourhoods with hostility and inequality. You are penalising residents and it would be irrational, unreasonable, and undemocratic to make the current LTNs permanent. The rising cost of fuel is a natural deterrent to non-essential journeys, not these LTNs. LTNs make journeys longer, more polluting, and more costly – a no-win situation. If you truly wish to reduce traffic and emissions you would allow vehicles to travel the shortest distance, at moderate speed, for each journey. Try experimental speed limits with ANPR's to achieve your aims instead. Time to return to the drawing-board, learn from this experiment, scrap the current LTNs, re-open our roads, and open constructive consultation with all parties for a better, more equitable, solution. Yes, we have a problem with our environment, climate change, and health – but, to quote a Dr. Who episode "Give a monkey control of the environment, and it will fill the world with bananas. (Moffatt, 1985)". Bananas are not the solution – neither are the current LTNs.

Yours sincerely,  
Judith Harley

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**Sadiea Mustafa-Awan's Submission for Oxfordshire Council Cabinet Meeting  
on 19 July 2022 at 11:30am regarding Low Traffic Neighbourhoods.**

1. I have met with Cllr Duncan Enright on multiple occasions. I recently met with Cllr Andrew Gant too and we discussed the impact LTNs are having on Littlemore. I have made numerous submissions before to highlight why the LTNs do not work and I maintain that position and support those making submissions today, opposing LTNs and why they should be removed. The evidence is simply not there that they have worked and the majority of residents are against them.
2. They disproportionately adversely impact the elderly, disabled, working-class and ethnic minorities. LTNs have divided the community and pitted residents against residents, so much so that people are vandalising the LTNs and residents are having "stand-offs". My fear is that we are on the verge of a revolt over this and the "stand-offs" are likely to become violent very soon. This cannot go on any longer!
3. In Littlemore, we have no amenities, no GP surgery, no pharmacy, no dentist and our bus services have been cut. It is beyond belief that despite all of these things and the evidence that they have not worked, not to mention the concerns raised by emergency services, the recommendation before the cabinet is to make them permanent, with modifications and to continue to consult. In London they are scrapping the schemes. Will the Council be brave today and stand up for the elderly, disabled, working-class and ethnic minorities?
4. To make them permanent today, would be an affront to democracy and would further damage the relations and trust between the Council and residents.
5. This entire experiment has been a shambles from the very start. We need to accept that this has been a complete failure and we need to go back to the drawing board. You need to engage with the community to find solutions that work. I am happy to work with any Councillor who wants to bridge the divide and find workable solutions.
6. As at today's date, we do not know what the modifications are likely to be. How will you decide what they should be? How will you continue to monitor the scheme? What will the ongoing consultation look like? When will it be reviewed? What is the measure of success? Who will be making the decision? We need answers to these questions before you implement the recommendation.
7. What I will say is that Littlemore Road/Crowell Road LTN must immediately be opened. It is a main arterial route into and out of Littlemore. This LTN is the one that most residents are angered by! HERE ME NOW! OPEN THAT ROAD!
8. The LTN on Mayfair Road is dangerous! Why are there three planters preventing emergency services from having any access! If the LTN is to stay, it must be ANPR NOT A BOLLARD so the emergency services and the disabled have access.
9. I have heard that the Council is considering trialling the Fulham Scheme, which will convert all LTNS into ANPR to allow the disabled, emergency services and residents access. If ANPR is installed, then the category of residents should include all residents living in Littlemore. Thank you for your time.

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001 Taxis have remained open minded regarding the LTNs and the Zero Emissions Zone has we recognise the need to reduce emissions, tackle climate change and increase physical exercise.

As a local transport Business we also recognise we have a responsibly to reduce our impact on the local environment.

Over half of our fleet now consists of hybrid vehicles that produce little or no emissions while driving at 30 or below.

Oxford does not have a modern updated road network (Main roads for most routes were built in the mid to late 1800's

Oxford is not a city that has a suitable road network to allow these LTN's installed around residential streets as this will have huge impacts on already heavily congested routes in and around Oxford. This will have a devastating impact for emergency services that get delayed by such routes being so busy causing many minutes added to each emergency call which in its own rights will have terrible consequences for people in a life and death situation.

Furthermore, Oxford without LTN's is already seeing lots of congestion on main routes e.g., Cowley Road. When Oxford has a major road accident-causing closures to various main routes e.g., north Oxford, A34 etc it holds Oxford to an absolute standstill. With the addition to LTN's this will leave Oxford in a dire situation causing a major increase to pollution and emissions which will impact on people's health as the main roads used are also used by cyclist's and pedestrians.

I understand the logic to the LTN's in the aim of reducing emissions and if Oxford were a bigger city with proper road routes and structure e.g., Milton Keynes. The scheme would see some success, but their road network is excellent.

The point here is Oxford's main routes including Iffley Road, Cowley Road, Banbury Road, Abingdon Road were built in the mid to late 1800's when the mode of transport was horse and carriage. In comparison Milton Keynes network was built in the late 1900's. If Oxford had a better network of roads, we would not be in the situation we are.

### **They disadvantage disabled people**

People with disabilities or poor health are being ignored and further isolated. Most disabled people rely on cars or taxis which will cause major issues to their way of life and could impact further on their mental health as a result.

### **They slow down emergency services**

This is a genuine factor that must be taken into consideration with LTNs. The fact that some LTN's are accessible is not the overriding objective but the main routes already struggling with high volume traffic will see emergency services unable to get through the traffic which will cause delays to all emergency services causing delays of many minutes. Not only will this impact on the type of emergency but will increase times above the national response target times e.g. Paramedic Category 1 calls should be responded to within <7 minutes.

Recent Story of the first set of LTN's that have been installed in Cromwell Road, Cowley has impacted on the Ambulance service reacting to a Category 1 call on route they could not access Crowell Road due to wooden planters blocking the road this caused a delay of a few minutes. Which could have saved the gentlemen's life!

<https://www.oxfordmail.co.uk/news/19173315.cowley-ltns-didnt-kill-man-says-ambulance-service/>

They increase air pollution on other roads

LTNs do not "evaporate" traffic, they merely displace it, and in increasing congestion, they boost overall pollution levels onto main roads that already suffer with high levels pollution.

They are bad for local businesses

Businesses are already financially affected by the pandemic; more changes will destabilise them further during a period of uncertainty which by all means is far from over.

They disproportionately benefit privileged people

LTNs focus on residential streets and because property prices tend to be lower on busier roads, all the schemes do is push pollution and noise towards poorer people.

They are undemocratic

The arrival for LTN's have not been thought through because of the pandemic. Most businesses are already struggling due to the pandemic some are not even open for business. The UK is in an economical crisis which should have been reflected in the installation of the LTN's. The Government have recognised that the next wave of LTN's need more consultation, the transport secretary has told councils this must be done objectively.

More cycling will cause busy routes to become more dangerous and congested.

The use of bicycles in Oxford is already high the main roads used do not cater for more bicycles e.g., Cowley Road. The increase to traffic along these routes will have an effect on cyclist's health with more pollution and an increase of accidents involving cyclists and motor vehicles. Again, this will cause more traffic jams in a town that already has a high-volume traffic problem. The idea of LTN's to reduce traffic and the number of vehicles on the road is not a fix to the problems Oxford has and I would like to refer to my opening point that Oxford

LTNs:

The reality of the LTNs for our drivers and customers has been very different from their intended outcome.

Journey times are taking significantly longer in these areas leading to our customers paying more because the driver is having to take a longer route with increased traffic due to traffic displacement. This does in turn lead to an increase in pollution created by our vehicles.

Our response time has also been affected the LTNs so not only is taking longer to get to our customers it's taking longer to complete the bookings. This has led to an increase in bookings running late. increasingly this unfortunately leads to customers missing hospital appointments, doctors late for work and customers missing their train.

While we recognise significant improvements are needed to improve road safety and traffic flow blocking roads and providing no alternatives is not the answer.

In short the LTNs seem are making worse the problems they were trying fix.

Tina Reid

I have been a resident of Oxford for the past 26 Years. For the past 22 I have lived in Iffley. A few weeks ago, it took me 40 mins to take my grandchildren (who we care for) to the dentist. A journey which normally takes 5 minutes. My grandson and I have asthma, and both had needed to increase our blue inhaler usage since the introduction of LTNs.

I used to find Oxford to be inclusive and dynamic. However, since the introduction of LTNs, I have seen a very different Oxford. I have seen neighbour shouting at neighbour - in the street. Our community has become divided and is angry. People on both sides are taking the law into their own hands. It is no longer harmonious.

I have also noticed that there is a lack of traffic outside rush hour, and I wonder where has it gone?

Why was it necessary to hijack our roads? We are local people living in a very small city. Our roads are not rat runs, they are how we get from A – B. Businesses depend on us being able to get to reach them. Emergency services need to get through- quickly and safely. Carers need to access the streets to get to their clients, quickly and quietly. I have seen loads of examples where this is just not working. Such as:

1. Smith and Low, a company trading since 1947, have reported a decrease in footfall and therefore trade. This is a long-standing Oxford company that is at risk of going under. Shameful!

2 A friend of mine who runs a local building business has said he will not work on certain streets in East Oxford as he cannot get there in time. If all trades people did the same, where would we be?

3 My hairdressers' travels from Abingdon and now must allow extra travel time between clients, she has put her prices up and indeed is threatening to give up completely.

We are fortunate to live in a wonderful part of the country, we have parks, canals and river paths where cyclists can bike to their hearts content. Why do they need to have priority on the roads? I am not a biker, and never will be. However, I am fully supportive of people riding bikes if they can. I also appreciate their need to be safe. Sometimes though it is not appropriate, we are a very small city with lots of people visiting. The roundabout at St Clements is one of those places where cyclists should dismount and cross the road.

In other parts of the country such as London, they are having to disband LTNs which just don't work, and as in Oxford have divided their communities and are seen as discriminatory. Why spend taxpayers' money on them, there has been no meaningful consultation, and no one could have foreseen the unwanted effects they have caused.

I am also worried about the new bus gates that are due to come into effect shortly, effectively preventing us from going through town. This will be the nail in the coffin. We will be prisoners in our little communities. Who wants to get snared up on the ring road with all the through traffic during the summer. I wonder if it's time to leave!

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Michael Evans

Please see the link to my Facebook post and some of the numerous (public) comments made that I have copied below.

Although I only have 1 minute to talk please note very important concerns that need to be brought to the attention of the cabinet.

14 comments

Maureen Langridge

For me the LTNs are the most important issue. I have always been aware of my carbon footprint and how best to reduce it. Now my journey to the cowley centre has me travelling an extra mile or so. Using more fuel, taking longer, more vehicles clogging up Rose hill, more wear and tear on my car, more exhaust fumes. It may be traffic calming in one area on route but not in others. Worst decision ever made.

Lisa McCann

In my opinion of the LTN's, the Littlemore Road one needs removing with immediate affect. Its blocking all residents the other side from travelling anywhere in Cowley or BB Leys. We have one route out now via the Oxford Road as the junction of Newman R... See more The junction is absolutely dangerous!

Joyce Milligan

Michael i think you got a handle on it I'm happy for you to speak for me with some of Lisa's points too

Karen Hewlett

Michael nothing much to add as you have likely seen my views and the fact I back all you say. I just feel sad that the council has done this to our community! I think they would not get away with this in other communities e.g blackbirds leys would riot...

Susan Allport

In addition NO Bus Gates either

Susan Allport Thanks. I forgot that. I'll include with ANPR Cameras

Angela Cox P Richards

Please Michael can you point out a lot of disabled cannot ride bikes, walk or use buses so a cars a lifeline

Stephen Spencer

A fully independent non political survey of the true traffic pollution caused by the LTN's. Published in full.

Carol Barrett

Totally agree with all your points and they mirror my thoughts exactly. Thank you

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Salman Naqvi

Living on Morrell Avenue off St Clements has been an eye opener in judging how the LNS's have impacted the lives of residents.

The County Council and other elected officials have turned the laws of physics upside down with their notion that these LTN's are somehow going to reduce emissions. It seems to me as I look outside my front window that bumper to bumper traffic, far longer journey times and the general stress of individuals in their cars have been superseded by virtue signalling officials and their notions of green fanaticism. Money spent on data and research need not be wasted on this vanity project as the majority of residents in East Oxford have already spoken out in opposition to this policy. Their voices are being curtailed by enforcement leaflets, non-existent consultations and restricted one minute speeches in public at Cabinet Meetings.

A leaflet does not constitute a consultation. When you try to force through a policy you have to give the appearance of engagement with the people. You have to give the appearance of a democratic process. This so called consultation is an empty gesture to give yourselves cover against any objections from our community. Your parties invade other countries in the name of spreading democracy yet even at a local level Councils cannot exercise anything close to a meaningful engagement with their communities. Only when votes are to be earned is there a knock on the door. Only when its of political and personal benefit are we worthy of talking to. Our community is no longer subservient to your centralised, top down, dictatorial sclerotic institution.

As for the economic impacts upon businesses and individuals. We have lived through the restrictions of covid and now living through the cost of living crisis. Inflation which is a hidden tax to us all is far higher than the 9.1% bogus figure given to us by the Bank of England. Fuel costs are souring, and these officials decide to impose an additional hidden fuel duty tax via these LTN'S in the 2<sup>nd</sup> most unaffordable city in the UK.

The LTN's and the enforced removal of parking on streets like Morrell Avenue is a cost that local residents will have to pay to subsidise this student utopia being implemented by the Councils on behalf of the Universities.

Obviously there is a place for green policies and people should be encouraged to use AFFORDABLE public transport, walking and the use of bikes. The elderly including my parents are however unable to metamorphosise into young adults to satisfy this LTN paradox.

This policy must be balanced against public concerns that LTN's make pollution worse. They make people's lives worse. They make their journeys worse. To intellectualise a debate that these restrictions on our lives has and will impact this area adversely is in itself an insult to our common sense.

These policies has been undoubtedly the worst public relations disaster between elected officials and the people they pretend to represent.

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Patrick Vale  
28 Priory Road  
Littlemore  
OX4 4NE

Re: Speech at LTN meeting 19th July 2022

Dear Councillors,

I live in Littlemore, and have found positive benefits from the introductions of the LTNs. The one we travel through most as a family is the Florence Park LTN, but we have also made use of the Cowley LTN.

The main benefit we see as a family is the ability to move around the city safely (more safely) on bikes, 'even' with the children riding themselves. It is like night and day, travelling with children on a road that is part of an LTN scheme, versus travelling on one that is not. It seems insanely dangerous to even attempt travel on non-LTN roads, and so we don't if there is any way to avoid it. And it is not just us - we have seen many families and individual cyclists, mobility scooters, wheelchair users, pedestrians, people pushing wheelchairs and prams, scooters, and even animals crossing safely. LTNs bring the physics of roads within safe limits for living beings.

Combined with the ring road cycle path, the LTNs make more of Oxford accessible to us, and the '15 minute city' - the area we can reasonably access in 15 minutes of travel time, is vastly bigger. We can access the facilities that are not present in Littlemore, and make almost all our journeys to work, school, doctor, dentist, shops etc by bike.

We also drive, and have found the traffic flows to be more predictable, and the times we are stuck in traffic jams to have reduced since the introduction of the LTNs.

The recent aggression demonstrated towards the LTN infrastructure only serves to underline its importance. It is not hard to follow a thread from the behaviour that begins with vandalism and traffic offences and becomes careless overtaking and disregard for the safety of children and others actively travelling on the road. It is a case of vulnerable road users needing protection, and I would assert that there is a duty of care towards them. They are very many, and often un-voiced. If allowing those who cannot drive a car even if they wanted to, to travel safely means addressing the belief in the primacy of private motor traffic above all others, that sounds like a solid policy decision.

I wholeheartedly support the LTNs and would like to see them continue, and also more support given to help families travel by bike, for example, by the extension of cargo bike hire schemes, and improved cycle storage infrastructure for those who don't have suitable hard standing at home. I would also like to see some reconciliation workshops to address the divisions between pro- and anti-LTN views, before the intensity of feeling from a minority of drivers spills over into targeted aggression of vulnerable road-users or LTN supporters.

With best wishes,  
Patrick Vale

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## Cowley LTN Decision – John Skinner

I stood as an independent candidate for St Mary's in the city council elections opposing the LTNs and providing positive alternative ideas. Independent candidates received an average of 30% of the votes in the wards where we stood despite starting from a standing start and having no party machine or name recognition. I canvassed widely and the following points came up repeatedly.

- Oxfordshire County Council (OCC) is ignoring residents' overwhelming opposition to the LTNs in the consultation; with the planned decision to continue the cabinet is arrogantly insisting it knows best even though none of you live in the area. You are not listening
- The LTNs are crude one-size-fits all, cheap schemes that harm public transport by forcing all traffic onto the main roads; now the schemes have been introduced, the council is making them worse by imposing dangerous cycle Quickways; these encourage cyclists to use the same clogged arterial roads when they are clearly not wide enough to accommodate them; cycling safety specialists advise that cyclists should be separated from heavy traffic. What clowns designed a scheme to clear the side streets of traffic and then force cyclists into the same space? Is it sensible to promote cargo bikes with children and then create polluted quickways?
- All the metrics and evidence produced by the Council on the Cowley LTNs show they are not working; pollution has increased to dangerous levels on the main roads, it has not been reduced as promised; congestion has increased with none of the promised "traffic evaporation"; the council has produced no evidence of any increase in active travel; the scheme is slowing down public transport; and the emergency services have all decided not to unlock bollards delaying access to affected areas (they all opposed lockable bollards in the consultation but were ignored); how can a failed scheme be continued?
- The inequity, unfairness and divisiveness of these schemes needs to be heard; how can it be fair for residents of Oxford Road, Hollow Way, Iffley Road, Cowley Rd, St Clements and Morrell Avenue suffer from hours of excessive pollution caused by traffic exported from other leafy semi-gated gentrified communities? Is it fair to rob the residents of these polluted streets of 640 parking spaces to establish dangerous Quickways? How can it be fair for the poorer areas of Oxford to have this imposed while all Lib-Dem areas are carefully excluded?
- The schemes make it impossible for many to get to work and do their jobs; access to Headington hospitals is made much worse exacerbating existing problems and poor public transport; hospital staff are leaving because they cannot juggle busy work and home lives; many vital GP and Outpatient appointments are being missed because patients can't get to them on time; the council needs to listen and not carry on regardless ignoring all problems.

Finally in its consultation response, OCC is saying that it is willing to consider further changes including the use of ANPR in the areas affected; all previous consultation with affected residents and businesses have been tokenistic, but OCC has assiduously listened and copied ideas from lobbyists from active travel and cycling groups; so far, the council has not listened to businesses, they have not listened to faith groups, they have not listened to carers and workers impacted by the LTNs or to voters. If the schemes are to be changed, these voices must be listened to and the knowledge of the independent and other opponents should be heard. Revised proposals need to be inclusive with a real attempt to bring the different sides together. The unfairness and divisive nature of the LTNs needs acknowledging and addressing, and measures to support business, disabled residents, faith groups and those who use a car for work need to be put in place.

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The question that you are being asked to consider today is far more significant than whether Oxford retains the LTN's, it is a question concerning your integrity and your belief in the values of trust, honesty and democracy which are the corner stones of our society.

We all enjoy the privilege of voting and we can often be disappointed that our choice has not been reflected by the majority. We accept our individual disappointment, confident in the belief that as flawed as the democratic process might be, it is ultimately the fairest system we might have. Having said that, unsurprisingly, at this time trust in politicians is at an all time low.

Some of you appear to exist in a social media bubble where you all agree that what you are doing is right, but this a filtered bubble where people who disagree are banned & suspended, making the research of public opinion corrupt.

This scheme has blighted our lives, our communities, our business's and our city.

LTNs have been rejected by a huge majority in your consultations, thousands have signed anti LTN petitions & many many more write to you -all routinely ignored. This is the reality, these the true voices of Oxford-but do you listen?

It is the obvious disregard for the democratic voice, that has led to serious civil disobedience, not vandalism as claimed, but a city demanding to be heard-but do you listen?

You are privileged to represent the people of Oxfordshire and again, I would ask you to consider what are your values and what does integrity mean to you.

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Oliver Shipp Statement to Cabinet: Tuesday 19<sup>th</sup> July 2022, 11.30am

Thank you for the opportunity to contribute to this important decision today. I'm very sorry that my work commitments in the NHS mean that I can't read this to you, but I do hope you are still able to hear my message.

I live in East Oxford with my young family – two kids aged 8 and 5, who go to Larkrise School and play in Florence Park, our local park.

The Cowley LTNs have been fantastic, nothing short of transformational for our family, please can we keep them?

Our experience is that before the LTNs, I would never let my children cycle to Florence Park. Cricket Road and Rymers Lane were horribly unsafe, with so many car drivers using it as a cut-through.

Thanks to the LTNs, we now cycle to Florence Park several times a week as a family – the kids feel safe on the low traffic roads, and I am now happy to give them their freedom – they absolutely love it. They have been great for my own mental health too, now I can walk or cycle without the stress of danger to my children or the threat to myself of dangerously heavy motor traffic.

Please, please, make all the LTN filters permanent, so that my family and many, many others like us in the area can continue to travel actively and safely around our local area.

Thank you,  
Oliver Shipp

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Thank you for the opportunity to speak at today's meeting. I would like to express my support for the LTNs and hope you will vote in favour of keeping them.

I live in the Florence Park neighbourhood. We moved into our house in late 2019, before the LTNs were implemented. We were completely taken by surprise about the traffic volumes in our street after moving in. This is just a small residential street, we thought, why is there so much traffic? I noticed that the majority of my previous Oxford addresses were in "access only" roads, either "natural" cul-de-sacs or with historic filters - so many of Oxford's roads are already laid out like this. So the volume of traffic through a residential street without this feature was staggering for us.

Once the LTNs went in, our area completely transformed. Instead of traffic jams and idling engines outside our house, particularly at school drop off/pick up times, there are children walking and cycling to school. Obviously this makes it nicer for us to live in our street. But for me this is not just about my quality of life. This is about something entirely different: child independence.

I grew up with a single Mum, a nurse who worked 2 jobs to provide for her family. Mum would never have been able to drive us anywhere. She just wouldn't have had the time. Sometimes we didn't even have a car, when we had a breakdown and no money for repairs. But she didn't need to worry about how we get to school, to the park or the swimming pool – because we had safe and quiet cycle routes. My brother and I had complete independence to move around in our neighbourhood. We would often "go for a bike ride" or cycle to a cool playground in a different area. Children today do not have this freedom, because there are too many cars, and it's not safe. This is just not fair on children, nor on their parents. We have to rebalance our streets, which should be shared spaces – to make more room for people who use these spaces outside of cars.

I don't have any children myself, but I want every child in Oxford to be able to safely and independently travel to school, to the park, to the swimming pool. And without the LTNs, this will never happen.

Thanks for taking this into account.

Ines Wilhelm

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County Council Meeting, 24 February, 2022

**RE: LTN decision**

**PRESENTATION** by Edward GLOVER

on behalf of *Friends of Henley Avenue* residents' association

The aim of the Alliance parties to improve the environment and encourage *Active Travel* may have been well-intentioned but the approach, has **lacked integrity**.

Firstly, the approach has been **undemocratic**: the LTN survey of residents in March 2021 deliberately excluded residents living on the 'boundary roads'. Then, in August, a private survey of those excluded residents reported that 67% believed traffic had significantly increased, and 65% believed pollution had worsened. These results were ignored by local county councillors. And most recently, of course, the county council has dismissed the democratic result of the public consultation, which voted overwhelmingly (63%) in opposition to the LTN scheme.

Secondly, the approach has been **hypocritical**: councillors have acclaimed that LTN residents have been able to walk and cycle on their roads with less traffic and pollution; however, simultaneously, they have refused to accept that the very opposite has been true for residents living on the boundary roads where correspondingly higher levels of traffic and pollution have created HTNs (High Traffic Neighbourhoods).

Thirdly, and lastly, the county council has been guilty of **discrimination**: older people and disabled people have experienced unwarranted obstacles and restrictions to their mobility. Moreover, emergency services, mobile carers and delivery vehicles have all been hampered by barricades that have made journeys unnecessarily longer. And why is it that the county council has chosen only to segregate people living in East Oxford, whereas no such impediments to travel exist in any other part of Oxford?

You, the Alliance parties, have failed to 'sell' your vision of a healthier Oxford to the electorate of East Oxford; You have adopted a patronizing 'we know what's best for you' attitude, and striven to impose your plans despite the clear opposition of the electorate.

Please stop now! Seek a public consensus for a new environmental plan that equitably shares the environmental benefits in all parts of Oxford ... or pay the price at the ballot box!

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**Written submission to Oxfordshire county Council cabinet meeting, Item 6, 19 July 2022.**

Anthony Cheke, 13/7/2022

Although the officers' recommendation is to approve making the Cowley LTNs permanent, the third recommendation, relating to reviews and possible changes shows some signs of flexibility for the first time. Furthermore, in speaking to residents and businesses gathered outside this building on Tuesday last week to protest against LTNs, Cllr Leffman implied she was looking at using ANPR cameras instead of bollards and allowing residents access through roads currently blocked, with other likely exemptions - i.e. basically the Fulham scheme which appears, unlike the Oxford LTNs, to be widely accepted there, and like one I suggested in an *Oxford Times* letter back in December 2020.

If this is a serious plan, then it seems pointless to retain the current road blocks that are damaging shops and other businesses, making life difficult for delivery drivers and taxis (increasing time and costs), care workers, those unable to cycle (disabled drivers etc.) and slowing down buses especially at peak times, and making access to hospitals unduly devious and difficult.

Surely the most equitable plan would be to approve a LTN-ish traffic plan in principle, but restore access by removing bollards until the ANPR system can be funded and put in place. Failure to do this will result in important local community shops and businesses going bust or moving out (as already begun), to no one's advantage, and risks further division and confrontation. Some objective analysis of why people use or used certain of the closed roads as through routes would be very desirable - Beauchamp Lane/Littlemore Rd/Cowley Rd (Littlemore), for instance, is clearly an important link route for Littlemore residents, and closing it has caused, amongst other downsides, a big increase in dangerous turning movements at the Newman Rd/Rose Hill junction. The same applies to Magdalen Rd/Howard St and Divinity Rd in the East Oxford LTN area (this is not an exhaustive list of important link roads!).

The current arrangements have brought the County Council into disrepute across Cowley and East Oxford, as can be seen by the regular comments on the Nextdoor app calling into question the Council's common sense, lack of sympathy for affected residents and businesses, and apparent unwillingness to listen to anyone except the fanatical cycling and 'liveable streets' lobbies. On Nextdoor anti-LTN commentators outnumber supporters by around 10:1, and in the Council's own consultation views on the Cowley LTNs hardened against them after they had been experienced for several months. Planters and bollards may be cheap to install but they split communities both physically and in attitudes, whereas it would be perfectly possible to engage with all sectors of the community and devise a scheme that would be widely accepted, as in Fulham.

For information I have lived in Hurst St, now within the East Oxford (St.Mary's) LTN area, since 1979. The complaints about excess traffic in side streets in Cowley and East Oxford have always seemed to me overblown and driven more by anti-car ideology than evidence of real problems, though like all roads, some can become heavily used at peak hours. Closing a few small roads in the past was not disruptive, but closing ALL 'side' roads certainly is.

I promise to get a new bicycle and start cycling again as soon as the barriers are removed.

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I am a disabled. I suffer with chronic illness. I am dependent on my car for mobility reasons.

I live in the Temple Cowley LTN. I have spoken out against the LTN's in previous cabinet meetings. Since implementation, travelling by car from my home (off Oxford Road Cowley), has been exceptionally difficult. I have had to deal with increase in journey times/lengths, roadworks, congestion on my only route in/out of home which makes me feel trapped. I cannot walk or cycle or get the bus. Pre LTN's I had no issues trying to travel by car. My local community including my friends and family are now inaccessible because of the implementation of LTN's. Peak times have extended and if I need to go out between 3-6pm, it is a huge battle trying to get up the Oxford Road to get out of the area. When I do the school run (Tyndale School/Flo's nursery), the traffic getting back down Hollow Way/The Swan, is extremely heavy. My school runs have doubled in time, if not tripled. Other journeys I need to make are impacted. Including medical appointments. Friends/family come less due to the congestion on the only route available to them. During the roadworks I felt even more trapped in my home. My family and I have lived in our home for 15 years and did like living here, until the council changed the roads. We really want to move out of Oxford, our home, because you are making it impossible for me to live here due to the travel problems I am experiencing.

I have protected characteristics and I am protected from discrimination under the Equality Act 2010 – including from discrimination by this council.

#### **Equality Climate Impact Assessment – check new ECIA**

I refer to the page on disabilities. Particularly those that are dependent on motorised vehicles.

The new ECIA refers to the issues disabled motorists are facing. We have been facing these difficulties now since March 2021, with no support or changes to the scheme, to mitigate the impact. I have read the new ECIA, and note that changes are not due to be made until spring 2023. What about the here and now? Come September and through the autumn/winter months when schools return, the traffic will be back to it's busy levels. Less people will actively travel and more people will use their cars. If changes are not being made until Spring 2023, that will be two years into the experiment. What about the here and now? The stress you are bringing myself and others in this situation is unfair and discriminatory.

**The finding of the original LTN consultation in 2020 was that disabled people who are reliant on the car may experience delays or diversion to their normal journeys and were least supportive. This is a statement and does not offer any actions or mitigations to help disabled motorists reliant on their cars for mobility.**

**The council is treating our lives as experiments. The council's behaviour is having have a detrimental effect on people covered by the Equality Act 2010 and is therefore unlawful.**

**I have read through the papers for this meeting. I have read through the extensive pages of objections and emails of objection you have received. To continue with your plans would show the majority of people in this area that you completely disregard their concerns and are not listening to people, who are really struggling due to the LTN's. It would also show us that you do not care about the impact on the lives of people – including those with protected characteristics.**

I attach and refer to a talk delivered by Patrick Lingwood, Active Travel Lead on 25/08/2021 – Cycle active city talk. Within this document, the Council deem it acceptable to discriminate on the grounds of disability, because doing so is **a “proportionate means of achieving a legitimate aim”**. I question whether the LTN trial has achieved the legitimate aims and if so,

have these aims been achieved in a proportionate way. The four aims in the presentation are below, along with the findings from the report pack.

| <b><u>Aim</u></b>   | <b><u>Finding from report pack</u></b>  | <b><u>Page number (s) in this meeting's report pack</u></b>  |
|---|---|--|
| <b>1. Improvement in air quality</b>                              | Boundary roads air pollution has increased, relatively, by 9%   | p.398  |
| <b>2. Improvements in safety</b>                                  | Morning peak traffic speeds have increased in the Florence Park LTN<br>Ambulance response times are longer<br><br>Consultation responses reporting real life ambulance problems / incidents   | p.391/2<br><br>p.399<br><br>p66, 138, 143, 144, 165, 179, 217, 223, 226, 231, 235, 252, 271 & 305. |
| <b>3. Improvements to public health – promoting active travel</b> | Cycling rates were low pre LTN – daily average of 150 and 190 journeys<br>Cycling rates have not improved.<br>Walking rates have not improved.  | p385 – figure 10<br><br>p384 – figure nine   |
| <b>4. Reduction in traffic congestion</b>                         | Cowley Road journey times post-LTN were almost no different than before.<br>All journey times on Iffley Road have increased.<br>Traffic volumes on some boundary roads is higher than pre LTN<br>Local bus congestion at peak times is up 21.7% from pre LTN levels | p390, figure 18.<br><br>P389, figure 17.<br><br>P381<br><br>p396                                   |

**I am therefore today asking the Monitoring Officer to rule, that the Council cannot continue with the Cowley LTN's. To do so and proceed with these plans would breach the Equalities Act 2010, without justification.**