



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 24 February 2022 at 10.00 am

Council Chamber - County Hall, New Road, Oxford OX1 1ND

Please note that due to guidelines imposed on social distancing by the Government the meeting will be held virtually.

If you wish to view proceedings, please click on this [Live Stream Link](#) However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday, 4 March 2022 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads 'Stephen T Chandler'.

Stephen Chandler
Interim Chief Executive

February 2022

Committee Officer:

Cameron MacLean

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Note: Date of next meeting: 24 March 2022

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declaration of Interest**
2. **Questions from County Councillors**

Any County Councillor may, by giving notice to the Proper Officer by 9.00 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any Councillor at any meeting is limited to two or one question with notice and a supplementary question at the meeting. The time for questions will be limited to 30 minutes. As with Questions at Full Council, any questions which remain unanswered at the end of this Item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or other councillor or officer determined by the Cabinet Member. Such Questions shall not be the subject of debate at this meeting. Questions received after the despatch of the agenda, but before the deadline for the receipt of Questions, will be shown on the Schedule of Addenda circulated at the meeting, together with the written response if one is available.

3. **Petitions and Public Address**

Attendance at Meetings

Currently Council meetings are taking place in-person (not virtually) with social distancing operating in the venues. However, Members of the Public who wish to speak at this meeting can attend the meeting "virtually" through an online connection.

Places at the meeting are being managed to respect the requirements of social distancing. You can ask to attend the meeting in person. However, you are strongly encouraged to attend "virtually" to minimise the risk of Covid-19 infection.

Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Requests to Speak

Normally, requests to speak at this public meeting are required by 9.00 am on the day preceding the published date of the meeting. However, during the current Covid-19 pandemic, requests to speak must be submitted by no later than 9.00 am four working days before the meeting, that is, 9.00 am on Friday, 18 February 2022.

Requests to speak should be sent to:

cameron.maclean@oxfordshire.gov.uk

If you ask to attend in person, the Committee Officer will advise you regarding Covid-19 safety measures that will be taken at the meeting.

Written Statements

If you are speaking “virtually”, you are requested to submit a written statement of your presentation to ensure that your presentation can be considered should a virtual presentation not be possible for whatever reason.

The statement should be provided no later than 9.00 am two working days before the meeting, that is, Tuesday, 22 January 2021. Statements should be no longer than one side of an A4 sheet.

4. Cowley LTNs - Experimental Traffic Regulation Order (Pages 1 - 446)

The Cabinet Member for Highway Management is RECOMMENDED to:

- Make permanent the provisions of the current Experimental Traffic Regulation Orders for the Church Cowley, Florence Park and Temple Cowley area Low Traffic Neighbourhoods.
- Instruct officers to investigate options to mitigate issues identified in Paragraph 33 and, where necessary, submit schemes for future funding.

5. Kirtlington Village: Proposed 20 mph Speed Limit (Pages 447 - 468)

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph and 40mph speed limits as advertised.

6. Oxford: Cutteslowe Controlled Parking Zone - Proposed Inclusion of Bourne Close and David Walter Close (Pages 469 - 478)

The Cabinet Member for Highway Management is RECOMMENDED:

- a) Not to approve at present the proposed inclusion of Bourne Close and David Walter Close within the Cutteslowe Controlled Parking Zone) as advertised.
- b) To keep under review the parking pressures in these roads to identify if measures may be required at a later date.

7. Harwell: B4493 and Village Roads - 20 mph and Traffic Calming Measures (Pages 479 - 520)

The Cabinet Member for Highway Management is RECOMMENDED to approve, as advertised:

- a) The introduction of a 20mph speed limit zone a 20mph speed limit zone in Harwell. The proposals will replace the existing 30mph speed limit with a 20mph speed limit zone on all roads within Harwell village, leading out to the following points:
 - Blenheim Hill/Didcot Road - a point 40 metres east of its junction with Teasel Bank
 - Grove Road - a point 410 metres west of its junction with Drewitts Corner
 - Townsend - its junction with Barrow Lane
 - Wantage Road - its junction with Reading Road
- b) Traffic calming measures within the 20mph zone comprising:
 - *Raised tables to be located on:*

- Wantage Road - with its junction Tyrrells Close,
- High Street - outside Wellow House,
- Blenheim Hill - outside Hill Orchard.
- One sided 'build-out' feature on the High Street (near the War Memorial) on the northbound lane, with priority given to traffic travelling southwards,
- Centre line road markings will be removed on High Street & Wantage Road & 1.5m wide advisory cycle lanes in each lane will be provided,
- '20' roundel road markings on the carriageway & '20 mph' repeater signs will be installed at various locations within the zone.

8. Cherwell and West Oxfordshire Districts - Proposed New and Deleted Disabled Persons Parking Places (Pages 521 - 556)

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at:

Cheviot Way, Banbury; Edinburgh Way, Banbury; Margaret Close, Banbury; Dryden Avenue, Bicester; Tadmarton Road, Bloxham, and High Street, Hook Norton.

But to defer approval of the proposals at the following locations pending further investigations:

Angus Close, Banbury; Sussex Drive, Banbury; Brickle Lane, Bloxham; Brandon Close, Kidlington; Windrush, Banbury; Fairfax Road, Banbury; The Crofts, Witney, and The Leys, Chipping Norton.

Divisions Affected - Cowley; Rose Hill and Littlemore

CABINET MEMBER FOR HIGHWAY MANAGEMENT 24 FEBRUARY 2022

OXFORD – CHURCH COWLEY, TEMPLE COWLEY AND FLORENCE PARK AREAS: LOW TRAFFIC NEIGHBOURHOODS - EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

Report by Director of Growth and Economy

RECOMMENDATION

The Cabinet Member for Highway Management is RECOMMENDED to:

- **Recommend to make permanent the provisions of the current Experimental Traffic Regulation Orders for the Church Cowley, Florence Park and Temple Cowley area Low Traffic Neighbourhoods.**
- **Instruct officers to investigate options to mitigate issues identified in paragraph 33, and where necessary submit schemes for future funding.**

Executive summary

1. It is widely recognised nationally that increasing traffic levels are becoming more unsustainable. This is resulting in higher levels of congestion and air pollution and contributes to poor health. Traffic calming, such as road humps and chicanes whilst successful in reducing speeds, are not as effective at reducing traffic on local streets or encouraging use of alternative forms of sustainable transport. The Oxford Transport Strategy along with supporting local plans seeks to promote and encourage a shift in how we move around Oxford.
2. Low Traffic Neighbourhoods (LTNs) have been identified in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as a method for achieving this goal. The Cowley LTNs have been trialled as a stepping stone towards this, in line with council priorities relating to public health, decongestion, climate change and air quality. As such, following consultation in 2021 the three Cowley LTNs were implemented in March/April 2021 as part of an Experimental Traffic Regulation Order and consulted on for a period of 6 months.
3. The key measures of success for any LTN scheme which have been monitored during the trial are traffic volumes, pedestrian volumes, cycling volumes, vehicle speed, bus journey times, air quality, impact on emergency services response and a feeling by residents that it is safer or more desirable to use non-vehicular based travel modes.
4. In line with the objectives of the LTNs, there has been a significant decrease in car traffic volumes and a notable relative increase in cycling and walking levels within the limits of the LTNs. There is also some evidence suggesting bus patronage is also starting to increase. Refer to Annex 4.

5. Overall, air quality monitoring indicates that there is an improvement on LTN-boundary roads, although it is noted that the percentage decrease is not as high as other control areas across the city, potentially due to the increased comparative traffic levels on boundary roads compared to control sites.
6. The consultation showed that just over a quarter (26%) respondents supported the scheme that they commented on, 11% expressed concerns and nearly two-thirds (63%) objected to the measures. Generally, it was found that there were higher levels of support from residents living on cut-through streets than other streets particularly cul-de-sacs.
7. Some key issues were identified which affected public opinion within the LTN, these either have already been addressed, or could be addressed with mitigating measures as outlined in Annex 3.
8. As expected there have been some negative impacts on the network, in that compared to other main routes in the city traffic volumes are comparably higher by an average of 3% across the day. However, this may improve as more people think about alternative travel options.
9. There is a general feeling within the LTNs that they result in more inconvenience and do impact negatively on the boundary roads, in terms of congestion, trip times and main road residents' lives. But there are also positive impacts such as reduce traffic, improved safety, improved air quality and people are starting to think about alternative travel options.
10. History shows us that transport changes, particularly those restricting the use of the car, are politically contentious when first introduced, generating strong opposition. Such changes also often result in a period of upheaval and changes to traffic movements, but once established, they reset the norm.
11. It is acknowledged that there is still more work to be undertaken through other initiatives across the City to reduce the carbon footprint of travel and encourage more sustainable methods of transport. Whilst there is still some opposition to LTNs and further work to be undertaken to address ongoing issues, the outcome of the monitoring exercise does indicate that LTNs are successful in encouraging to rethink how they travel where they are able to do so.

Background

12. In March 2020, the Council approved the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP). This set out an ambition to increase cycling in Oxford by 50% by 2031, which supports Oxfordshire County Council's commitment to become carbon neutral by 2030 and contribute to a reduction in climate change.
13. The Oxford LCWIP includes Low Traffic Neighbourhoods (LTNs) as one of its eight core policies to promote cycling and walking, especially where they also promote 'Quietway' cycle routes. OCC is currently working on a new Transport Strategy for Oxford, and this includes embedding LTNs in as a key tool to improving the city.
14. In May 2020, in response to COVID-19, the government issued statutory guidance as an update to the 2004 Traffic Management Act (TMA) requiring councils to take measures to reallocate road space to promote cycling and walking, including the use of filters to create LTNs.

15. Active and healthy travel is more than just another mode of transport. These travel choices have the added benefit of:
 - a. improving personal health and fitness
 - b. contributing to cutting congestion
 - c. decreasing pollution.
16. An LTN is an area where motorised traffic is prevented from taking short cuts through a residential area with the use of traffic filters. They seek to challenge how people think about how they travel and provide an environment that allows alternatives to be considered by creating quieter and safer streets where people feel safer and more comfortable when making local journeys by bicycle, by e-scooter and by foot to local amenities such as local shops, doctors' surgeries, and bus stops for journeys further afield.
17. The Cowley LTNs are made up of 3 areas Church Cowley, Temple Cowley and Florence Park and were chosen as priority areas due to their high volumes of through traffic and lower levels of cycling. They form part of the Council's wider Oxford Transport Strategy.
18. An informal consultation with the public and other stakeholders was undertaken between 23 November – 18 December 2020 in tandem with statutory consultation with emergency services and other statutory consultees.
19. In January 2021 the Cabinet Member for Environment approved implementation of the three Cowley LTNs under Experimental Traffic Regulation Order (ETRO). The report can be found [here](#). The LTNs were implemented in March/April 2021 and consisted of planters, bollards, waiting restrictions and signs. There was some delay in implementation due to the limited supply of lockable bollards, which resulted in the formal ETRO consultation commencing in May 2021 for a period of 6 months.
20. In June 2021 a change to the ETRO was made to permit Voi E-Scooters through the filters as well as some minor adjustments to filter locations which saw the consultation extended to 19 November 2021.
21. This report details the outcome of that consultation, along with monitoring of modal shift, traffic volumes and air quality within the LTN and on the boundary roads.
22. It is accepted that LTNs will generate increased traffic volumes on the boundary roads, but that overtime as more initiatives are brought forward and travel behaviours changes that this will begin to normalise and in the longer term reduce.

Consultation and assessment

23. The report is based on the evidence from the sources below.
 - Statutory consultation.
 - Public perception survey: The Council undertook a baseline and a follow-up survey 6 months after the full barrier implementation (except ANPR cameras)
 - Traffic and air quality monitoring including an assessment of modal shift.

Statutory Consultation

24. A total of 2,295 questionnaires were completed using the County Council's e-Consult and Let's Talk platform alongside 59 email responses. The responses were assessed

by an independent consultant and a copy of the report is attached in **Annex 1**. Key findings are highlighted below.

25. Of the 2295 responses, just over half (55%) stated that they live or work in Oxford, while 15% answered more specifically that they are based in Cowley, and 11% in Littlemore. Only 4% of respondents identified as living or working in or close to the Temple Cowley LTN, and 1% in both Church Cowley and Florence Park LTNs.
26. The consultation showed that just over a quarter (26%) respondents supported the scheme that they commented on, 11% expressed concerns and nearly two-thirds (63%) objected to the measures. Overall, the percentage of those objecting to the proposals were higher in Church Cowley and Temple Cowley 68% and 67% respectively. However, a lower percentage objected to the proposals in Florence Park at 54%. Outside of the LTNs 68% objected, 11% had concerns and 20% support the scheme.
27. Altogether 38% of respondents lived in the LTN areas, 13% on the boundary main roads and 46% in Oxford and 3% in rest of Oxfordshire. Of those living within an LTN, 35% support, 11% concerns and 54% object.
28. Levels of support could also be analysed for individual streets in the 6-month survey and the pre-implementation survey. Generally, it was found that there were higher levels of support from residents living on cut-through streets than other streets particularly cul-de-sacs, but for all streets, levels of support declined, and levels of objection increased.
29. As with previous consultations the percentage of businesses responding negatively was high at 84%, although overall the response rate was low with businesses accounting for 4% of the total number of respondents.

Main themes of support, objection and concern

30. The key themes identified in the consultation are detailed below (a full list of main concerns and advantages is available in **Annex 2**, however it is notable that both those supporting and objecting to the schemes expressed concern that the bus gates were not being enforced.
31. Those **supporting** the LTNs identified many benefits including:
 - LTNs have transformed the neighbourhood for the better, creating a better sense of community
 - Less traffic, less speeding, more cycling and improved safety
 - Streets are quieter with better air quality
 - LTNs benefits outweigh some inconvenience when driving
 - LTNs are a first step but there is a need for more measures
32. The main themes from those **objecting** to the LTNs were:
 - Many of the roads closed are main thoroughfares (not “rat-runs”)
 - Alternatives such as traffic calming, cycle lanes, speed limits preferred
 - Traffic just displaced onto main roads leading to traffic congestion and more pollution
 - Some people have no choice but to use the car in their daily lives
 - Single exits out of LTNs are inconvenient, difficult and dangerous

33. As well as general comments, respondents raised specific concerns that they felt impacted on the success of the LTNs. Some concerns raised are being addressed through other initiatives, however, it is recommended that mitigating measures are investigated for some specific issues as outlined in **Annex 3**.
34. Addressing these concerns would ensure better operation of the LTN and the level of support in the community. It is recommended that options are investigated, and where appropriate scheme proposals are submitted for future funding.

Monitoring

35. The following section summarises the outcome of the Perception Surveys and monitoring of traffic volumes, journey times and air quality. Copies of the full report are attached in **Annex 4**.

Perception Survey

36. Public surveys have been used to understand how perceptions, views, and behaviours change over time in the Cowley area. A baseline and a follow-up survey 6 months after full implementation were available on Oxfordshire County Council's consultation platform. Overall, comments both for support and objections largely mirrored the main consultation.
37. In the open-text responses there was a 9% relative swing in favour of supporting the LTNs. There was a notably positive shift in attitudes towards walking and cycling. The most referenced benefits mirror many of the objectives of the LTNs and include reduction in traffic noise, improved air quality, and perceptions of safety owing to less traffic, and how this has led to improvements to residents' quality of life.
38. A concern raised was that whilst leading to reduced traffic within the LTN, traffic seems to be displaced to other surrounding areas, creating a level of perceived 'unfairness' in the impact of the LTN. An additional concern raised was that reduced passing traffic might create an unsettling environment, particularly after dark. Special care needs to be taken in ensuring the LTNs create lively areas that are and feel safe.
39. It should be noted that public perceptions of increased traffic and/or reduced air quality may be partly due to the comparison against periods of extremely low traffic in 2020 and early 2021 due to the Covid-19 pandemic.
40. An important finding is that opinion within the LTN areas is polarised. There was a significant shift within the LTNs, from individuals who replied to both surveys with respondents moving from tend to object, neutral or tend to support categories into the either strongly object or strongly support categories.

Comparison between pre-implementation survey and 6-month survey

41. Further analysis showed that 38% of responses were from the LTN areas compared to 62% outside the LTN areas. Around 17% of households in the LTNs responded – a similar percentage to the pre-implementation survey. In every LTN area, there was a shift in the 6-month survey from support to objection for their local LTN areas, though it should be noted that each area also experienced an increase in numbers fully supporting the LTNs.

42. Overall, the findings from the survey indicated that LTNs seem to be an effective measure to improve active and sustainable travel and the quality of life of the residents. Data from questions on use of different modes of transport identified a shift away from everyday car use and towards active travel and public transport between March and November 2021. The survey also identified a generally greater level of consideration given to modal choice by respondents than had previously been the case. However, there are important issues to consider, regarding the increased traffic volumes in boundary roads and inconvenience to some car users.

Traffic and air quality monitoring

43. This section covers monitoring covers traffic, pedestrian and cycle volumes, vehicle speeds, bus journey times, air quality and impact on emergency services. Noise pollution assessment is still underway. COVID-19 restrictions made this evaluation particularly challenging by disrupting the reliability of recent trends. Where possible, a baseline for monitoring sources has been set before COVID-19. Areas unaffected by the LTNs were used as control sites, with the aim of accounting for other confounding variables, such as society's changing responses to COVID-19. The key conclusions from this analysis are given below.

Pedestrian, cycle and car traffic within the LTN areas.

44. Data as shown in **Annex 4** is from Vivacity camera sites, which were installed in 2019.

Primary effects: LTN area

45. Overall figures within the LTNs show a clear increase in walking and cycling when compared to control sites and pre-LTN levels and a reduction in car traffic volumes as summarised below:
- Car traffic volumes have decreased by 42% from March to November 2021 with greater reductions of 51% between July until November 2021, when compared to 2019 levels for equivalent months and control sites.
 - Pedestrian volumes have increased by 19% from March to November 2021 compared to 2019 volumes and control sites.
 - Cycling volumes have increased by 22.5% from March 2021 to November 2021 compared to 2019 levels and control sites.
46. Vehicle speed data suggests that traffic speeds increased within the LTNs between April 2019 and April 2021, however data from June 2021, suggests a levelling, whereby speeds were much more like 2019 levels, and in some cases even lower.

Impacts on traffic on boundary roads

47. Traffic volumes were measured using Vivacity cameras at 5 locations, namely Hollow Way, Oxford Road, Church Cowley Road, Henley Way and Rose Hill. Overall, across the 5 sites car traffic volumes on boundary roads have increased by 3% compared with 2019 levels and control sites, some were worse than this whilst others performed better. However, these impacts are expected to reduce as people start to rethink their travel behaviours and as Covid restrictions lift, people continue to return to the buses. The data does show an initial peak in traffic increase immediately following implementation of the LTNs, which then levelled off.
48. Telematics data (using SatNav systems in vehicles) indicated increased journey times on Henley Avenue in both directions, both in April and June (when comparing to 2019

levels). However, Oxford Road has experienced some journey time improvements, especially West-bound. The PM peak has been slightly negatively affected in both directions, but the AM peak has experienced improvements in journey time in both directions.

49. There are upwards trends in bus service journey times along Iffley Road from March 2021, to which the LTN may have contributed, though overall bus journey times along this road are still lower on average than in 2019.
50. For the Cowley Road, we can see that the PM peak outbound bus services have been most negatively impacted, with journey times generally in excess of 2019 averages since March 2021. The trend upwards from March is apparent for some, but not all times of day on this route; for example, interpeak and evening outbound travel times improved. Other times experienced an initial spike in journey times, which has since reduced back down – notably inbound services, including AM and PM peak.
51. Air quality data indicates that air pollution levels (NO₂) from March to October 2021 reduced on LTN boundary roads by 8% compared to pre-COVID levels. However, the reduction was less than in comparison sites, which have experienced a 17% reduction on average.
52. South Central Ambulance Service (SCAS) Optima Predict emergency response simulation was undertaken and found that impact on SCAS performance at the local level is minimal, with only a 0-6 second delay in the 3 most urgent response categories.

Sustainability Implications

53. The LTNs have been seen to encourage the use of sustainable transport modes as perceptions surveys have identified that people are starting to rethink how they might travel and is starting to see an increase in walking and cycling. This supports the delivery of wider transport initiatives, including the Oxford LCWIP target of increasing cycling by 50%.

Financial Implications

54. The Cowley LTN was implemented by funding identified through the Active Travel Tranche 1 programme. Ongoing works are to be funded through the Active Travel Tranche 2 programme.
55. The current funding available for the entire Active Travel Tranche 2 programme is:

Funding	Capital	Revenue
DfT	£ 2,388,000.00	£597,000.00
S106 (previously agreed)	£ 37,942.17	
S106 (additional funding identified)	£ 199,508.39	
Growth Deal (Capital)	£ 479,000.00	
Growth Deal Quiet Connector Routes (for Marston Road)	£ 140,000.00	
Total Funding	£ 3,244,450.56	£597,000.00

56. The East Oxford LTNs and Quietways are funded as part of the Department for Transport's Active Travel Tranche 2 programme. The funding will cover the cost of physical measures, consultation expenses, legal costs and staff costs.
57. The estimate for potential amendments to the LTN including design development, consultation expenses, legal costs, works costs and staff costs is estimated at up to £135,000.
58. An allowance of £100,000 for ongoing monitoring has been accounted for in the overall budget for all schemes within the funding stream in 2022/23.
59. If the scheme is removed the cost is estimated at £20,000.
60. If the scheme were to be made permanent, further design work in collaboration with the local community would be required to determine what features would replace the temporary planters. This could cost between £320,000 (estimated £20,000 per filter plus development costs) and £750,000 (estimated £50,000 per filter) for development and implementation depending on the type of treatments that are used. Currently there is no allowance for making features permanent and additional funding would need to be sought.
61. No allowance for ongoing maintenance has been provided for in the funding received by the DfT. It is anticipated any future maintenance will be included within the council's maintenance budget. Once implemented, it is anticipated that these costs will be within the existing maintenance budgets. Local groups have shown interest in maintaining planters in their local areas which minimises ongoing maintenance costs.

Comments checked by:

Emma Percival, Management Accountant
Financeemma.percival@oxfordshire.gov.uk

Staff Implications

62. Ongoing staffing resource is anticipated should the scheme be made permanent

Legal Implications

63. The scheme development will be led by Oxfordshire County Council as the Highway Authority. Oxfordshire County Council will be receiving legal advice on the scheme from their own legal team in development of the Cowley LTNs.
64. The appropriate statutory consultation has taken place and consultation requirements relating to Experimental Traffic Regulation Orders will continue to be complied with, together with compliance with any relevant statutory duty applicable should the ETRO be made permanent.

Comments checked by:

Jennifer Crouch, Principal Solicitor, jennifer.crouch@oxfordshire.gov.uk (Legal)

Corporate Policies and Priorities

65. The Cowley LTNs have been identified as part of the Oxford LCWIP and are consistent with Oxfordshire County Council's aim to achieve zero carbon emissions

by 2050. They also support the wider Oxford Transport Strategy which promotes increased cycling, walking and use of public transport.

Risk Management

66. Cowley LTNs formed part of the Tranche 1 Emergency Active Travel funding streams which had a limited budget, whilst some changes were made to the scheme the budget did not allow for ongoing changes to the trial. Any future changes will be funded by the Tranche 2 Active Travel funding stream. This adds a pressure to the overall Tranche 2 budget and could result in a reduction in the number of schemes that were identified being delivered.
67. The LTNs are highly controversial, and some evidence of vandalism has occurred. Recent negativity in the press could result in an increase in these incidents putting added pressure on maintenance budgets. Additional funding may need to be sought in future years if issues continue.
68. Monitoring has identified that there have been negative impacts on traffic volumes / journey times on boundary roads. However, there is evidence that travel behaviours are starting to change.
69. Special Educational Needs transport is a statutory service with maximum travel target times for students. There is a risk that additional contracts may need to be procured by the council to overcome any potential impact of the LTNs on travel times, at least in the short term if they do breach statutory requirements which could result in budget pressures.

Equality and Inclusion Implications

70. An Equality and Climate Impact Assessment (ECIA) has been completed **see Annex 5**.

OWEN JENKINS – Director of Growth and Economy

24 February 2022

Annex 1 – Marketing Means Public Consultation Findings Report

Annex 2 – Main concerns from Public Consultation Findings

Annex 3 – Issues and Mitigations

Annex 4 – Cowley LTNs Interim Evaluation Report

Annex 5 – Equality and Climate Impact Assessment

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Analysis of Data from East Oxford LTN Public Consultation

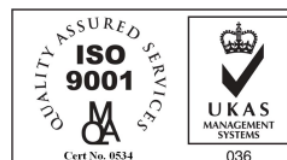
Report on consultation results

Summary Report v3.1

February 2022

Prepared by: **Marketing Means (UK) Ltd.**

For:



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Appendix 1: Consultation Questionnaire

Appendix 2: Cover page of Let's Talk Oxfordshire to explain positioning of consultation

Executive Summary of Survey Findings

This report sets out the results of a public consultation conducted by Oxfordshire County Council with the results processed and analysed by independent research agency Marketing Means.

Method

Oxfordshire County Council ran a public consultation during 2021 to gather views on three Low Traffic Neighbourhoods (LTNs) that were delivered in Cowley, Oxford in March/ April 2021 under an Experimental Traffic Regulation Order (ETRO). The consultation was accessible online via a series of briefing documents and a questionnaire, between 28th February and 19th November 2021. The Council received 2,433 written responses from 2,105 different participants. Marketing Means was commissioned to analyse these responses, which form the basis of the analysis presented in this report.

Profile of Consultation Respondents

- Almost 95% of responses were from people taking part as an individual, 4% from businesses and nearly 2% on behalf of a group or organisation.
- Almost all of the responses (99%) were from Oxfordshire residents, while 56% work in Oxfordshire, 5% study in the county, and 11% own/represent a business.
- Just over half (56%) stated that they live/work in Oxford, while 15% answered more specifically that they are based in Cowley, and 11% in Littlemore. Few identified themselves as living/working in or close to the three Cowley LTNs; 4% for Temple Cowley, and 1% in each of Church Cowley and Florence Park.

Proportion who Support, have Concerns about, or Object to the experimental low traffic neighbourhoods (LTNs) in the Cowley area of Oxford

- A substantial number of respondents commented on more than one LTN, either in a single response or often by submitting multiple responses to the consultation. The three LTNS were all represented to a similar degree in the final dataset, with 36% of comments relating to Church Cowley, 33% to Temple Cowley, and 31% to Florence Park.
- The overall results, combining views relating to each LTN, showed that just over a quarter (26%) supported the scheme that they commented on, but 11% had concerns and nearly two-thirds (64%) objected.
- Church Cowley and Temple Cowley drew the highest numbers of responses and showed the highest proportions who objected, at 68% and 67% respectively, and the lowest net support scores¹ of -48.7% and -44.4% respectively. There were slightly fewer responses for Florence Park's LTN and a significantly lower proportion objecting, 54%, to give a much less negative net support level of -18.2%.
- While those responding as individuals and as parts of groups or organisations were just as likely as each other to object to the LTNs (62% and 63% respectively), those responding as businesses were significantly more likely to object (84%), with a lower net support of -76.0%.

¹ Net support = % who Support minus the % who Object, so a positive figure = some degree of overall support and a negative figure = some degree of overall opposition

Reasons for Supporting or Objecting to the Proposals

- The people who responded to the consultation were also given the chance to explain in their own words why they had indicated that they support, object or had concerns about each LTN. We have grouped their free text answers into the most common themes to allow meaningful analysis, linked to which LTN was primarily being referred to and whether the respondent supported, objected or had concerns.
- The reasons given most frequently overall were perceived negative aspects of LTNs, in particular the **displacement of traffic from within an LTN's boundaries to create congestion on the roads just outside** those boundaries, which just over half (52%) of all respondents gave as at least part of their reason for rating an LTN as they had.
- In a similar vein, but expressed by fewer respondents, 12% commented on the **unfairness of the scheme for people affected by increased traffic**, and 15% that the LTNs had led to **traffic chaos**. Cowley Road, Oxford Road, Church Cowley Road and Hollow Way were the individual roads most likely to be mentioned by respondents.
- Concerns over the environmental impacts of LTNs were also frequently mentioned, with 32% feeling that the LTNs would **increase car mileage and emissions overall**, and 30% believing that LTNs would **displace pollution on routes just outside each LTN** (in proportion to the increased traffic).
- The impact on driving habits was also generally seen as a negative, with one in five (22%) commenting that they or other drivers should be able to **travel/commute as directly as possible** and minimise any detours. Some (13%) felt that it was **unlikely that the LTNs would change driving habits/behaviour**, in part as some people have limited choice given the nature/location of their work, and 12% expressed **concerns for elderly/disabled/vulnerable people** who may need to use a car themselves or receive support/care from someone with a car.
- One in 10 also suggested that LTNs had affected driving in that the **new road layout, filters and junctions had made driving more risky** and that **drivers' frustration had/would create an increased level of 'road rage'**.
- A similar proportion of one in 10 also noted their view that **LTNs would harm local businesses** due to lower footfall, more difficult access to retailers, limited parking and the difficulties experienced by mobile businesses (using vans or driving to visit clients).
- On the positive side, the most likely plus points to be identified about LTNs were feeling that the LTN they were commenting on is now **safer for pedestrians, cyclists and children**, given by 16%, with the same proportions feeling that **LTNs are a good idea and should bring benefits for residents**, and also that the **environment of the area had improved** through reductions in traffic and pollution.
- Looking only at the responses of those who supported LTNs, those same three reasons were each given by more than 60% of supporters, while 24% of supporters commented on how the LTNs had encouraged them **to cycle more, to take up cycling, to commute by cycle, and generally feel more comfortable when cycling**. One in six supporters (16%) felt that active travel options, encouraged by the LTNs, would **improve health and make the areas better to live in**. Some supporters (7%) also felt that **active travel and public transport options should be supported/promoted**.
- Among those who expressed concerns, rather than objecting outright, their leading issues were that **LTNs displace traffic to create congestion elsewhere**, given by 60% of those with concerns, their own **personal or received negative experiences of LTNs** (38%), **LTNs creating pollution elsewhere, sometimes to dangerous levels** (given by 33%), **LTNs leading to increased car mileage and a higher carbon footprint due to the detours/diversions required** (32%), and the **unfairness on those living close to LTNs of the increased traffic and pollution as a consequence** (17%).

- The opinions of those who objected to LTNs were course strongly negative in character, and were led by well over two-thirds (70%) commenting that **LTNs displace traffic to create congestion elsewhere**. Three other themes were also expressed by more than 40% of objectors; LTNs leading to **increased car mileage and a higher carbon footprint due to the detours/diversions required** (given by 43%), their own **personal or received negative experiences of LTNs** (43%), and LTNs **creating pollution elsewhere, sometimes to dangerous levels** (40%). Impacts on drivers were also often mentioned by objectors, with 32% feeling that they or other drivers should be able to **travel/commute as directly as possible**, and 19% sceptical **that the LTNs would change driving habits/behaviour**.
- Among objectors, 14% mentioned **harm caused by LTNs to local businesses**, and this rose to 54% of those objectors who were responding on behalf of a business.

1. Introduction

1.1 Background and method

- Oxfordshire County Council ran a public consultation during 2021 to gather views on three Low Traffic Neighbourhoods (LTNs) that were delivered in Cowley, Oxford in March/ April 2021 under an Experimental Traffic Regulation Order (ETRO).
- The three LTNs are in the Church Cowley, Temple Cowley and Florence Park areas of Oxford. The proposals are intended to create an environment that is safer for pedestrians and cyclists, in part by reducing the amount of traffic using 'cut-through' routes through local residential areas.
- The consultation was accessible via a series of briefing documents and a questionnaire, hosted online from 28th February 2021 to 19th November 2021.
- Once the consultation was closed, the Council provided the full datasets from both software packages to Marketing Means, the independent research agency that had been commissioned to analyse the consultation data, in particular the responses to an open-ended question that asked respondents to explain why they supported, had concerns over, or objected to any of the LTN proposals.
- Marketing Means assessed the full dataset to identify any cases of duplication.
 - Where a respondent had submitted two or more responses on different dates but relating to the same LTN, comments were merged and the latest opinion expressed (support/concerns/object) was treated as their final opinion.
 - Where a respondent had submitted two identical forms with exactly the same comments applying to two or three different LTNs (essentially cut and pasted between forms), their responses to each LTN were retained, and are presented separately here only when looking at each LTN's discrete results.
 - Where respondents' answers differed, sometimes markedly, and sometimes expressed on different dates, for the different LTNs, their multiple responses are also retained in the analysis.
- The Council received 2,433 responses to this online form, which was hosted on one software platform until September 29th 2021, and another from that date to the close of fieldwork². The final dataset for analysis included responses from 2,105 individuals. This gave rise to 2,205 responses apparently relating to discrete LTNs (some duplicated across different LTNs as noted above).
- This report presents Marketing Means' independent analysis of the consultation responses.
- NOTE: The comments made in responses to the open-ended question included in the consultation, "Please let us know the reason(s) why you are supporting, raising concerns, or objecting to the proposals" have been collated and provided to Oxfordshire County Council in a separate deposit.

1.2 Author and publication

Marketing Means' director Chris Bowden produced this report in February 2022. Any press release or publication of the findings of this survey requires the approval of the author/ Marketing Means. Approval would only be refused if it were felt that the intended use would be inaccurate and/or a misrepresentation of the survey findings.

1.3 Presentation of percentage results in this report

²Several classification questions were only asked in the second version of the questionnaire, and so cannot be used to compare results across all respondents.

‘Valid’ responses - Unless otherwise stated, the results are given as a percentage of the total overall valid responses, excluding blank or ‘Prefer not to say’ responses.

Rounding - The percentage figures quoted in most of the charts and tables in the report have been rounded either up or down to the nearest whole number % value. In some cases, these rounded values do not total exactly 100% for single-choice questions due to that rounding of the figures in each discrete category.

‘Net’ scores – Where the answer options to a question include opposing viewpoints, e.g. Support → Object, the net score can be calculated by subtracting the combined proportion giving negative answers from the combined proportion giving positive answers. If the resultant net value is positive, it offers a shorthand way of saying that respondents were more likely to have positive than negative opinions, and the higher the net score (the closer to + 100%) the more the positive answers outweighed the negative. The opposite is true where the net score is negative.

Significance testing and “Statistically significant differences” - All of the % results quoted in this report, and calculated for the different sub-groups of respondents as set out in detail in the accompanying cross-tabulations, have been subjected to significance testing, based on two-sided tests with significance level .05 (i.e. 95% confidence level). It should be noted that as the sample for this consultation was self-selecting rather than an attempt to draw a representative sample of the general public and businesses/groups, these significance tests should be seen as indicative only.

In this report, when we refer to “*significant differences*” between sub-groups, we mean that the statistical test used has indicated that the figures are sufficiently different, i.e. by more than the 95% Confidence Interval, to be considered statistically significant. The 95% Confidence Interval is not quoted in every case because it varies greatly based on the % result in question and on the number of people answering that question.

1.4 Quality Management

Marketing Means’ quality management system has been externally audited and registered as accredited for both the international quality management standard ISO9001:2015 and the market research industry-specific standard ISO20252:2012. Our work on this project complied with those standards.

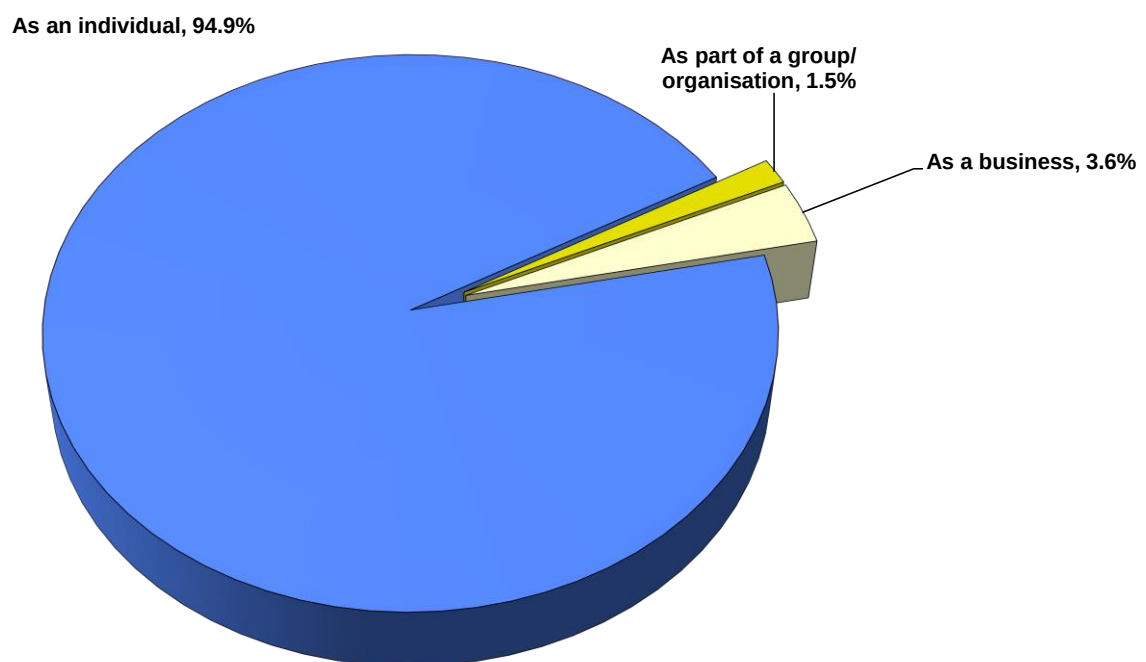
2. Profile of Consultation Respondents

This section sets out some characteristics of the 2,105 respondents who took part in the online public consultation.

2.1 Role of respondents

- The vast majority of responses, just less than 95%, were from people who felt that they were responding as “an individual”. Just under 4% responded on behalf of their business, and just less than 2% on behalf of a group or organisation.

Chart Q2. Are you responding as ...?



Source: Marketing Means 2022

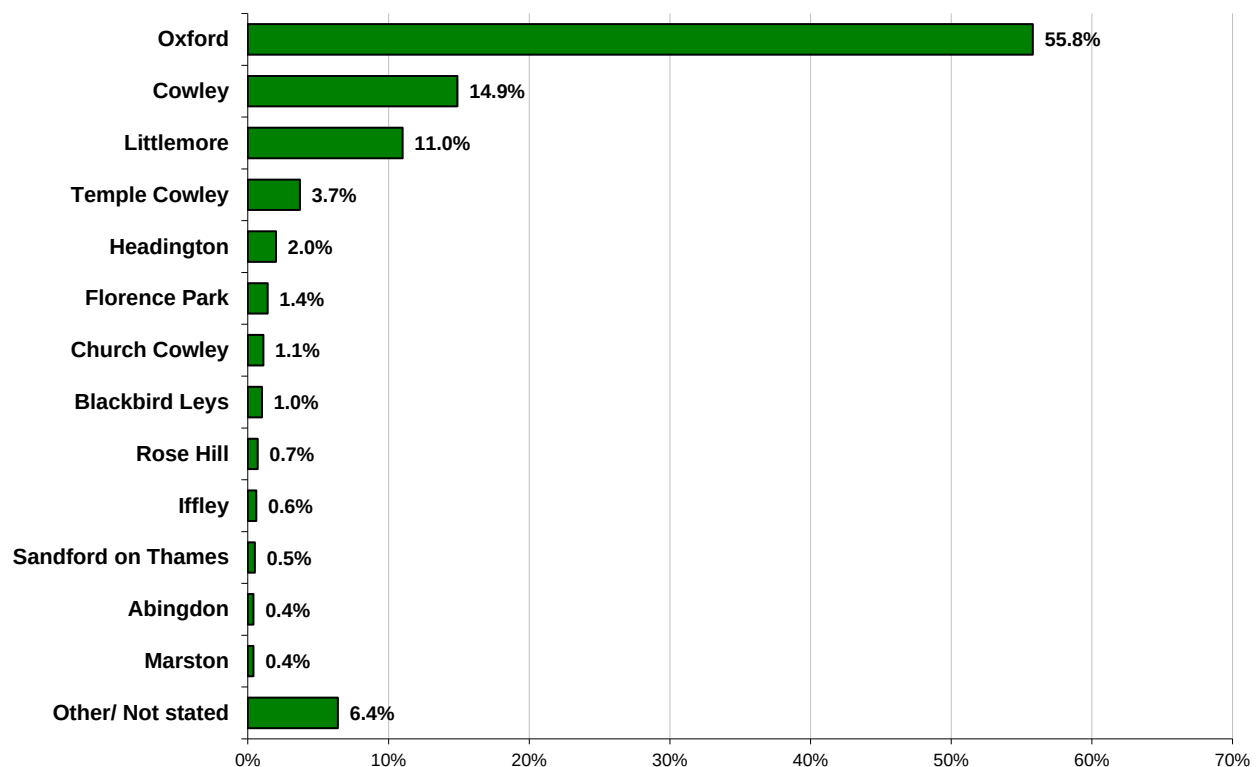
Base: All respondents who gave a valid answer (2,068)

2.2 Location of respondents

The consultation also asked people to state the town/village where they live or where the business/organisation that they were responding on behalf of is currently based.

- Just over half of the respondents (56%) simply stated “Oxford”.
- Given the focus of the survey on Cowley’s LTNs, it is helpful that a significant proportion of respondents (15%) confirmed that they were based there, though others based in Cowley may simply have answered “Oxford”. Just under 4% specified that they lived in Temple Cowley, 1% in the Church Cowley area, and 1% in Florence Park.
- More than one in 10 respondents (11%) specified that they lived in the neighbouring district of Littlemore. Other responses specified larger suburbs such as Headington (2%), other nearby areas of the city such as Rose Hill (1%) or some areas and towns farther away. The “Other” category in Chart Q3 below includes all mentioned by no more than one person.

Chart Q3. Please enter the name of the town/village only, where you currently live or the business/group you are responding on behalf of is based.



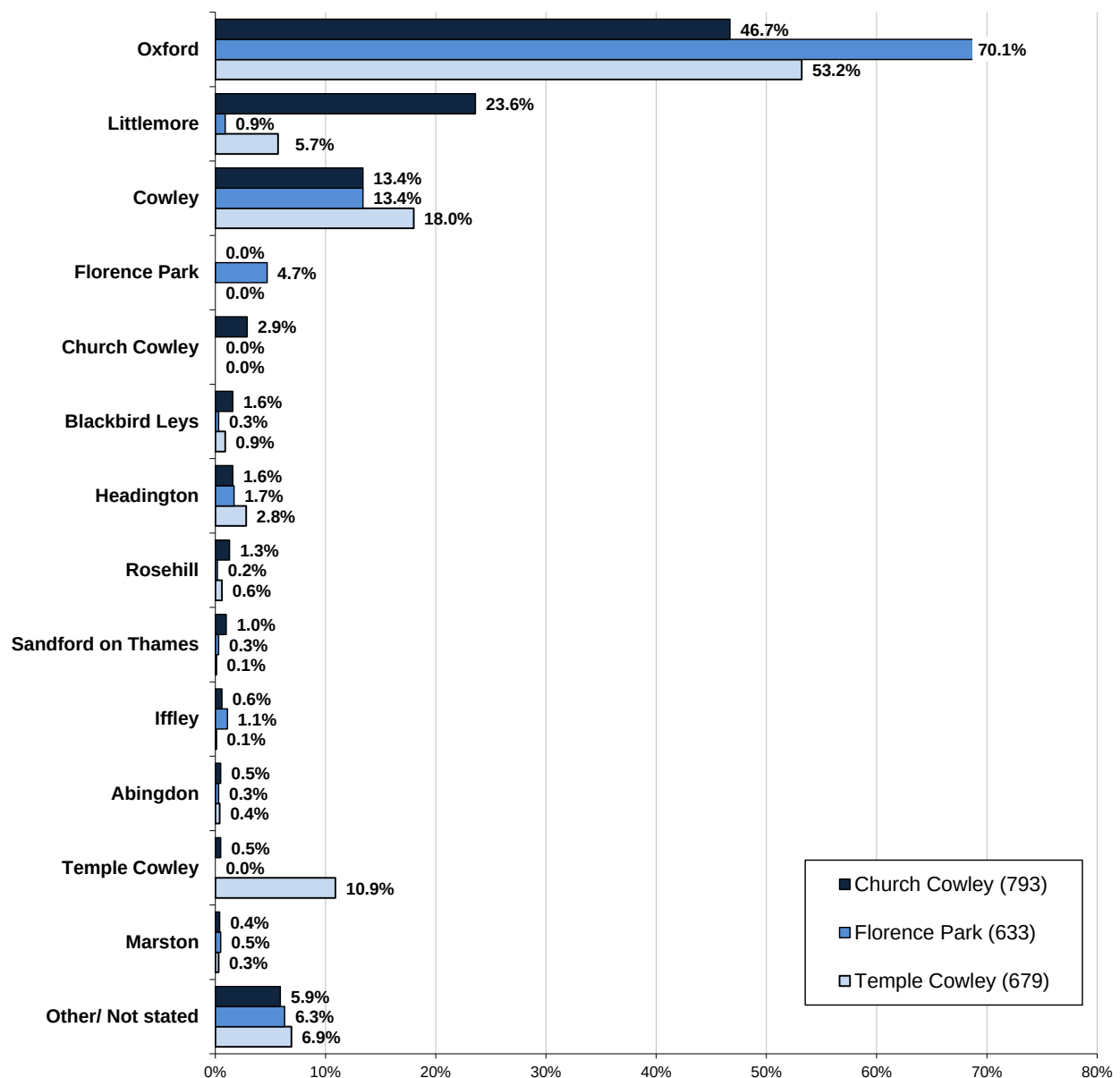
Source: Marketing Means 2022

Base: All responses (2,105)

We can also review how respondents' locations related to the specific LTNs that they commented on, as shown in chart Q3a below.

- While residents who had confirmed that they lived in Cowley were similarly represented for all three LTNs, those in Littlemore were significantly more likely to have responded in regard to the Church Cowley LTN, making up 24% of all responses relating to it, compared to none of the Florence Park responses.
- Those who identified themselves as based in Church Cowley, Florence Park or Temple Cowley answered almost exclusively in regard to their local LTN.

Chart Q3a. Please enter the name of the town/village only, where you currently live or the business/group you are responding on behalf of is based – split by the LTN to which the submission relates



Source: Marketing Means 2022

Base: All responses (bases for each area given in brackets)

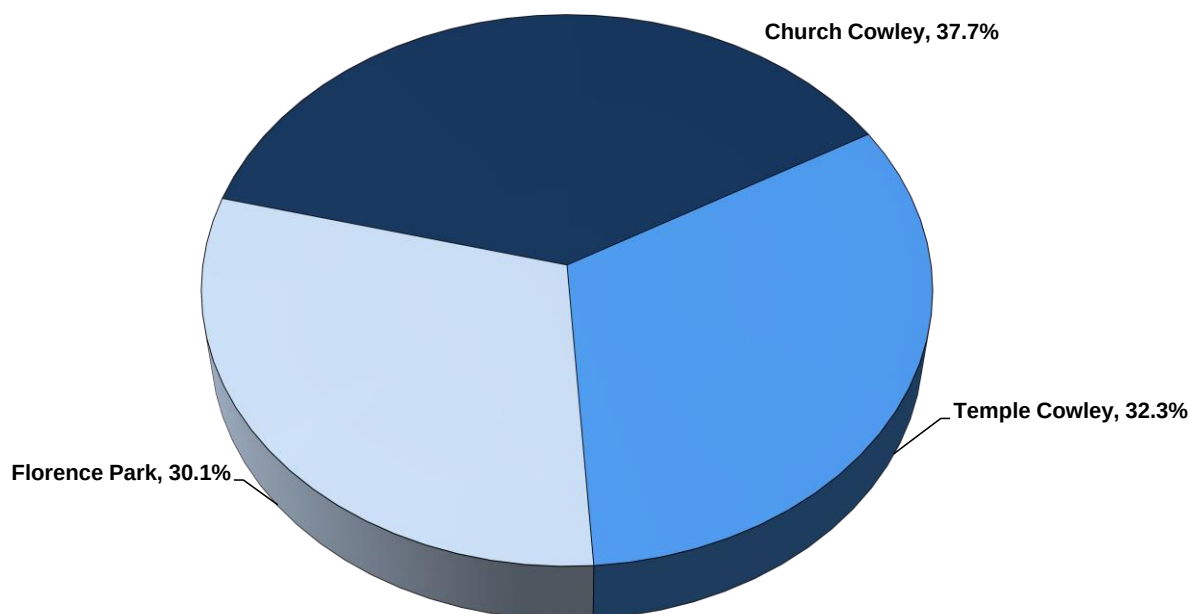
3. Support, Concerns or Objections in regard to the experimental low traffic neighbourhoods (LTNs) within the Cowley area of Oxford

The consultation form listed each of Cowley's three LTNs, and asked respondents which they wished to comment on.

3.1 LTN to which the response relates

- Looking first at how respondents' answered in relation to specific LTNs, there was a fairly equal divide between each of the three LTN areas, though Church Cowley drew the greatest number of responses, from 38%, some way ahead of Temple Cowley (32%), which in turn was slightly ahead of Florence Park (30%).
 - This distribution ensured that all three schemes drew a sufficient number of responses for reasonably robust comparison of consultation results between them.
 - We have already noted at Chart Q3a how people in different districts were more likely or less likely to submit their views on particular LTNs. People who simply described themselves as living/working in Oxford were significantly more likely to respond in regard to Florence Park (38% doing so, vs 31% for Temple Cowley and 31% Church Cowley).
 - Those from Cowley were more likely to select Temple Cowley (39%) and Church Cowley (34%) than Florence Park (27%).
 - Those from Littlemore were far more likely to select Church Cowley (81%) than Temple Cowley (17%) and Florence Park (3%).

Chart Q5a. Please select one of the following low traffic neighbourhoods (LTNs) you are responding to.

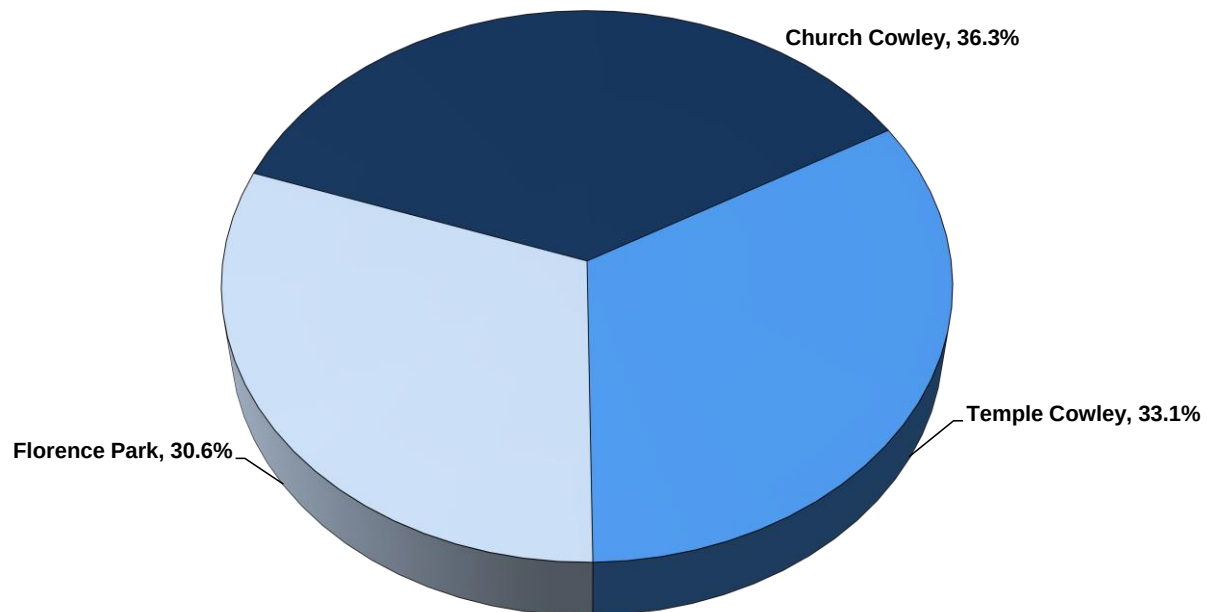


Source: Marketing Means 2022

Base: All respondents who expressed an opinion (2,105)

- The responses can also be looked at, however, in regard to which LTN or LTNs the respondents indicated they were answering in regard to. The chart below therefore splits all 2,205 responses that relate to different LTNs (i.e. duplicating occasionally where any respondents submitted a consultation return relating to two or three different LTNs). This analysis is therefore based on all LTN-linked opinions expressed rather than on discrete respondents, and gives a slightly more even split of 36% Church Cowley, 33% Temple Cowley and 31% Florence Park.

Chart Q5b. Please select one of the following low traffic neighbourhoods (LTNs) you are responding to.



Source: Marketing Means 2022

Base: All opinions expressed by respondents on discrete LTNs (2,205)

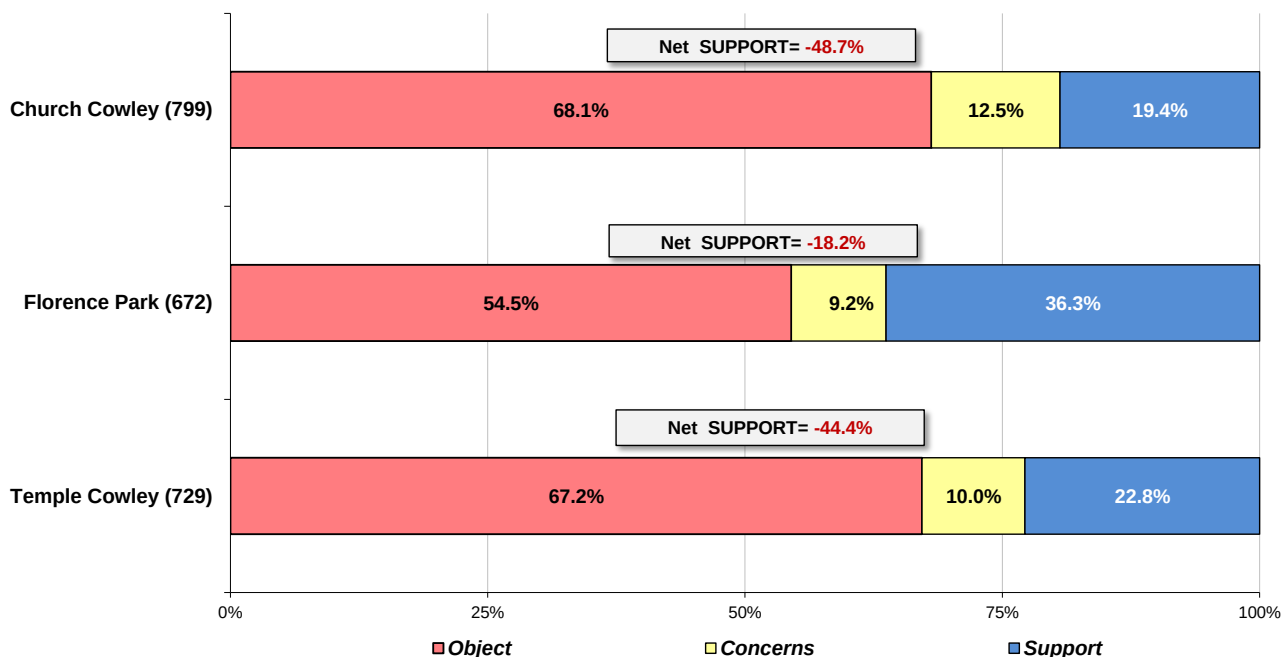
3.2 Level of support for the experimental low traffic neighbourhoods within the Cowley Area of Oxford

After asking people to specify which LTN they were responding to, the core element of the consultation form asked:

Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley area of Oxford? (Options: Support, Concerns, Object, No opinion)

- In this analysis, for the sake of clarity we have excluded those who ticked no answer or stated that they had no opinion.
- For each LTN people said they were responding to, the chart shows the % expressing each views and also the net level of support, i.e. the % who support minus the % who object.

Chart Q5a - Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford – split by the LTN that people said they were responding to



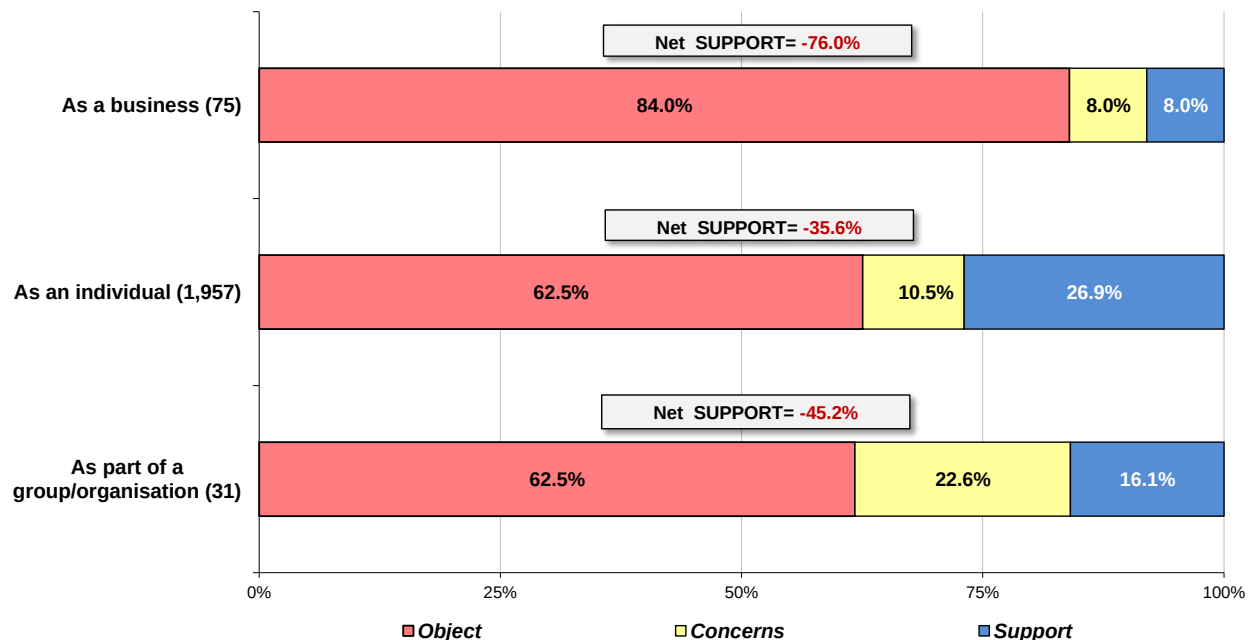
Source: Marketing Means 2022

Base: LTNs = All who expressed an opinion on that specific LTN

- The two areas that drew the greatest numbers of responses, Church Cowley and Temple Cowley, also drew the highest proportions who objected to the LTN schemes within the Cowley area of Oxford, 68% and 67% respectively, and the lowest levels of support, 19% and 23% respectively. These produced low net support scores of -48.7 % for people who said they were responding to the Church Cowley LTN and -44.4% for people who said they were responding to the Temple Cowley LTN.
- For people who said they were responding to Florence Park's LTN, a clear majority (55%) objected and 36% supported. This led to a much less negative net support level of -18.2%.

- We can also examine the overall response to the LTNs split by the capacity in which respondents had taken part, as shown in Chart Q5b below.

Chart Q5b. Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford – SPLIT BY CAPACITY



Source: Marketing Means 2022

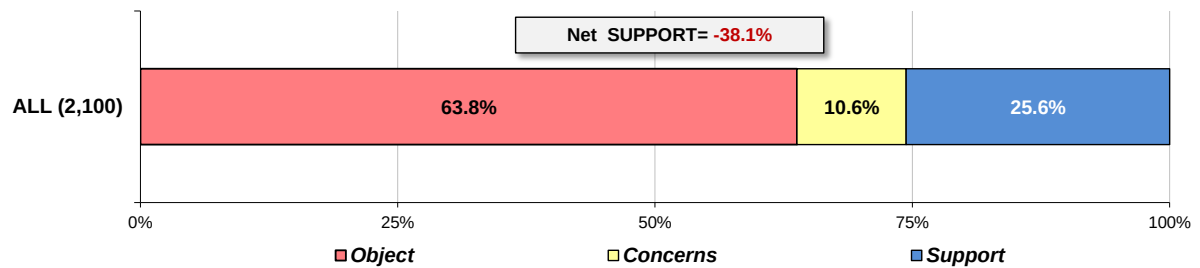
Base: All respondents who expressed an opinion (given in brackets)

- The apparent differences between the responses from those responding as individuals, businesses and as part of a group organisation have to be treated with caution as the base sizes for the latter two groups are so low, well below 100. Nevertheless, whereas the views of individuals and groups/organisations seemed broadly similar, with net support levels of -35.6% and -45.2% respectively, the views of businesses seemed to be significantly more negative, with 84% objecting, and a net support level of -76.0%.

3.3 Overall views of the experimental low traffic neighbourhoods within the Cowley Area of Oxford

- We have also undertaken an analysis of the overall views of consultation respondents of the experimental low traffic neighbourhoods within the Cowley Area of Oxford. This data is based on all respondents who expressed an opinion on any LTN but has been adjusted as follows:
 - Where a respondent had submitted two or more responses on different dates but relating to the same LTN, comments were merged and the latest opinion expressed (support/concerns/object) was treated as their final opinion.
 - Where a respondent had submitted two identical forms with exactly the same comments applying to two or three different LTNs (essentially cut and pasted between forms), their responses to each LTN were retained, and are presented separately here only when looking at each LTN's discrete results.
 - Where respondents' answers differed, sometimes markedly, and sometimes expressed on different dates, for the different LTNs, their multiple responses are also retained in the analysis.

Chart Q5a2 - Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford – ALL RESPONDENTS

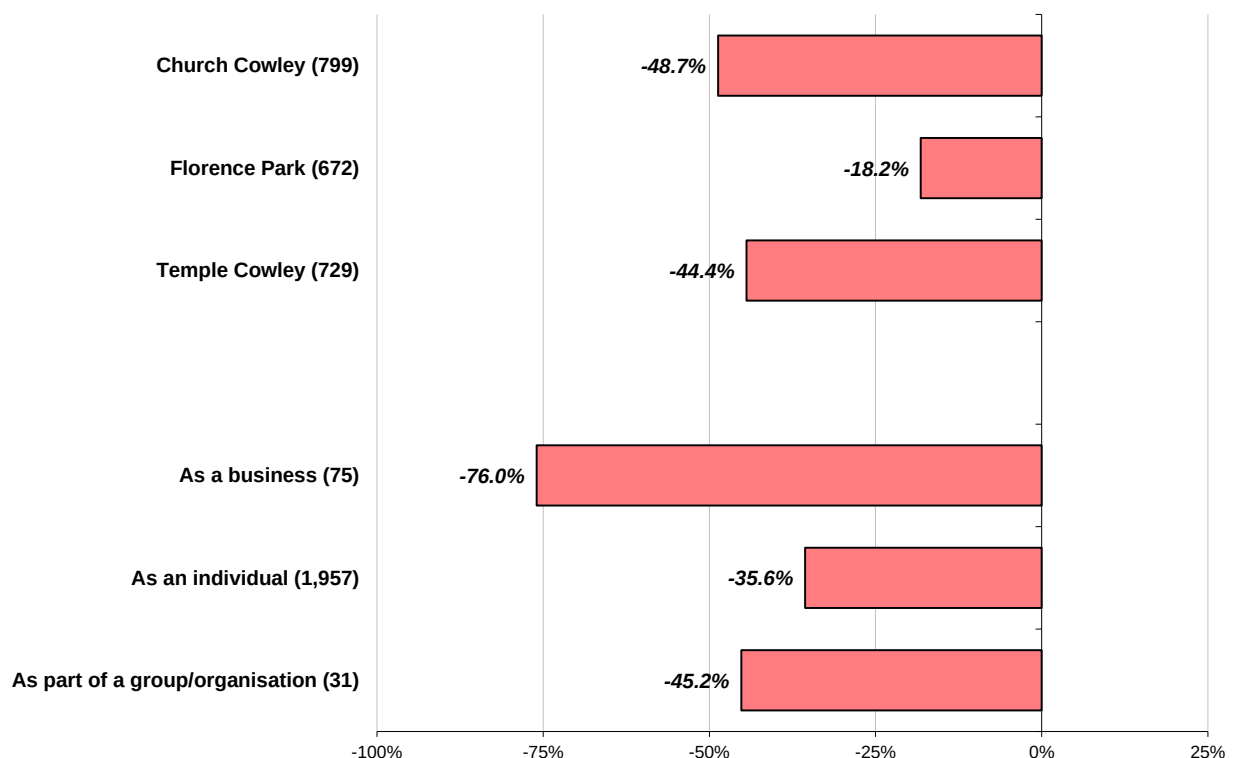


Source: Marketing Means 2022

Base: All respondents who expressed an opinion on any LTN (given in brackets)

- Overall, nearly two-thirds (64%) of respondents who expressed a view said that they objected to their selected LTN, while just over a quarter (26%) supported the scheme. Only a relatively small proportion (11%) stated that they had concerns rather than expressing a clear view one way or the other. The overall net support level was -38.1%.
- Looking at the level of net support only, Chart Q5c below summarises the different levels expressed by different sub-groups of respondents, the red bars indicating consistently negative levels.

Chart Q5c - Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford - NET AGREEMENT (%Support - % Object)



Source: Marketing Means 2022

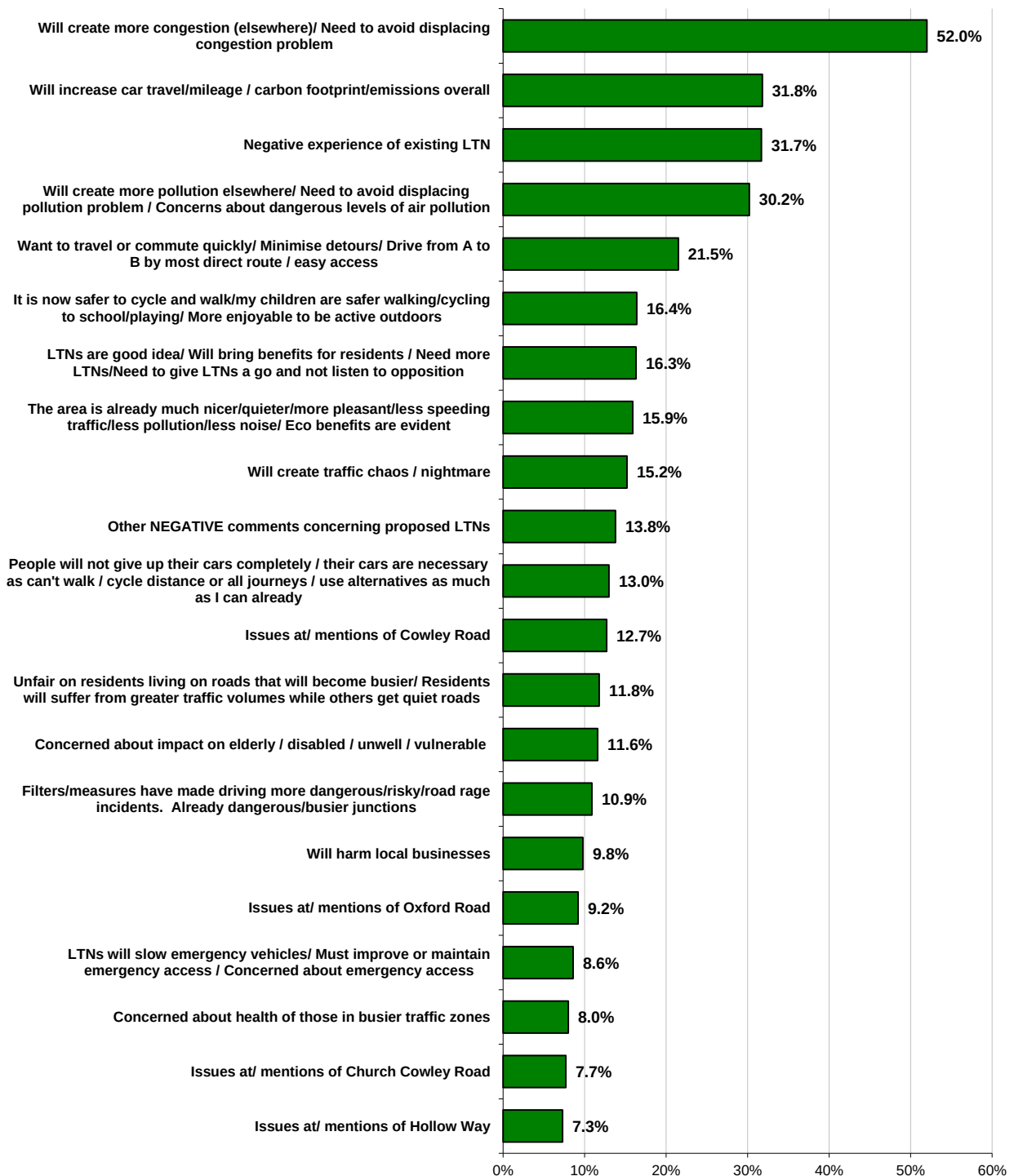
Base: LTNs: All who expressed an opinion on that specific LTN / Capacity: All respondents

- We have already noted the the less negative views of those responding in regard to Florence Park (-18.2%), and the more negative views arising from the relatively small number of those responding as businesses (-76.0%).

4. Reasons for Supporting or Objecting to the Proposals

Finally, respondents were offered to chance to comment in their own words on why they supported, had concerns about, or objected to the LTN proposals, based on those three experimental LTNs set up in Cowley. Chart Q6a below summarises the results, grouped into the most frequently expressed themes.

Chart Q6a. Please let us know the reason(s) why you are supporting, raising concerns, or objecting to the proposals – SUMMARY ACROSS ALL WHO RESPONDED



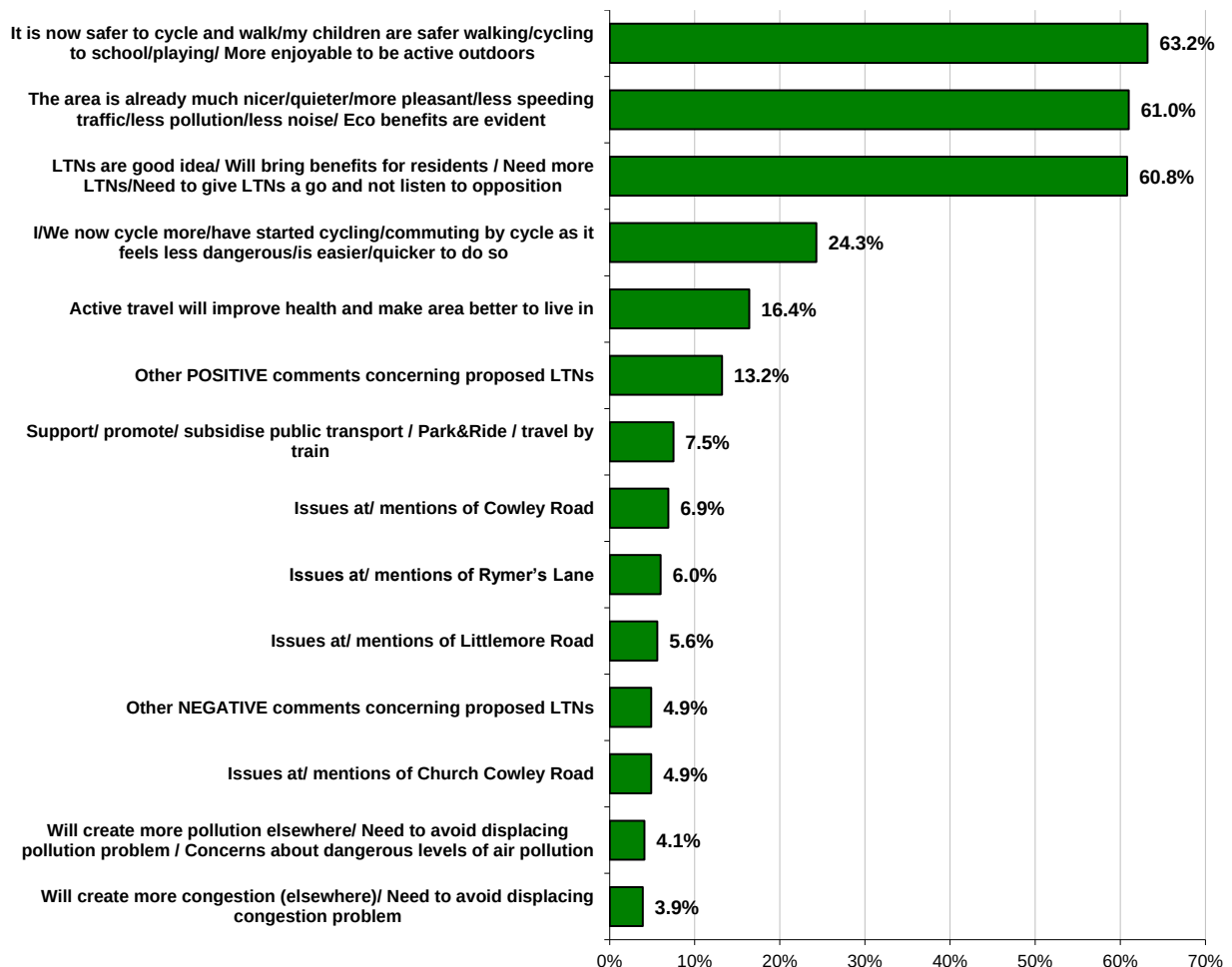
Source: Marketing Means 2022

Base: All who made a comment (2,097)

- Given the overall domination of negative views, it is not surprising that the list of all reasons quoted by respondents is dominated by negative perceptions of the LTNs, some of which were expressed by those merely with concerns as well as by those more definitely objecting to the schemes.
- The most likely concern to be expressed was that of **traffic congestion** being created by LTNs, especially where this is displaced from within the LTNs to the already-busy main routes that border them. Just over half of all comments (52%) mentioned this type of problem.
 - Just over one in 10 (12%) noted that they felt the LTN schemes would be **unfair for residents living on roads where traffic would increase**, having been displaced from the LTN area itself.
 - A further 15% felt that LTNs would create or had already created **traffic chaos**, closely related to the type of congestion comments noted above.
 - Specific roads/routes mentioned most often were Cowley Road (13%), Oxford Road (9%), Church Cowley Road (8%) and Hollow Way (7%).
- The next most likely theme was concern over the environmental impacts, with 32% feeling that the schemes would **increase car mileage overall, and hence emissions** and the carbon footprint of daily travel. Almost as many, 30%, commented that **pollution would simply be displaced from LTNs** to the surrounding routes and areas, while 8% were similarly concerned about the **negative effects on health** for those living in the areas that would see significantly more traffic and pollution.
- Another common theme among the negative comments was the inconvenience of having to adjust driving habits/behaviour due to the LTNs requirements. Just over one in five (22%) commented that they wanted to **travel/commute as directly as possible** and minimise any detours.
 - Some (13%) also commented that they felt it was **unlikely that people would change (or be able to change) their driving habits and give up their cars**, or that no alternative to driving would really be possible. This latter point extended to **concerns for elderly/disabled/vulnerable people**, expressed by 12% who needed to drive and/or have carers reach them via car.
 - Some also criticised the effects of the LTNs on the way in which traffic behaved in the area, with 11% noting that the measures and filters introduced had **made driving more risky/increased road rage/ made junctions busier**, while 9% felt that the LTN measures would **slow emergency vehicles' access** and transit through the areas.
 - One in 10 (10%) commented that **LTNs harm local businesses**, and this was much higher among those replying as businesses (52% of whom gave this opinion).
- Nearly one in three (32%) gave a more **general negative opinion on their experience of LTNs**, while 14% gave other **negative comments about the LTN proposals** (e.g. "they're a bad idea").
- There were also, however, several key themes among the comments of those who supported the LTNs, led by 16% feeling that the area they were commenting on is now **safer for pedestrians, cyclists and children**, 16% feeling that **LTNs are a good idea and should bring benefits for residents**, and 16% feeling that the **environment of the area had improved** through less traffic and less pollution from noise and fumes.

- To get a clearer picture of the prevalence of opinions among those who support, have concerns, or object to the LTNs in the Cowley area, we split the analysis in this section between those opinions, i.e. setting out analyses for all who expressed Support, all who expressed Concerns, and all who answered Object, as well as by the LTNs people said they were responding to in this consultation. This helps us to understand what factors are most important at a local level.
- Chart 6b first gives a summary split of response themes from those supporting LTN proposals.

Chart Q6b. Please let us know the reason(s) why you are supporting the proposals – Summary of reasons for support



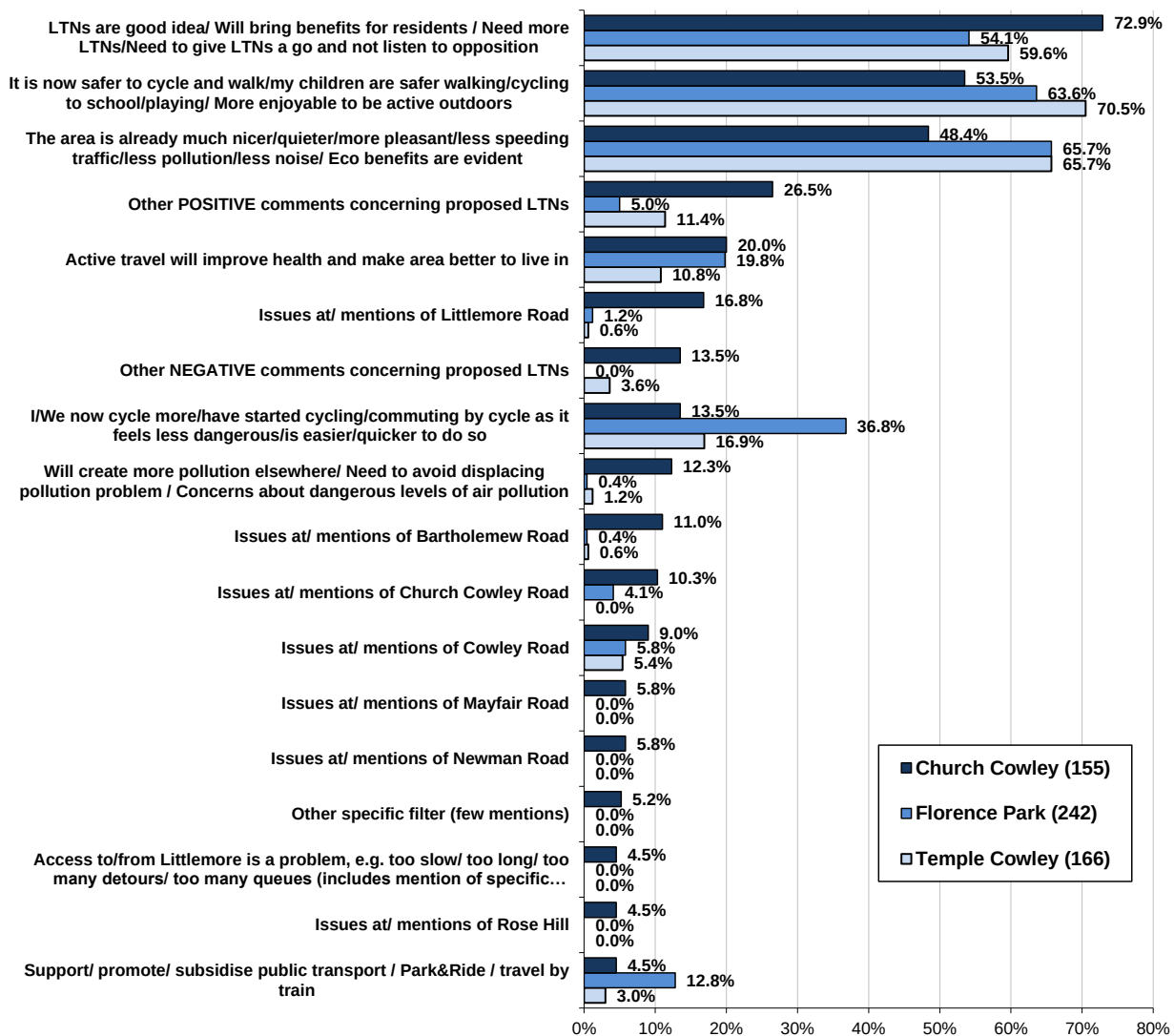
Source: Marketing Means 2022

Base: All who made a comment in support of LTNs (536)

- Among those supporting an LTN, each of three key reasons were given by a clear majority of 60% or slightly more, these being the same as those already noted as the leading positive comments overall, i.e. **safer for cyclists/pedestrians/children, improved environment due to slowed traffic/less noise/less fumes**, and that **LTNs are generally a good idea that should continue**.
- Other reasons given by fewer supporters included a **greater likelihood of taking up cycling or switching to commuting by cycle** (24%), as well as recognising that **being able to make use of active travel options will improve health and make the area better to live in** (given by 16%). A further 7% felt that **public transport options should be supported/promoted or even subsidised** to make active travel easier.
- More than one in 10 (13%) made **more general positive comments**, e.g. that the LTNs are a good idea, though it should also be noted that 4% of supporters commented on the perceptions that LTNs **displace traffic** and 4% that they **displace pollution** while 5% noted **some negative aspects of LTNs**.

- Smaller proportions mentioned each of a selection of roads/routes that they hope LTNs could improve, led by Cowley Road, Rymer's Lane, Littlemore Road and Church Cowley Road.
- We next look at how those reasons for support vary between the three LTNs, as shown in Chart Q6c, and then give examples of the types of comments made.

Chart Q6c. Please let us know the reason(s) why you are supporting the proposals – Summary of reasons, split by the three Cowley LTNs they mainly refer to



Source: Marketing Means 2022

Base: All who made a comment in support of LTNs (shown in brackets)

- **Feeling safer/more enjoyable for pedestrians/cyclists/children** was given by 71% of those responding for Temple Cowley and 64% for Florence Park, both significantly higher than the proportion of 54% giving this reason for support at Church Cowley.
 - *"I like being able to cycle to Temple Cowley without nearly dying due to speeding motorists, I like no longer having to cycle on footpaths for my own safety."* (Support - Temple Cowley)
 - *"Previous to the LTN, Temple Road was always busy, and due to parked cars frequently had some backed up traffic. As some traffic was only passing through, they typically did so faster and without giving way. This often felt confrontational as a car deliberately not slowing down means it would drive straight towards me on my bike, forcing me off the*

road. Since the LTN has been implemented, this problem has completely disappeared.”
(Support – Temple Cowley)

- *“The road previously was so unsafe for children. I am now happy for my children to cycle down the road. We have all changed our behaviour and are walking and cycling much more.”*(Support – Temple Cowley)
- *“It has immeasurably improved my children’s lives - they are now more independent, safer and able to go to the park and to school on their own.”* (Support – Florence Park)
- *“I cycle to work from Marston to Littlemore, 5 days a week and the LTN has made a huge difference to the safety of my daily cycle. It is much safer as there has been a reduction in the number of cars using that road as a rat run and it also feels safer for the schoolchildren from St Gregory the Great school when they leave school, not having to contend with the two way traffic chaos that used to happen before the LTN was put in place.”* (Support – Florence Park)
- *“Really enjoying the quieter streets as I have 2 kids under 4 years old. It's much safer to push a buggy and have a toddler on a scooter in tow. I also cycle a lot including a school run and the roads feel a lot safer. As a resident it is much better to have less traffic using the roads as a cut through, it means that I don't have to wait ages trying to cross the road with a buggy on the Littlemore Road”* (Support – Church Cowley)

- **The local environment feeling nicer/quieter/less polluted** was also significantly more likely to be mentioned by supporters regarding Temple Cowley and Florence Park (both 66%) than for Church Cowley (48%).

- *“Great improvement in quality of living, less noise, reduced anxiety of crossing the road, hearing birds sing, meeting neighbours outside and hearing with less difficulty.”* (Support - Temple Cowley)
- *“The LTNs are an outstandingly positive initiative that have totally transformed the neighbourhoods, for the better. We now experience a peaceful, calm environment that is safe for pedestrians and cyclists with minimal noise, air pollution and disruption generated by vehicles.”* (Support – Temple Cowley)
- *“I fully support the LTNs. Since the filters went in (even without bollards in place) there has been a tremendous reduction of passing traffic and traffic driving at speed. There is less air and noise pollution. We can hear birdsong”*(Support – Temple Cowley)
- *“Seeing the children and parents walking along Cricket Road and Rymers Lane to and from school without the usual queues of crawling cars pumping out fumes, (most with one adult and one child passenger) makes me feel very happy.”* (Support – Florence Park)
- *“I am often in Florence Park to for leisure. The LTNs made it much safer and nicer to cycle there. Additionally I am often cycling from Temple Cowley/Iffley into town. Cycling through the LTNs rather than along the main road (Iffley Road/Cowley Road) again takes slightly longer but feels much safer and nicer.”* (Support – Florence Park)
- *“The LTNs have transformed my neighbourhood (Bodley Road) from one that is noisy, polluted and scary to get around in with children, to one that is pleasant, safe and has a much stronger sense of community.”* (Support – Church Cowley)

- **More general support for LTNs and a wish to see them continue** was the most likely answer from supporters at Church Cowley, given by 73% there, compared with 60% at Temple Cowley and 54% at Florence Park.

- *“It's certainly made cycling down Littlemore Road more pleasant as the number of moving cars + parked cars before this LTN meant lots of dodging traffic trying to pass you before*

the next parked car. Please keep them, this is a really positive move!" (Support - Church Cowley)

- *"Significantly safer for my two disabled children. Less traffic near our house, more people on bikes. Strongly support and would be very, very disappointed to see them removed." (Support – Church Cowley)*
- *"The LTN has been a wonderful blessing for the area that comprises Church Hill Road/ Westbury Crescent/ Mayfair Road/ Littlemore Road. Much quieter, less rat-running, a stronger sense of community - as only people who live here use the roads now - less pollution, and the roads seem safer... Thank you for trialling it; I hope it becomes permanent." (Support – Church Cowley)*
- *"I fully support the trial, it has encouraged people to find other methods of transport (rather than driving). It's safer for cyclists and pedestrians, much quieter and better for the environment." (Support – Temple Cowley)*
- *"Hopefully it will have a knock on effect down here to Cowley road and make it a bit more pleasant/ that it can be extended all the way along Cowley road. Keep up the good fight against cars!" (Support – Temple Cowley)*
- *"I live on Ridgfield Road, which is adjacent to Cricket Road (and Rymers Lane). I noticed an immediate reduction in drivers using our road as a cut through to drive past Florence Park, which has improved our road enormously. Overall, I really cannot overstate how much benefit I've experienced from these LTN schemes - they've made both my commute and local area feel so much nicer and safer." (Support – Florence Park)*

- **Taking up cycling for the first time, or switching to cycle commuting** was significantly more likely among those commenting on Florence Park (given by 37%) than for Temple Cowley (17%) and Church Cowley (14%).
 - *"Much safer roads for walking and cycling - especially for my eldest child who can now cycle to school by himself. The junction of the Rymers Lane and Cornwallis Road is significantly safer - it was a very dangerous junction before the LTN was installed both for cyclists and for pedestrians, which was particularly concerning as it was right next to the park. Prior to the LTN being installed I didn't cycle along Rymers Lane with my kids as it felt too dangerous but I do use it now to get into and out of town." (Support - Florence Park)*
 - *"I LOVE the experimental low traffic areas, especially around Florence park. Traffic noise is a big source of stress for me, and I almost always travel by bike, very rarely by other forms of transport. I think if we had more low traffic areas, people who were less confident cycling would be more likely to give it a go, or try more sustainable forms of transport than cars." (Support – Florence Park)*
 - *"I live right next to the Florence Park LTN, so it directly affects me. It has made it possible for me to cycle comfortably to the Templar's Square shopping centre in Cowley, most importantly to the Sainsbury's there. It has made it possible for me to cycle safely with my young daughter to there, or to her friends in Florence Park, and even to friends in Littlemore and Blackbird Leys." (Support – Florence Park)*
 - *"I cycle to the swimming pool weekly and I was always worried cycling in temple cowley because of the heavy traffic on Littlemore Rd. Before the LTN I would take my car at night or on rainy day because of the additional danger. Now with the LTN I can cycle on quiet roads all the way across temple cowley. I no longer consider the car as an alternative for this short distance." (Support – Temple Cowley)*

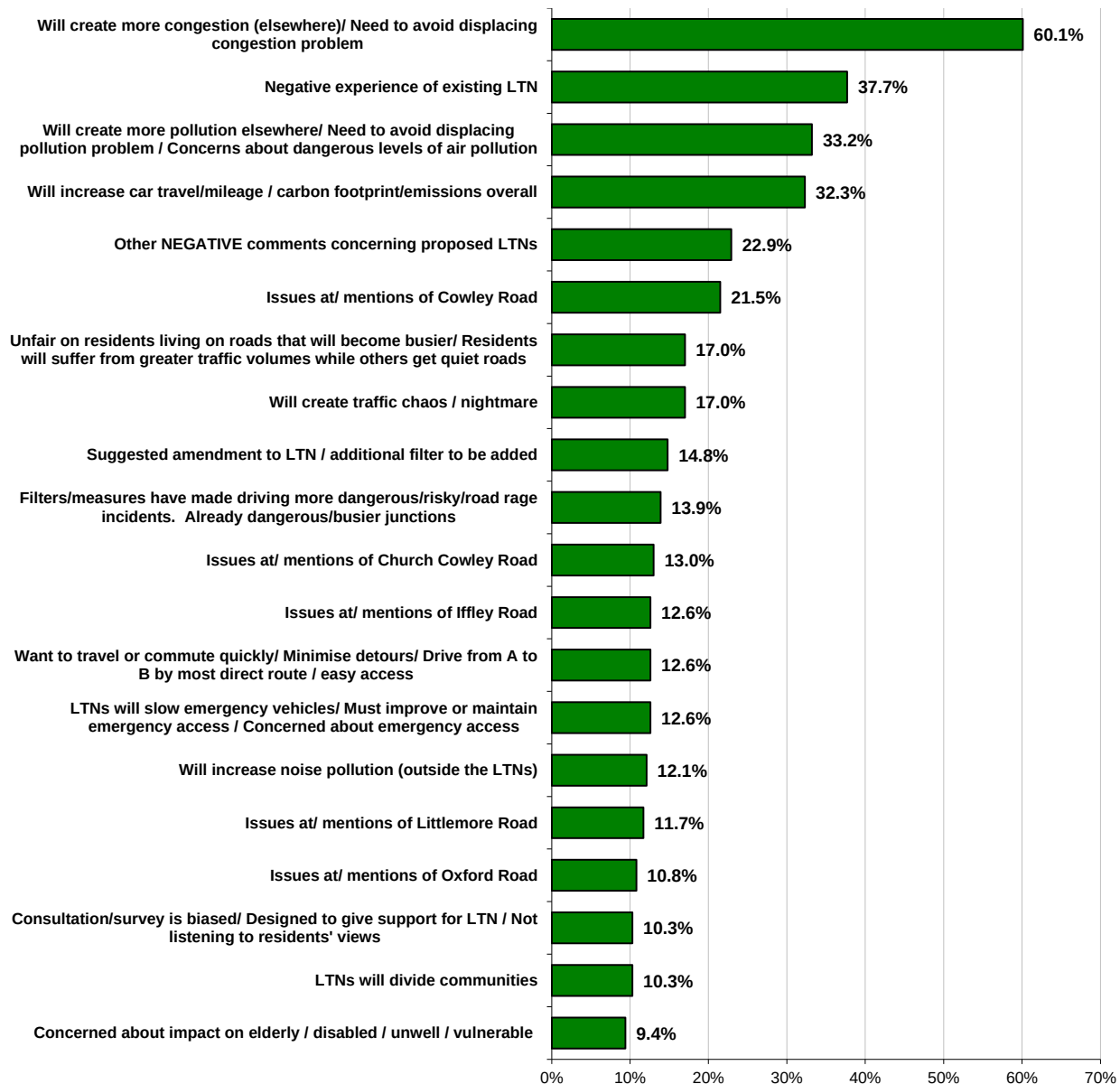
- *"Because I cycled there the other day with my 6 year old on the way to Blackbird Leys leisure centre and it's the first time I've felt safe enough to go there by bike not car - and it was lovely to see kids playing in the streets on the way."* (Support – Church Cowley)
- Comments regarding **Active travel bringing health and environmental benefits** were significantly more likely from LTN supporters in Church Cowley and Florence Park (each 20%) than Temple Cowley (from only 11%).
 - *"By creating safer spaces for cycling I know there are now spaces where I can cycle safely without having speeding cars passing in close proximity or having a collision with one (I'm sure you are well aware there have been a number of accidents at the Rymers Lane/Littlehay Road junction). So I'm happy to be slightly inconvenienced if it gives others that opportunity too, more importantly, if it starts a lifetime habit of healthier activity for the generation that attends the school."* (Support -Florence Park)
 - *"I visit family in this area, and this has encouraged me to start walking instead of automatically hopping into the car. It didn't seem like an advantage at first, but it seems daft not to just walk now. The whole scheme makes sense."* (Support – Church Cowley)
 - *"It has made such an amazingly positive improvement to so many lives around here (Campbell Road). The streets are so much quieter, the air is cleaner, more people exercise, and kids feel safe to use the streets. I myself have made fewer car journeys, reducing pollution and fossil fuel use."* (Support – Florence Park)
 - *"We had 2 cars and we have just sold one, on the basis of no longer needing it, as we use our bikes and on occasion buses for all journeys around Oxford. My kids go to school about a mile away and we can now cycle with them to school, rather than driving them for convenience."*
 - *"The LTN is very close to our house on Crescent Road and it has meant that we have also felt the inconvenience of it, but the nudge towards making healthier (for us and planet) lifestyle choices around our travel choices has far outweighed any inconvenience. Also that inconvenience is ONLY felt when driving, so for us, the choice seemed obvious - Don't drive."* (Support – Temple Cowley)
- Mentions of **supporting public transport** were significantly more likely among those commenting on Florence Park (13%) than the other LTNs.
 - *"The only concern I have with the LTNs is, will they simply displace traffic onto other 'rat runs'? For example, I used to live on Princes St., off Cowley Rd. This was a popular shortcut with impatient driver. LTNs need to be combined with other measures to encourage people to drive less, such as more frequent or cheaper bus services, and bus services which connect parts of the county which are currently under-served."* (Support -Florence Park)
 - *"As someone benefiting from the LTNs, I want the Councils (both City and County) to work together to cut traffic across the whole of the city, by boosting public transport, cycling and walking facilities. One good option would be a stronger version of the proposed "Connecting Oxford" scheme, with extra bus gates, as proposed by Oxfordshire Liveable Streets."* (Support -Florence Park)
- **Littlemore Road** was the most likely specific route to draw mentions from supporters, almost entirely from those commenting on the Church Cowley LTN, and not always positive.
 - *"It's far easier to cycle from Long Lane through to Rymers Lane with the LTNs in place as there are fewer cars to contend with at the roundabout by Long Lane and at the junction of Beauchamp lane with Cowley/Littlemore Rd."* (Support –Church Cowley)
 - *"My area of Mayfair Road is a rat run between Iffley and Littlemore Road. Cars all along these roads drive excessively fast. I fear for my kids and for anyone who decides to walk or*

cycle in the area. the LTN has allowed us to travel as a family on cycles more, as well as enjoy a quieter experience on our walks. It has been transformative and I wholeheartedly support this trial.”(Support–Church Cowley)

- *“My only reservation is that due to the 6 months plus delay of the ANPR cameras going in, the Church Cowley LTN is very leaky and there is a constant flow of motor traffic down Littlemore Road and through the bus gate on Bartholemew Road. It’s very difficult for people to feel the full benefit of the scheme until this is stopped. At peak times there are actually queues in front of Church Cowley school.” (Support -Church Cowley)*
- Other **negative comments/ observations** were sometimes made by supporters, e.g. acknowledging that there were downsides to the schemes. This was especially the case in Church Cowley, where 14% made such comments, explained partly by the issues at the Bartholemew Road bus gate.
 - *“The ineffectual bus gate (as the camera has not been installed) on Bartholemew Road has unfortunately made that particular road a lot more unsafe and we avoid it as much as we can.” (Support–Church Cowley)*
 - *“One point to note is the ANPR cameras are not yet installed on Bartholemew Road, which causes drivers to regularly drive through the bus gate.”(Support–Church Cowley)*
 - *“I am still in two minds about the Littlemore Road block, whether that really makes sense, but that road did get a lot of traffic pre-lockdown. Without cameras on Bartholemew road nothing makes sense because everyone ignores those blocks.”(Support–Church Cowley)*

- Looking next at those who had concerns but did not go so far as to object to their chosen LTN, Chart Q6d summarises their reasons and concerns.

Chart Q6d. Please let us know the reason(s) why you have concerns about the proposals – Summary of reasons for concerns



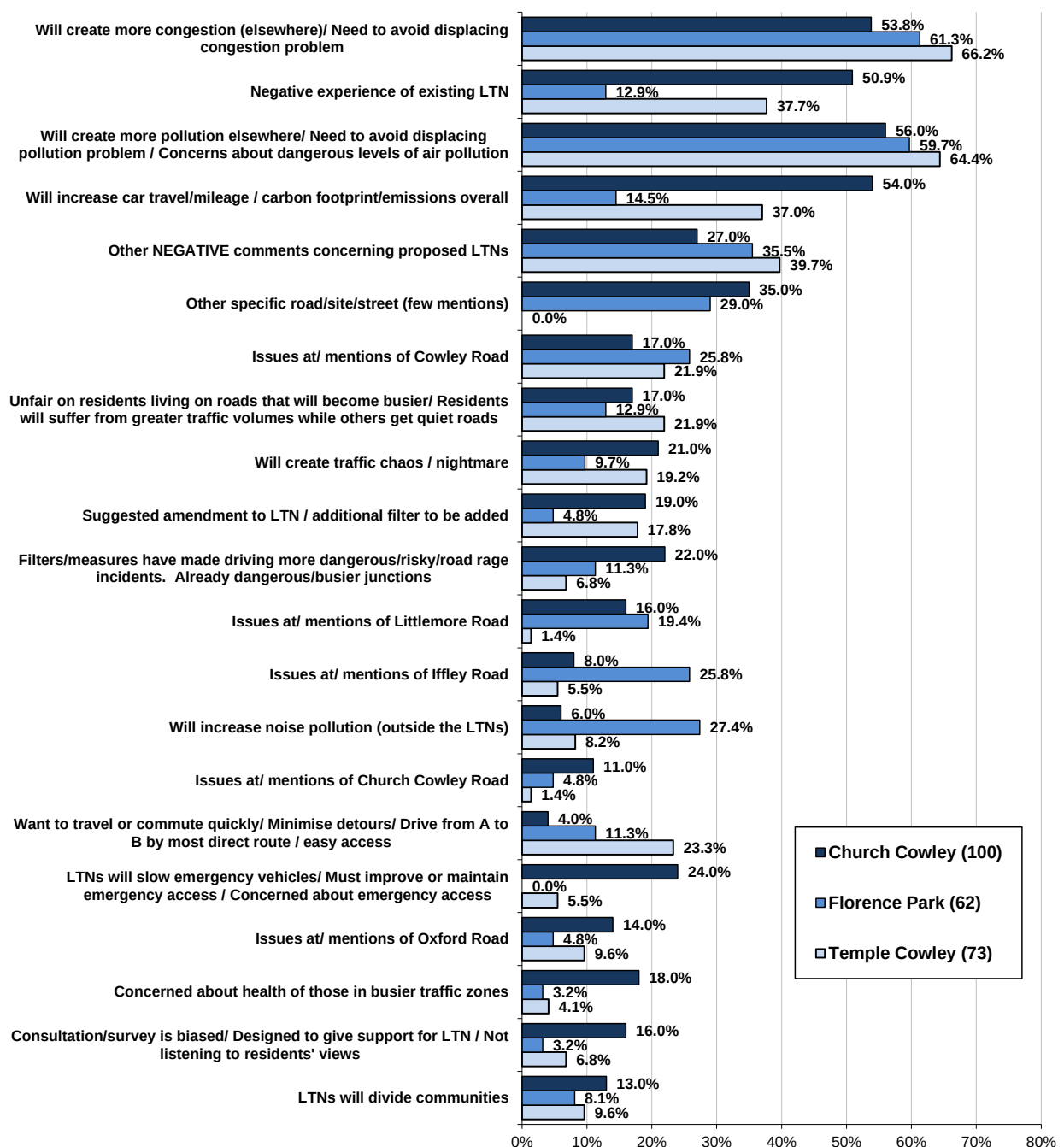
Source: Marketing Means 2022

Base: All who made a comment expressing concerns over the LTN proposals (223)

- By far the most common areas of concern was around the **traffic congestion that LTNs could create elsewhere**, e.g. at the edges of the schemes, the only reason given by more than half (60%).
 - Nearly one in five of those with concerns (17%) commented that it was **unfair on residents living on those roads at the edges of LTNs** and likely to see a higher volume of traffic, while 9% were **concerned over the health of those in the areas** likely to receive a greater volume of traffic.
- A further 17% commented that LTNs could bring **traffic chaos**, and 14% that the **changes to filters and junctions have brought additional danger and risk**.
- Another major concern was **potential displacement of pollution from the LTNs to the surrounding area** (given by 33%), while nearly one in three (32%) felt that the LTNs would **increase vehicle mileage and hence the overall carbon footprint**.

- Well over a third (38%) commented more generally on their **negative experience of an LTN**.
- Several specific routes drew a large proportion of mentions, specifically **Cowley Road (22%)**, **Littlemore Road (12%)**, **Iffley Road** and **Church Cowley Road** (both 12%).
- In Chart Q6e, we look at how those reasons for support vary between the three LTNs, and then give examples of the types of comments made. As the base sizes are somewhat smaller than for those who supported or objected, the comparisons between LTNs show a greater degree of fluctuation without necessarily showing significant differences.

Chart Q6e. Please let us know the reason(s) why you have concerns about the proposals – Summary of reasons, split by the three Cowley LTNs they mainly refer to



Source: Marketing Means 2022

Base: All who made a comment to express concerns about LTN proposals (shown in brackets)

- **Creating more congestion elsewhere** was the most likely concern raised for all three LTNs given by 66% of those responding for Temple Cowley, 61% for Florence Park, and 54% at Church Cowley, but these were not significant differences.
 - *"I like being able to cycle to Temple Cowley without nearly dying due to speeding motorists, I like no longer having to cycle on footpaths for my own safety." (Concerns -Church Cowley)*
 - *"I work in the Cowley area and these restrictions make travelling through Cowley difficult. It does not solve the traffic problem, it seems to just be moving the issue onto other streets which are also busy made busier. What a short sighted ill thought out project. Perhaps traffic calming measures rather than blocking the roads may be a better option to still allow access/through traffic. As far as I have experienced and heard from others. This is making people's journeys longer and causing traffic problems and pollution to other streets in the areas." (Concerns – Church Cowley)*
 - *"During peak hours pollution increases in main roads where more traffic has been squeezed into, i.e. Between Towns Road, Church Cowley Road and Barns Road, the traffic lights at the Swan junction allow more relief to traffic coming from Oxford Road than from Templar Square and Barns Road." (Concerns - Church Cowley)*
 - *"The Florence Park LTN (and perhaps the other two have contributed somewhat) has made Howard Street a traffic nightmare with unacceptable levels of noise and air pollution, not to mention speeding cars. I have lived on Howard St since 2005 and it has always been on the busy side during peak times but never like this. I'm guessing the traffic has at least doubled this year. In addition to a steady stream of vehicles all day and into the night, by 4 or 5 pm the traffic is regularly backed up to Catherine, Golden and sometimes even Silver Rd. This almost never happened before the three LTNs were implemented." (Concerns – Florence Park)*
 - *"Since the LTNs have been introduced, traffic volumes and congestion along the Oxford Road have become unbearable for residents; traffic routinely queues for three to four hours from 13:00. The associated noise and pollution from idling traffic has forced residents to keep windows and doors closed. Pollution monitoring has only been introduced after the LTNs were introduced and baseline traffic volumes are not available. Continuing with the current LTN filter set up and no decrease if traffic volume cannot continue." (Concerns – Temple Cowley)*
- **Negative experiences of the existing LTNs**, i.e. more general negative opinions, were the next most likely type of answer in Church Cowley (51%), and common in Temple Cowley (38%) but less so in Florence Park (13%). Some overlapped with the displacement of traffic congestion, as covered in the previous paragraph.
 - *"I have a community NHS job and I am concerned about how the LTNs will affect the amount of people I can see in one day as there will be increased journey times. A car is required for the job." (Concerns -Church Cowley)*
 - *"No apparent thought seems to have been given to the impact the traffic squeezed / pushed on to Oxford Road, (Littlemore) and some other surrounding roads. Since then in a matter of a week we have experienced 3 resident cars damaged (insurance claims) by the volume of cars, drivers are very angry / abusive and pollution of petrol intensified. Luckily there hasn't been any accidents involving pedestrians." (Concerns – Church Cowley)*
 - *"The LTNs have delayed my commute to work almost 3x the normal time. I have to leave extra early now and therefore takes away time at home" (Concerns – Temple Cowley)*
 - *"I work at St Gregory the Great Catholic School and my journey time has increased from 30-40 minutes to 75 minutes on a good day and 100 on a bad day of which there are many! ...I can see the impact this travel time is having on staff (who are) talking of finding alternate*

employment as they never signed up to over an hour's commute" (Concerns – Florence Park)

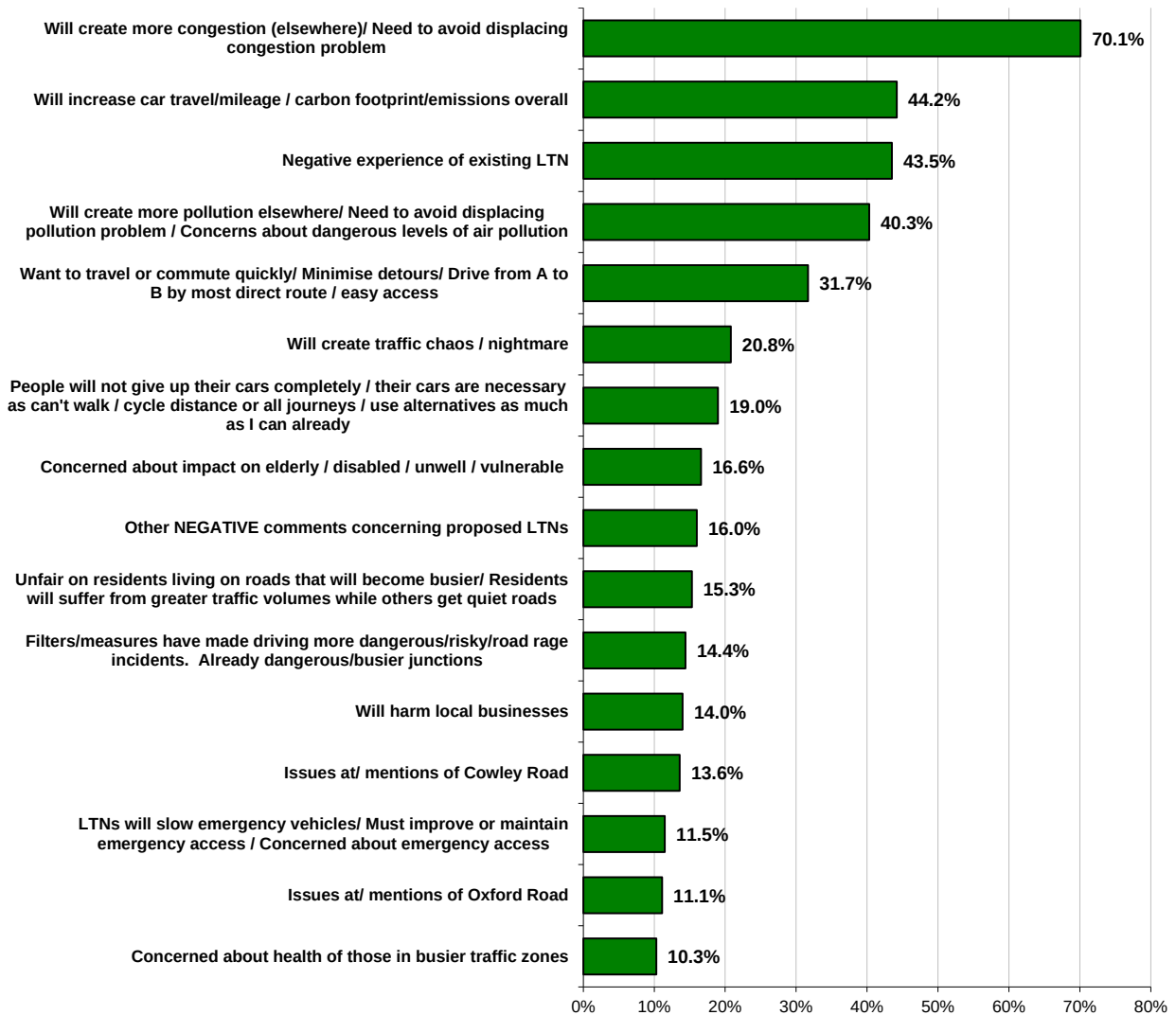
- **Creating more pollution elsewhere** was a commonly-cited reason, from 64% in Temple Cowley, 56% in Church Cowley, and 60% in Florence Park.
 - *"I'm also very concerned about pollution caused by driving much longer distances, e.g. when going east from Bodley Road, I would normally use Bartholomew Rd, now I need to go around much longer distances." (Concerns - Temple Cowley)*
 - *"The new rat runs are Wilkins Rd and Fern Hill Rd. Cars are backed up, traffic lights let through about 3 cars. Cars keep their ignition on they don't turn off. Same emissions and pollution. It's become a nightmare to travel round Cowley." (Concerns – Temple Cowley)*
 - *"I really support the concept of drastically reducing the traffic on the roads in Florence Park, but it has had a very big impact on the arterial roads either side. Henley Avenue is very noisy due to additional cars using it and is polluted by the car engine exhaust as motorists queue with engines idling throughout the morning and afternoon traffic. It's not pleasant." (Concerns – Florence Park)*
 - *"It feels like emissions have just shifted to the more main roads and are affecting a lot of houses that don't have the privilege of a garden that people can escape to, whilst all the nice expensive semi detached houses inside the zone get quiet streets and fresher air." (Concerns – Church Cowley)*
- Many roads/ streets drew some specific mentions, but **Cowley Road** was most likely of all, by 26% referring to Florence Park, 22% to Temple Cowley and 17% to Church Cowley. Most mentions were concerned about the impact of LTNs.
 - *"Cowley Road has the worst congestion it's had for the 40 years I have lived on it more pollution as traffic travels slower and vehicles are less efficient. ...more dangerous for cyclists as travelling the same speed as vehicles especially bus companies. ...overall a very poor solution to pollution control." (Concerns – Florence Park)*
 - *"Hollow Way & the top of Cowley Road, junction by the original Swan cannot support the increased traffic. The roads that have LTNs are lovely, however it means others are suffering, it seems grossly unfair on those that have to suffer the traffic & pollution." (Concerns – Temple Cowley)*
 - *"Main concern is LTN on Cowley road/Littlemore road which cuts off Herschel crescent to Temple Cowley shopping centre and means a longer journey around and a dangerous right hand turn off Newman road. I feel the main issue is the overall traffic coming in to Oxford. Surely measures to reduce traffic should focus on this first, such as congestion charges." (Concerns - Temple Cowley)*
 - *"I am raising a concern because since the LTN was established, traffic in Cowley road became quite unbearable, particularly in peak hours. Since the measure was adopted, my commuting time to Oxford Science Park has basically doubled." (Concerns – Church Cowley)*
- Some with concerns **suggested an amendment to their chosen LTN**, with respondents commenting on the Church Cowley (19%) and Temple Cowley (18%) LTNs being especially likely to mention ideas for improvement. These were often related to the siting of filters.
 - *"The LTN was placed halfway in terms of residents on Crescent Road. The problem is that due to the Oxford Brookes accommodation at Crescent Hall - it makes the numbers of people too heavy at the top of the road. But many Brookes students don't have cars. It would make more logical sense to have the LTN half way down the hill to allow equal access. I also find that the Cowley Road has become a traffic nightmare. By equalising this out a bit further it would split the traffic from Crescent Road, Marsh Road and the adjoining*

roads onto Hollow Way and the Cowley Road, giving Cowley Road a bit more relief.” (Concerns – Temple Cowley)

- *“LTNs have forced residents of my area (Herschel Crescent) to only have Newman Rd as a way in and out of the area. Newman Rd is one that a few years back was recently narrowed as part of a traffic calming process and now you send all the traffic down this way, including buses! I presume who ever decided this system did not try to turn right onto Iffley road?! Crowell Rd is a much wider rd yet this has been blocked. Can you please see some kind of common sense and if you are insisting on LTNs use them with a combination of one way streets so residents are not trapped. Crowell rd should be reopened in at least one direction.” (Concerns – Temple Cowley)*
- *“The LTN has dramatically increased traffic congestion around the "Swan" junction and Hollow Way, The standing traffic from Shelly Road to the only way in to this enclave creates significant pollution and access inconvenience for the residents on Oxford Road. If Salegate Lane was 'One way' easterly, the Temple Road residents would have an alternative exit when the Oxford road junction is regularly choked with school car traffic. This would not allow any increased 'through traffic'...” (Concerns - Temple Cowley)*
- *“The barriers on Littlemore Road Cowley are inappropriate and should be taken down. The Bus gate in Bartholemew Road should be at peak times only and fully open during off peak hours.” (Concerns – Church Cowley)*
- *“Whilst I am happy to see this experiment on 6 month trial the one road I feel very concerned about is Littlemore Road in Cowley. Whilst the other roads in the 3 trial neighbourhoods are side roads, this road is a connection to Littlemore and has effectively cut off Littlemore from Cowley other than a huge diversionary route via ring road or rose hill. The barrier cuts off car drivers from a shopping centre which residents may need a car to use and get their shopping home. I feel this barrier should be removed as it is not in the same type of road as all other barriers.” (Concerns – Church Cowley)*

- Finally, we can review the responses from the large number of respondents who objected to the LTN that they chose to comment on. Their most frequently cited reasons for objecting are summarised in Chart Q6f below.

Chart Q6f. Please let us know the reason(s) why you object to the proposals – Summary of reasons for objecting



Source: Marketing Means 2022

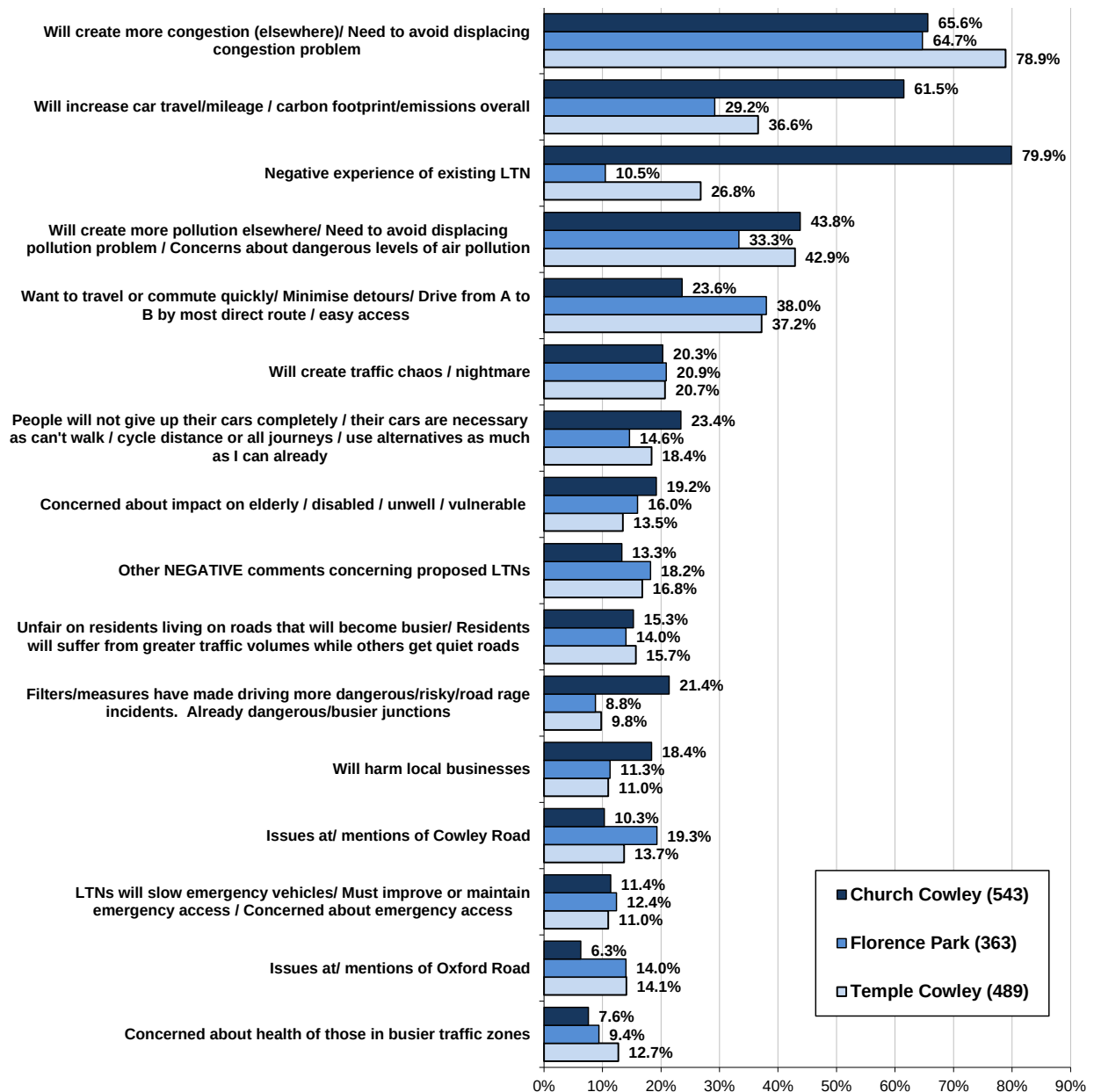
Base: All who made a comment objecting to the LTN proposals (1,334)

- As was the case for those who expressed concerns, by far the most common reason for objecting was the **traffic congestion that LTNs could create elsewhere**, e.g. at the edges of the LTN scheme areas. This single reason was given by well over two-thirds of all who objected (70%).
 - About one in seven (15%) of those who objected commented in a similar vein that the introduction of LTNs was **unfair on residents living on roads at the edges of LTNs** and likely to see a higher volume of traffic.
- Many had had a **negative experience of their selected LTN** already, with 43% outlining that experience in their comment. A further 21% commented that LTNs could bring **traffic chaos**, and 14% that the **changes to filters and junctions have brought additional danger and risk**. Almost as many (11%) objected to LTNs due to being concerned that the schemes would **slow down emergency vehicles or significantly limit emergency access**.

- Many linked the LTNs to pollution and environmental damage, with 44% believing that the LTNs would **increase car mileage and so the carbon footprint and emissions from travel** in and around the affected areas. Almost as many (40%) felt that the LTNs would simply **create or increase pollution problems elsewhere**, especially on the main roads at the edges of some of the LTNs.
- Several of the comment groupings reflected on how the LTNs impacted on or limited drivers' behaviour. Nearly one in three (32%) of those who objected stated that this was because they **wanted to travel directly to a destination via the quickest route** rather than being forced into detours.
 - Just under one in five (19%) believed that the LTNs would struggle to succeed in their aims as **people would not give up using their cars**, some needing to use a vehicle due to their job or circumstances and others already using alternative means of transport as much as possible.
 - Almost as many (17%) were concerned over the **impact of LTNs on travel/transport for elderly/disabled/unwell/vulnerable people and their carers**.
- **Potential harm to local businesses** was a concern for 14% of objectors, rising to 54% among those representing businesses.

- In Chart Q6g, we look at how those reasons for objecting vary between the three LTNs, and then give examples of the types of comments made.

Chart Q6g. Please let us know the reason(s) why you object to the proposals – Summary of reasons, split between the three Cowley LTNs they mainly refer to



Source: Marketing Means 2022

Base: All who made a comment objecting to the LTN proposals (shown in brackets)

- Concerns that the LTNs would simply create more traffic congestion elsewhere** were significantly more likely to be expressed by those commenting on Temple Cowley (79%), but this was still the most likely response among those commenting on Florence Park (65%) and Church Cowley (66%).
 - *“Traffic on the Oxford Road and Church Cowley Road today is appalling, congestion and emissions mid afternoon worse than pre pandemic. Great for some of those who live on roads that now have minimal traffic, awful for everyone else.” (Object, Temple Cowley)*

- *“Newman road is now experiencing even heavier traffic flow!, which is now dangerous since the road closure for road works on Oxford Road! I feel that the council has not given any consideration to the residents that live on Newman Road and Cardinal Close. Residents have had their cars damaged due to large vehicles such as buses and lorries, has the council considered the safety of cyclists or pedestrians? This Low traffic experiment has had no positive impact for residents and has made traffic flow through Newman Road unsafe for a residential area.” (Object, Temple Cowley)*
- *“This has increased traffic on Hollow Way and in Wilkins Road as Wilkins Road is used as a shortcut when Holloway traffic comes to stand still very often during rush hour. Increased traffic during rush hours as traffic cannot go through the newly introduced LTN Crescent Road, Temple Road etc.. This has made living in Wilkins Road a hell as we are seeing so much increased traffic trying to do shortcuts via Horspath Road and through Wilkins Road and Fern Hill Roads especially when Hollow Way gets jammed with traffic and cones to stand still.” (Object, Temple Cowley)*
- *“All of our journeys have more than doubled in time and the roads that are left open are busier and far more dangerous” (Object, Church Cowley)*
- *“The LTN has caused about four times as much traffic on Rosehill to the extent it is a nightmare getting out of my road. I was sat for 20 minutes trying to get out of Courtland Road where it is nose to tail with people who would usually turn down Newman Road, finally getting out to realise Red Bridge and Hinksey are grid locked due to the nose to tail extending to both, how is this helping anyone? My journey has over doubled with three quarters of it being nose to tail” (Object, Church Cowley)*
- *“I am fully in support of managing traffic, and was in support of trialling the LTN scheme. As we live with the new restrictions, there are a number of issues that have come to light, which I believe are a real cause for concern. Having to use only the main roads congests them further: During peak travel times there are serious traffic jams. The main routes are not able to cope with the level of traffic.” (Object, Florence Park)*
- *“Traffic on Howard Street has never been so bad since the LTNs were introduced. My car has been damaged as a result of the increased traffic and the pollution on the street in rush hour is unbearable. I am all for reducing traffic but do not increase traffic down other residential streets by only blocking some roads and not others.” (Object, Florence Park)*
- Those commenting on Church Cowley were significantly more likely to suggest that the LTNs would **increase overall vehicle mileage and hence the overall carbon footprint of Oxford’s vehicles**. This was cited by 62% in regard to Church Cowley, but only 29% in regard to Florence Park and 37% in regard to Temple Cowley.
 - *“This LTN has increased all my necessary car journeys external to the LTN in both time and distance (no other transport is available for these journeys). Depending on where I am going to or coming back from there is now one point of entry compared to the six previously available so I must always join queues to get to my assigned entrance. I sit on the ring road in traffic to get to the Newman Road entrance or gamble that it is quicker to proceed anticlockwise round the LTN to approach Newman Road from the north.” (Object, Church Cowley)*
 - *“As a resident of Rahere Road my only access in and out of my home is via Newman Road which is severely congested and a very dangerous turning turn to the right towards Iffley. I have an increased journey time wherever I am going and is certainly not reducing air pollution.” (Object, Church Cowley)*
 - *“Whilst I understand the need by some to make their streets safer and less polluted it can't be at the detriment of everyone else, these low traffic schemes have seen increased journey*

times around Cowley and increased pollution on the roads left open.” (Object, Church Cowley)

- *“My journey is now an extra 10 minutes and a mile longer. I don't mind the added distance, but I sit in congested traffic for most of this time as I now have to sit through 5 sets of traffic lights before getting onto the ring road rather than 1, and I believe this is a massive reason for the additional congestion time. This is surely only harming Oxford's plan to reduce emissions.” (Object, Florence Park)*
- *“I must drive my car, but with the LTN in place, I have recorded an extra 8 to 10mn per trip, it makes around 40mn of EXTRA gas emissions, so definitely not improving the quality of air or my finances when it comes to spending on more petrol.” (Object, Florence Park)*
- *“I'm all in favour of schemes which encourage people to think again about small car journeys. But any savings made like this are countered exponentially by cars forced to double or triple journey times by going 1 or 2 miles out of their way on the only remaining route. I'm sure the LTNs lead to an overall large net increase in energy use and pollution.” (Object, Temple Cowley)*
- *“I feel cut off as I don't want to go out in the car. 5 minute journeys are now taking 20.” (Object, Temple Cowley)*
- Many felt that LTNs would **create more pollution elsewhere, simply displacing it from the LTN areas**. This was cited by similar proportions of 44% and 43% for Church Cowley and Temple Cowley respectively, but by only 33% for Florence Park.
 - *“They have increased my travelling time to jobs within this area. This, therefore, has increased my pollution output from my vehicle. The routes that you are now forced to take have now had an increase in traffic flow and pollution. Can it be right that the residents who now have increased traffic and pollution suffer because a few people want less traffic in their road?” (Object, Church Cowley)*
 - *“The LTN is killing Cowley metaphorically and, potentially, actually killing people trying to get to the J.R. via vehicles caught up in gridlocked roads. The City Council want to reduce the air pollution in the city centre but are deliberately increasing it where the people live!” (Object, Church Cowley)*
 - *“The congestion on lower Holloway is ridiculous, the air pollution there must be over the legal limit most of the day.” (Object, Temple Cowley)*
 - *“It's just moved the traffic to one concentrated place - the main road. Caused more pollution for our household and I have asthma so this affects me whereas before this wasn't an issue with the through roads.” (Object, Temple Cowley)*
 - *“The air pollution for a select few roads is merely being diverted to other roads and/or increasing it in an already highly air polluted road. This appears discriminatory based upon post code/availability of housing. To knowingly divert air pollution to other areas, which is known to increase risk of respiratory illness amongst other illnesses, would be open to challenge.” (Object, Florence Park)*
- 79% of those commenting on Church Cowley mentioned a **negative experience that was due to the LTN**. This was well ahead of the corresponding proportions for Temple Cowley (27%) and Florence Park (11%).
 - *“Takes longer to get children to school and cars racing down our Rd and Littlemore/Crowell Rd. Traffic diverted through Newman Rd very dangerous now” (Object, Church Cowley)*
 - *“I regularly need to drive through from Sandford on Thames to Iffley road and Church Cowley road. The road closures have caused absolutely dreadful traffic on Church Cowley*

road and it is incredibly dangerous now when my kids get out or if the car to visit my mum” (Object, Church Cowley)

- *“It’s ridiculous that you have blocked a main road that allows residents in my area and others access Templar’s Square and Cowley. It’s all well and good making residential roads LTNs but not at the expense of people that need to drive due to distance/disabilities etc. The bus is not regular in Minchery Farm, like other parts of the area like Blackbird Leys/Rose Hill. It therefore makes all residents now have to either go via Newman Road, Rose hill and the Church Cowley Road, or the bypass to Cowley to enter this area adding more time to journeys and pollution to those areas as this is then more than a 3 mile round trip” (Object, Church Cowley)*
- *“The reality of these LTNs is that it is simply pushing the problem into the streets that haven’t been blocked and the volume of traffic that is now on Howard Street is totally out of control. For example every day now we have 3 hours of backed up traffic idling outside our house, three times a day as a result of the other roads connecting Cowley and Iffley road being diverted. On the weekends the traffic is backed up along Howard at ALL DAY! The level of fumes and pollution levels coming into our house must be in excess of anything legal.” (Object, Florence Park)*
- *“Access from my place to work, friends and family has been made a nightmare. Work at Cowley Centre, Family at Florence Park and Crescent Road. I now have to drive further and sit in traffic on the Cowley, Oxford and Iffley roads. No thought has been spared for families on the Iffley, Oxford, Cowley and Holloway Roads who have to live with this mess.” (Object, Temple Cowley)*
- Almost one in three objected to LTNs as they felt that **people wanted to travel or commute quickly, and via the most direct route**. This was highest for the Florence Park LTN (38%) and Temple Cowley LTN, but significantly lower at 24% for the Church Cowley LTN.
 - *“LTN has increased congestion and pollution on all main roads, dramatically increasing travel times, almost feel imprisoned at times! It also prevents normal access to friends and near neighbours the other side of barriers. It is all needless intervention - before there was not a problem with free access everywhere - now there is a problem - crazy!” (Object, Florence Park)*
 - *“If anything it has made the traffic in Cowley Road more congested than ever. What was before a 5 min drive to St Frideswide School, it is now 15 min at least. Where is the gain here?” (Object, Florence Park)*
 - *“I object because Hollow Way and Cowley Road from Shell up Marsh Lane or even further are full of stuck cars! this summer I wanted to go to Templar square from my place usually a 3 min drive before the LTN, after 40 minutes of driving I haven't reached the end of Holloway which made me so angry that I had to turn around and go back home as I was getting late to work !!!” (Object, Temple Cowley)*
 - *“I can’t go anywhere without sitting in traffic. I have to add 45 minutes to all my hospital appointments for the new traffic,” (Object, Temple Cowley)*
 - *“The roadblocks do nothing to address people's use of cars. The roadblocks actually increase the distance people have to drive, concentrate traffic and increase everyone's journey time. They are counter-productive and completely illogical. They have been badly thought through and poorly implemented. The road network is designed for the movement of people and has evolved to meet the needs of the population. Obstructing the roads is a backwards step.” (Object, Church Cowley)*

- Similarly, many felt that **people would not give up their cars completely, often as they had no realistic alternative**, and this was significantly higher for Church Cowley (23%) than for Temple Cowley (18%) or Florence Park (15%).
 - *"I believe residents will continue to make car journeys, because in many cases they have to, and I believe the LTNs as conceived actively discriminate against people who do not have other options for getting to work, for visiting friends and relatives, for going about their daily lives." (Object, Church Cowley)*
 - *"Both my wife and I are disabled can only get to shopping centre by car or to doctors dentist, chemist, banks. Can see most of this from my house but now have to drive to Littlemore in opposite direction to get to Newman road queue to cross the road by roundabout travel down rose hill to get to Church Cowley road then to centre, if you want more pollution you are certainly getting it now." (Object, Church Cowley)*
 - *"Whilst I agree with the broad aims of the LTNs, it seems to me that in some ways this is putting the cart before the horse. I understand the scheme is experimental, but without a larger number of alternatives for people, I can't see this getting people out of their cars in significant numbers. As it is at the moment, it simply seems to be shifting traffic from one road to another; yes Cornwallis Road, for example, is quieter, but Church Cowley Road certainly is not." (Object, Florence Park)*
 - *"I have to drive for work and I work for the NHS and LTNs are increasing my petrol consumption and increasing my CO2 emission not reducing it. I use the VOI electric scooters when I am not working to do my part for the environment but making my already difficult job more difficult is not acceptable." (Object, Temple Cowley)*
- The proportion feeling that **LTNs harm local businesses** was higher for those objecting to Church Cowley (18%) than for those objecting to Florence Park or Temple Cowley (11% in both cases). We provide more examples of comments from businesses below given that most other comments presented in this report deal with provide the perspectives of individuals.
 - *"The Oxford Road LTN should be removed to allow access to the Cowley Centre car parks and the John Allen Centre where businesses have been affected by people avoiding coming into Cowley due to the LTN's." (Object, Church Cowley)*
 - *"Not only have the LTN restrictions made it incredibly difficult to get around for us that need to use a vehicle for our work, they have extended journey times therefore adding to pollution. The Crowell road and Bartholomew road closures have impacted business in Cowley centre. Also why is the bartholomew road LTN allowing access to taxi drivers?? They are a business providing a public service as much as I do as a heating engineer." (Object, Church Cowley – Business)*
 - *"My business has been affected by over 40% reductions in sales." (Object, Church Cowley – Business)*
 - *"Not only have the LTN restrictions made it incredibly difficult to get around for us that need to use a vehicle for our work, they have extended journey times therefore adding to pollution. The Crowell road and Bartholomew road closures have impacted business in Cowley centre. Also why is the bartholomew road LTN allowing access to taxi drivers?? They are a business providing a public service as much as I do as a heating engineer." (Object, Church Cowley – Business)*
 - *"At St Gregory the Great Catholic School, we already find it extremely difficult to recruit due to the cost of housing and rent in Oxford. This is now being further compounded as colleagues are looking to find jobs closer to home as the LTNs are putting increased journey times to and from work, an additional cost financially. There is increased traffic when leaving the premises, Howard Street can take anything between 5 minutes if colleagues can*

leave at 3pm which is not viable to 30 minutes as the traffic is backed up when trying to turn from left into Howard Street and then equally on to the Iffley Road. The traffic is backed up.” (Object, Church Cowley – Business)

- *“There are no alternative routes to go about servicing my customer when idiots dig up the Cowley/Oxford today I sat here for over an hour. LTNs need to be flexible and opened when major routes are closed or seriously affected as a result of roadworks. THIS IS COSTING ME MY LIVELIHOOD!!!.” (Object, Florence Park - Business)*
- *“By adding these barriers, you have added several miles, and time to the commute times of each of my 4 staff. As well as bottling up traffic, forcing more cars onto fewer routes, making traffic slower. This is a waste of time, fuel and energy. This further affects our clients, who often don't know the city, and are suddenly stuck somewhere.” (Object, Florence Park - Business)*
- *“LTNs ... make the problem worse by increasing the times that people spend in their vehicles with engines running but unable to go anywhere. I appreciate the misguided counter argument that people will give up their vehicles, but this totally neglects the fact that a large proportion of road users, like myself, have to use their vehicles to provide services to people and transport and collect goods for our businesses. If a solution is sought to the traffic problems in Oxford it is very simple - don't create MORE traffic! Use the resources instead to support the funding of School Buses (like in the USA) and enforce the existing rules restricting students from using cars in Oxford.” (Object, Temple Cowley - Business)*
- *“I have already noticed potential customers are thinking twice about coming in to use our business as they do not want to navigate there longer way around or get caught in traffic.” (Object, Temple Cowley - Business)*
- *“It creates excessive traffic in other areas which were previously already busy roads causing a nightmare to businesses such as ourselves trying to get to plumbing emergencies etc.” (Object, Temple Cowley - Business)*
- People objecting to the Church Cowley LTN were more likely than others to comment on how **filters and measures in the area had caused various incidents** (mentioned by 21% for Church Cowley but by only 9% for Florence Park and 10% for Temple Cowley).
 - *“I feel so sorry for the residents of Westbury Crescent as, ever morning & evening they are subject to traffic from - Kelbourne Road, Hisborough Road, Hisborough Crescent, Fairley Road and Wycombe Crescent, driving down their road, creating chaos. I have to use this road during the weekdays for work and if more than 1 or 2 cars are trying to turn right onto the A4128 - Rose Hill, I can sit there for up to 15 mins!! Also this turning is on the brow of a very nasty hill” (Object, Church Cowley)*
 - *“I strongly object to the LTN's in Littlemore Road and Bartholomew Road. The Littlemore Road is a main road to Templar's Square and not a rat run and the blockade of this road should be removed as soon as possible. Living in Bodley Road, we now have only one exit route, this is via Newman Road junction and this is an extremely dangerous junction to navigate. I'm certain there will be a serious accident there before too long and then the idiots who thought this would be a good idea can hang their heads in shame.” (Object, Church Cowley)*
 - *“There have been so many more accidents on Newman Road, the LTNs have created more angry and less tolerant drivers. This has not reduced traffic, pushed it all onto other areas.” (Object, Church Cowley)*

- *“The ONE route we have to leave our area is deadly dangerous. The right turn out of Newman Road is a game of Russian roulette, compounded by the road narrowing/crossing (I'd be petrified to cross there on a blind bend).” (Object, Church Cowley)*
- *“In Florence Park as a resident, there used to be 6 exits out, Clive Road, Littlehey Road, Cricket Road, Cornwallis Road, Florence Park Road and Rymers Lane. Now we only have 2, Rymers Lane and Florence Park Road. I have to say that I rely on leaving and returning by my van as my work dictates this. My journey times have increased drastically and on some days it has take 10 mins just to join the traffic on Church Cowley Road, when before this I was able to join within a minute or 2. Oxford Road and Church Cowley Road are virtually at a standstill. I have witnessed cars mounting pavements in Cricket Road turning to u turn at the bollards.” (Object, Florence Park)*
- *“I work for the NHS in a community role and my travel time has more than doubled. This is making an impact on who I can see. Anytime there is an accident or roadworks then there are no filters for the traffic to go down and it all sits on Hollow Way. If you think this acceptable then do a house swap with someone who lives here and see how much you buy in to the argument then.” (Object, Temple Cowley)*

Appendix 1: Survey Questionnaire

Low traffic neighbourhoods (LTNs) - Oxford, Cowley area

Let's Talk Oxfordshire

Low traffic neighbourhoods (LTNs) survey

A. About you.

Please select **one** of the following that best describes the capacity you are completing the questionnaire in.

(Choose any one option) (Required)

- ☐ As an individual
- ☐ As a business
- ☐ As part of a group/organisation
- ☐ Rather not say

Please enter the name of the **town/village** only, where you currently live or the business/group you are responding on behalf of is based.

(Required)

Please enter the name of the **road** only, where you currently live or the business/group you are responding on behalf of is based.

(Required)

Are you happy to be contacted via the email address you have supplied to be kept informed about this consultation ?

(view the County Councils [privacy notice](#) to understand how and why information about you will be used by Oxfordshire County Council)

(Choose any one option) (Required)

- ☐ Yes
- ☐ No

B. Your views & opinions.

Please select **one** of the following low traffic neighbourhoods (LTNs) you are responding to.

(Choose any one option) (Required)

- ☐ Church Cowley
☐ Florence Park
☐ Temple Cowley

Please select **one** of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford.

(Choose any one option) (Required)

- ☐ Support
☐ Object
☐ Concerns
☐ No opinion

Please let us know the reason(s) why you are supporting , raising concerns or objecting to the proposals ?

(Required)

APPENDIX 2: Cover page for Let's Talk Oxfordshire to explain positioning of consultation

Introduction

During March 2021, Oxfordshire County Council introduced a trial of 3 Low Traffic Neighbourhoods (LTNs) within the Cowley area. This means the introduction of traffic filters at specific points across Church Cowley, Temple Cowley and Florence Park. A Low Traffic Neighbourhood is an area where through traffic is prevented so that residents can enjoy a quieter neighbourhood and feel safer when they walk, cycle or go by wheelchair.

The LTN will prevent people from outside the area driving through the neighbourhood by the use of "traffic filters" which can be either planters or bollards. Where there is a bus route, camera enforcement filters will permit buses, taxis and private hire vehicles through, but prevent all other motorised vehicles.

All streets will continue to be accessible to residents, visitors and deliveries by car or van, but drivers may need to choose a different route. The LTN will not affect parking in the area except at the filters where some additional areas of double yellow lines have been introduced for safety reasons and to permit turning traffic.

What do I need to do?

All residents' homes remain accessible by car, van and lorry, but those driving may need to change their routes to get there.

- It is important that if you live on or drive along any of the following roads that you plan your route ahead to be ready for the changes.
- You can open the location plans to look at where the filters are. The detailed filter plans show the exact location and any new double yellow lines to be introduced.

A traffic filter is either a bollard or a planter. The traffic filters will prevent all motorised traffic (including cars, taxis, vans, lorries and motorcycles) passing through the filter. Those which are on bus routes will permit buses, taxis and private hire vehicles to pass through. Cyclists, pedestrians and those using disability buggies can pass through all the filters.

Why is the Council doing this in the Cowley area?

Temple Cowley, Church Cowley and Florence Park have been chosen as a priority for two main reasons.

Firstly, the neighbourhoods suffer because many drivers from outside the area take shortcuts along the residential streets. Many residents have complained to the Council about the problems of short-cutting traffic including noise, danger and nuisance.

Secondly, there are strategic cycle routes running through the neighbourhoods which serve both the local areas and areas further out. Traffic makes cycling and walking along these routes unattractive. The Council aims to make these cycle routes more pleasant in support of wider policies to support active travel, reduce air pollution and tackle climate change.

What did Cowley residents say about the LTN?

In December 2020, we sent out letters to all residents inviting them to fill in an on-line asking their opinion of the LTN proposals. Over 1000 residents responded to the survey. Residents in all 3 areas expressed majority support for their local LTN proposal.

LTN Area	Total Support	Fully Support	Support with reservations	Neutral or no answer	Do not support
Church Cowley	59%	46%	13%	3%	38%
Temple Cowley	71%	59%	12%	1%	27%
Florence Park	79%	70%	9%	2%	19%

What happens next?

We are introducing the LTN via a legal process called an Experimental Traffic Regulation Order (ETRO). ETROs are used when it is very difficult to assess the impacts of the scheme beforehand, but the cost of implementation is relatively low.

In an ETRO, the Council introduces the scheme as an experiment first and there is then a six-month period after the scheme is introduced when the public can see for themselves the impact of the scheme and the Council can monitor its impacts. At the end of the six-month period, the Council assesses the impacts, including any letters of support or objections, and decides whether to confirm, cancel or extend the ETRO for up to 12 months longer to allow further consultation and monitoring.

What will the Council be monitoring?

The Council is setting up a comprehensive monitoring programme to fully understand the impacts of the scheme. This includes monitoring the impacts of motorised traffic within the areas and traffic along the surrounding main roads, air pollution and noise levels, and cycling and walking levels on the main cycle routes. We will also be asking the opinions of residents, visitors and businesses as the LTN scheme continues.

Leave your comments.

Please read the information provided on this consultation, your views and opinions matter. Please take the time to complete the survey, your response should be completed and returned by **Friday 19 November 2021**.

Whilst we will endeavour to answer simple queries during the course of the consultation, due the potentially large volume of responses received any more complex questions/issues will be appraised and dealt with as part of consultation process.

When will a decision be made?

The County Council will review the responses and prepare a report to be presented to the Cabinet Member for Highway Management at a meeting provisionally scheduled for early in **2022**. This will be a public meeting at which members of the public may apply to speak. The agenda and reports for this meeting will be available on the Oxfordshire County Council web site about a week before the meeting (please note that occasionally it is necessary to defer reports to a later meeting, and it is therefore advisable to check the agenda ahead of attending a meeting). The Forward Plan of decisions meetings can be viewed [here](https://mycouncil.oxfordshire.gov.uk/mgListPlans.aspx?&RPID=115&bcr=1bcr=1). [https://mycouncil.oxfordshire.gov.uk/mgListPlans.aspx?&RPID=115&bcr=1bcr=1]

Analysis of Data from East Oxford LTN Public Consultation

Report on consultation results

Summary Report v2.1. Appendix 2

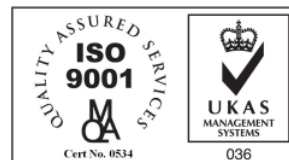
February 2022

Prepared by: **Marketing Means (UK) Ltd.**

For:



**OXFORDSHIRE
COUNTY COUNCIL**



Appendix 2: Comments Made in Response to Open-ended Questions

In this section we list the verbatim comments given by respondents in response to open-ended questions.

Note that in line with data protection we have removed any information shared in these comments that is personally identifiable – typically this includes sharing of own or another's full name, street address, or other contact means such as email address or telephone number. It also includes directly named groups where the group is promoted or criticised in a comment, and any expletive content. These are the comments received via the survey in response to the consultation and are individual's own supplied views – which views are not necessarily shared by Oxfordshire County Council or any of its agents including councillors, officers and agencies employed by the council; or by groups referenced in the responses.

Support - Church Cowley	Improved air quality, better access for pedestrians and cyclists.
Support - Church Cowley	The LTN is on my route to work, i have felt so much safer riding & walking to work. It's a much more pleasant commute. My only issue is we do still have a lot of cars cutting through using Newman Road to go through to Bartholomew Road to get to BBL. There has been some reduction though which has been good.
Support - Church Cowley	Littlemore Road is amazingly different. It used to be actually difficult to cross and now you see e.g. people in mobility scooters rolling down the street and kids on bikes. There's still a reasonable amount of traffic through the Bartholomew Road non-bus gate so it can be even better! Littlemore Road used to be fairly horrific to cycle down and we now use the [shop in a nearby LTN] significantly more than we did before. Cutting through Florence Park LTN and up Littlemore Road has also been a great quiet way home. There really is no "need" for Littlemore residents to drive down this road to the Temple Cowley Centre and I would love to see this kept. The Mayfair Road bollard probably is mis-placed and is causing some problems for Westbury Crescent. The Beauchamp Lane bollard is an absolute no brainer and should be kept regardless of the rest of the scheme. I walk my dog + cycle in this area and it's great to have it not choked with cars. It's certainly made cycling down Littlemore Road more pleasant as the number of moving cars + parked cars before this LTN meant lots of dodging traffic trying to pass you before the next parked car. Please keep them, this is a really positive move!
Support - Church Cowley	Since the LTN installation roads have been quieter and less polluted. Children have been able to play on the streets. I find it a lot safer to cycle and take more active travel options. I am writing to strongly support the LTN trial as traffic, pollution and speeding cars have dramatically reduced since the implementation of the trial. It is not much safer for me to cycle and walk around my neighbourhood. I am also a car user and have no issue with the extra few minutes needed to drive to the main road. One point to note is the ANPR cameras are not yet installed on Bartholomew Road, which causes drivers to regularly drive through the bus gate.

Support - Church Cowley	Traffic is significantly down and cycling has become possible; this is the way forward to a better future for us residents; considering the amount of council tax we pay, one must insist on this improvement of quality of life
Support - Church Cowley	Speeding cars stopped using beauchamp lane rabbit run.
Support - Church Cowley	It makes cycling to nursery with our two boys much safer, less stressful when outside of our house when with boys as considerably less traffic..
Support - Church Cowley	It is the way forward to a better city
Support - Church Cowley	Made cycling into Cowley feel much safer. Less traffic and more enjoyable. Less likely to drive
Support - Church Cowley	It's made my commute safer and more pleasant. I can ride to work without fear of being knocked off my bike or abused by car drivers shouting at me out of the window.
Support - Church Cowley	The LTN's mean that my road and nearby residential roads remain quiet and peaceful, it's easier and safer to walk and bike around them. I also think that the number of cars in Oxford is unsustainable and that we need to find ways to reduce pollution (though LTNs aren't a solution on their own to this)
Support - Church Cowley	These LTNs have transformed cycling and walking in this area. They make me feel safer travelling, make it quicker, reduce pollution, make residential areas quieter. This is a huge improvement. They help disabled and elderly people get around by reducing vehicular traffic on the residential roads, and children can play near their house.
Support - Church Cowley	Generally fed with lack of safe cycling space. In particular for Church Cowley, it has helped reduce motor traffic cutting through this area, which means the cycle path connecting along the ringroad using Newman Rd and Long Lane is now much better, whereas before it was gridlocked and due to parked cars was frequently pushed out of the way and forced to use the footpath.
Support - Church Cowley	I have been observing the beneficial changes to the area since the introduction of the LTNs this year and very much want them to continue.
Support - Church Cowley	My in-laws live on Church Hill Road. The reduction in traffic volumes is remarkable and welcome
Support - Church Cowley	LTNs make areas better for local people.
Support - Church Cowley	better life for residents
Support - Church Cowley	I currently do not drive, but the roads are much quieter and safer, cars used to drive too quickly down narrow spaces
Support - Church Cowley	Almost no rat-run traffic, quieter on our road but safer for cycling and walking. It is good to see children and families being able to cycle and walk safely.
Support - Church Cowley	It has returned Mayfair Road to a safe quiet residential road rather than a road that cars dangerously speed down and is used as a rat run. Noise pollution has also reduced
Support - Church Cowley	I think they're great, the roads are quieter, safer, easier for walking or cycling, it lessens polluting car fumes and makes walking around the neighbourhood more pleasant. It encourages the use of public transport, or walking /cycling. It is also safer for pets and wildlife work less cars about. I fully support them and hope they stay.
Support - Church Cowley	It is now safe to walk children to school, without cars rushing passed or parking on double yellows about Church Cowley St James School. Thank you for protecting the children and the air we all breathe.
Support - Church Cowley	Significantly safer for my two disabled children. Less traffic near our house, more people on bikes. Strongly support and would be very, very disappointed to see them removed.
Support - Church Cowley	I support the LTN as we need to take action to reduce the amount of cars on Oxford roads to reduce air pollution. This initiative has made my road much safer and reduced noise significantly. It has encouraged me to walk more and has therefore been positive for both my physical and mental well-being. Please keep the LTNs in place.
Support - Church Cowley	Safer for cyclists and pedestrians, lower traffic
Support - Church Cowley	I support active travel and I believe the LTN is in line with my views

Support - Church Cowley	It is reduces traffic
Support - Church Cowley	Oxford bus routes are great no need to take vehicles anywhere.
Support - Church Cowley	Quiet streets
Support - Church Cowley	To reduce car use
Support - Church Cowley	Keeps the roads quiet and reduces pollution. Makes cycling a lot more of an attractive option meaning less driving and more exercise. Causes no problems driving out of Oxford.
Support - Church Cowley	Reduced traffic. Safer cycling and walking. Slower traffic.
Support - Church Cowley	Much safer to cycle and walk. We leave the van at home more often now as a result.
Support - Church Cowley	Oxfordshire Cycling Network supports the Low Traffic Neighbourhood because it reduces traffic danger, reduces pollution and creates a place in which people can walk, wheel, cycle and socialise with each other more easily. It has seen an increase in active travel to schools and other destinations. The only claimed downside we are aware of is a claimed increase in traffic on Cowley Road, although this was already congested in 2019. In balance, other roads are now largely traffic free. Cowley Road should be addressed by a future traffic management scheme: Connecting Oxford and/or Cowley Road traffic restrictions.
Support - Church Cowley	I cycle quite frequently through East Oxford and Church Cowley, to reach the Leys Leisure Centre from where I live on North Oxford. Cycling up Beauchamp Lane (a narrow uphill section) and then crossing over to, and along, the formerly pretty busy Littlemore Road is much much better than it used to be. It feels much less hazardous because the motor traffic is so much less than before the LTN. It was noticeable that cargo bikes are more common than they were. The big drawback to this route is the very high volume of motor traffic along Between Towns Road, which bisects the two LTNs (Florence Park and Church Cowley). The need to cross this barrier prevents anxious or less-experienced cyclists from benefitting from the two LTNs. It's urgent that the crossing Rymers Lane <-> Beauchamp Lane be made safe for inexperienced cyclists.
Support - Church Cowley	Despite living on a main road which has seen increased traffic due to the LTN introductions, I fully support the motivations behind the scheme and believe that we all should be travelling less by car, particularly for local journeys. Increased traffic on some main roads is a small price to pay, and hopefully will have the effect of discouraging people from travelling by car for journeys where alternatives are practical and easy.
Support - Church Cowley	It has transformed our mobility in our neighbourhood, making the streets safe enough for our daughters to be able to cycle to school. The ineffectual bus gate (as the camera has not been installed) on Bartholemew Road has unfortunately made that particular road a lot more unsafe and we avoid it as much as we can.
Support - Church Cowley	People need to adapt to a cyclist lifestyle!
Support - Church Cowley	Less traffic, quieter, better for cycling
Support - Church Cowley	I support the LTNs as they provide for a safer environment for walking and cycling in my neighbourhood.
Support - Church Cowley	I have changed my normal cycling routes for work, leisure and shopping to include the Church Cowley LTN. It is so much quieter with the traffic filters, with reduced traffic noise and less air pollution. I used to cycle along Barns Road but for most trips I now prefer to use Cowley Road/Littlemore Road. I'm strongly in favour of retaining all three Cowley LTNs.
Support - Church Cowley	It has massively improved traffic noise and pollution on my road. Improved road safety and made getting to school safer

Support - Church Cowley	I am a cyclist (who can't afford a car). The LTN has made a positive difference for me - it is easier and safer to cycle. I think it's good that the Council is supporting people like me. I can't afford to drive, and motorists have tended to treat cyclists as second-class citizens. So anything we can do to rebalance the roads is very important and urgently needed.
Support - Church Cowley	generally support, as residential streets should not be used as 'rat runs'. Some main roads are blocked and best be opened. ie. Cowley Road Littlemore.
Support - Church Cowley	I love how much quieter it is now where I live and how much safer I feel walking my daughter to nursery.
Support - Church Cowley	Really enjoying the quieter streets as I have 2 kids under 4 years old. It's much safer to push a buggy and have a toddler on a scooter in tow. I also cycle a lot including a school run and the roads feel a lot safer. As a resident it is much better to have less traffic using the roads as a cut through, it means that I don't have to wait ages trying to cross the road with a buggy on the littlemore road
Support - Church Cowley	I wanted to let you know that, in my view, the LTN has been a wonderful blessing for the area that comprises Church Hill Road/ Westbury Crescent/ Mayfair Road/ Littlemore Road. Much quieter, less rat-running, a stronger sense of community - as only people who live here use the roads now - less pollution, and the roads seem safer. However, I do feel sorry for people living in Church Cowley Road, as the noise and pollution will have increased markedly in their road. Yes, at times I have to make detours if using the car, but it is a small price for the increase in my quality of life. Thank you for trialling it; I hope it becomes permanent. Thank you.
Support - Church Cowley	To stop speed crazy fools that simply don't give a damn To encourage a more congenial atmosphere where people are concerned in their neighbourhoods
Support - Church Cowley	Fully support schemes to support active travel.
Support - Church Cowley	Reducing traffic will make Church Cowley safer than at present for cyclists and pedestrians. The Climate Emergency requires that we make deep cuts in greenhouse gas emissions and transport is the major sector for emissions from the UK. The World Health Organisation estimates deaths from all sources of air pollution in the UK to be about 64,000 per year. This is all about making our neighbourhoods better places to live and increasing the sense of community.
Support - Church Cowley	Has greatly reduced traffic, particularly noticeable in fewer cars speeding through the narrow roads. Generally much quieter.
Support - Church Cowley	Quality of life for residents will be improved.
Support - Church Cowley	The LTNs have made a massive improvement, and need to be rolled out across the whole city. I have had to rethink some driving routes, but they have made cycling so much safer. It has been brilliant to see more children and families cycling as a result.
Support - Church Cowley	Massively reduced through traffic and opened up streets for safer cycling and walking.
Support - Church Cowley	We moved to the area last November just before the LTN's we're introduced. The roads are a lot quieter now and I feel safer walking with my two children around the area. It's also encouraged us to use our bikes more which is a big bonus and a great example for our children to grow up witnessing. We are a big fan.
Support - Church Cowley	Even though it makes my commute to work slightly longer I support the LTN in my area, particularly my street. It makes the neighbourhood feel much safer for children and animals and quieter making it a much nicer place to live. It has also reduced people loitering [and anti-social behaviour]! I try to come into my street via the north side of Westbury Crescent and I exit via the south in order to reduce traffic for the south side. I wonder if this might be a future solution? I am not so convinced by the decision to close the road linking Littlemore to Between Towns Road as this seems like a link road rather than primarily a residential road. I would like to have more time to help look after the planters but I never have enough time as I work full time as a teacher. I feel like this might need more input from the council.
Support - Church Cowley	These experimental LTNs have reduced traffic flows and the areas adjacent have been transformed. in addition to health benefits and air pollution reduction reduced car use should reduce greenhouse gas emissions.

Support - Church Cowley	I am a volunteer with OX4 Crew, a project based at Ark-T, that delivers meals by bicycle to the disadvantaged across OX4. My round is so much easier, healthier, and more pleasurable since the filters were put in. The air feels clearer, the danger from close passing cars and lorries is greatly reduced, birdsong can be heard, and I see more people walking and cycling on the streets. In short, it's a joy. Many of the recipients of the meals I deliver are isolating and/or very needy in other ways (eg. living with dementia, disabilities, in poverty). I meet people every week who haven't left the house in months, and are very marginalised; many don't have access to the internet, and I may be the only person they see in their day. I think it is great that, if they are able to emerge from confinement, they can now enjoy the full benefits of a vastly improved environment which is so much better for their health and wellbeing. I'm sure that people living in these circumstances will not be the ones you are hearing from. I am therefore writing to ensure that their voices are heard in these debates.
Support - Church Cowley	I cycle from Littlemore in the direction of Cowley centre quite frequently and it makes part of my journey less stressful
Support - Church Cowley	I am responding at this time as I am keen for the LTNs to continue. They are encouraging more people to cycle, enabling children to play more safely and make walking safer for older people, disabled people and parents pushing buggies. There are far fewer speeding cars than there were before the introduction of the LTN.
Support - Church Cowley	It has made the immediate and wider area around where I live much calmer. It is relaxed and quieter, you can have conversations with neighbours by the roadside without being interrupted by car noise, and children are more free to move around with bikes. Before the LTN blocks were installed, cars would use our road as a shortcut to the road to Littlemore roundabout and come round the corner in high speed (dangerous) with no regard to the character of the road, being a living neighbourhood area. Also, the air quality seems to have improved due to the reduction of cars passing through. Wildlife is much more noticeable now as well, just by the reduction of noise pollution. So, all in all a very positive outcome so far, in my opinion. Thank you.
Support - Church Cowley	Less traffic. Easier for children to go to school alone as safer to cross roads.
Support - Church Cowley	I believe the LTN has been effective in their goal to encourage more active travel and making residents reconsider what the best mode of transport is for their journey. We have found ourselves using the car for fewer journeys in the Cowley area as the journey time by bicycle becomes equivalent. As a bonus the Crowell road is significantly quieter, whereas before the filters were installed cars regularly sped over the 20mph limit. Whilst there is still the odd car speeding, the number of speeding cars seems to be fewer so it is still an improvement. However, I do not think that the last 6 months have been a fair trial of the Church Cowley LTN due to the lack of enforcement camera on the Bartholemew road bus gate. This filter is ignored by many vehicles that are not taxis or buses. This compromises the experiment as a large number of residences can still use this cut through for easy car access and not have journey time impacted, which then means measurements of the traffic evaporation effect (or increased congestion, were the LTN ineffective) cannot be fully correct. Additionally, whilst I am in full support of the LTN based on my experience of it, I am concerned how little data appears to have been collected as part of the experiment to allow the impact to be properly measured. I would support the trial being extended with the cameras in place to allow the LTN to be tested thoroughly.
Support - Church Cowley	They make travel safer and easier
Support - Church Cowley	Air quality and safety of back roads - it's been so lovely with out traffic using estates as a ratrun
Support - Church Cowley	High volume of traffic in residential area which is polluting atmosphere and posing danger to pedestrians, cyclists and indeed drivers who need to make manoeuvres eg emerge from driveways.

Support - Church Cowley	Working in a local school it has made the surrounding roads quieter, safer and the air better for breathing. Thank you for putting in the LTN. Please keep it for the children and their future.
Support - Church Cowley	Better for cycling. Address congestion/ climate emergency.
Support - Church Cowley	Thank you. The scheme should have been introduced 10 years ago. Finally, I can walk and cycle on from Littlemore to Cowley Centre without a fear of being run over by a car. It is more quiet as well. I wish you could also put some LTN or at least one-way system or speed bumps in Littlemore.
Support - Church Cowley	To demonstrate that I care for the environment in this area of Cowley and wish to promote the well being and health of all residents in this area. Even over the last 3 days, walking around our local streets has become noticeably more enjoyable, thanks to the lower number of motorised vehicles of all types using them now. This, in the near future, should improve the air quality in these streets and encourage more local residents to walk and cycle around the neighbourhood. I am hopeful that my wife might take to cycling in this locality; in the past she has been reluctant to do this because of the number of vehicles driving along these streets (some breaking the speed limit) and the number of parked cars.
Support - Church Cowley	We have suffered horribly in about the last 5 years with through-cutting traffic amounting to about 1400 vehicles a day before covid in this street, speeding and noise and danger. We own a car but use it minimally and really avoid using it in the city. Instead we walk and cycle but cycling in the residential back streets has become more and more dangerous and daily I experience woeful driving practices in these streets - too fast, too close, pulling out in front of me, turning with me but in the drivers case into the lane on the other side of the road, putting me on my bike and other people in the other lane at risk, verbal abuse when indicating to turn right, and so on..... We want every one to feel safe in the streets and for them to be healthy for all, low emissions, low noise, easy crossing, no parking on pavements. The implementation of the Cowley LTNs seems like a good way to start and we support further measures to reduce traffic on the main perimeter roads around LTNs and school streets for example. We have to make changes for the sake of the planet and peoples' health. Now. The implementation week has been a very tricky one because not enough road signs were put out enough in advance and with clear obvious messages to drivers or in prominent enough places. It is likely that drivers doing their normal routes don't see signs and take them in. They need to be really prominent. Also it appears that no letters have gone out to residents a week or two in advance of the start, so many are feeling like they weren't warned enough in advance. There is much support from immediate residents in my area but there are tricky areas within Church Cowley where some residents are less keen and concerned about dangers at some junctions which will need to be closely monitored in the next weeks, particularly Newman Rd and then adapted quickly if necessary but still avoiding making new through-cuts.
Support - Church Cowley	I often work in Church Cowley and fully support the introduction of LTNs. The roads around Church Cowley St James are particularly dangerous for children and families who want to travel either on foot or cycle. Introduction of an LTN would make a safer environment around Church Cowley and in other areas of England, LTNs have shown to be effective in reducing traffic overall in an area.
Support - Church Cowley	I'm concerned that there has been a lack of adequate signage both prior to and during the installation of the Church Cowley LTN to date. Drivers are ending up understandably irate and having to manoeuvre in tight spaces to find an alternative route. Could temporary diversion signs be used to help this in the short term, alongside really clear signage in advance of each traffic filter?

Support - Church Cowley	My area of Mayfair Road is a rat run between Iffley and Littlemore Road. Cars all along these road drive excessively fast. I fear for my kids and for anyone who decides to walk or cycle in the area. the LTN has allowed us to travel as a family on cycles more, as well as enjoy a quieter experience on our walks. It has been transformative and I wholeheartedly support this trial. My daughter was hit by a hit and run driver that was driving too fast down the road in Rose Hill. I expect that if more LTNs were in the area, this situation would not have happened.
Support - Church Cowley	The roads of Cowley and Littlemore and elsewhere in Oxford are choked with an unsustainable and unpleasant amount of motorised traffic and increasingly large private motorised vehicles filling the streets and often the paths of the area creating dangerous levels of air pollution and making it unpleasant to use other modes of transport. We need alternative spaces for folks getting around by foot, bike, wheelchair and scooter etc and I think the LTN is a big and good step.
Support - Church Cowley	Excellent idea, 100% in favour. There are far too many cars on neighbourhood streets, on our street as, on many others, many or most of them are cutting through. Fewer cars (and slower, local people only, no crazies speeding through) will mean much safer, quieter, cleaner living conditions; NHS savings from fewer accidents, less pollution-related illness, people getting more exercise walking/cycling in pleasant surroundings, and general improvements to wellbeing; and will make our streets liveable, focused on the people who live there rather than the cars, which take up an absurd amount of precious space with their bleak grey parking and driving surfaces. A few minutes extra here and there for those who really must drive should be considered a reasonable cost of living in a human-centred neighbourhood. Implementation has started but little noticeable difference so far, very much hoping it will really change once everything is in place. Much more signage needed still, as well as finishing off the filters. Looking forward to seeing the planters in bloom too.
Support - Church Cowley	Traffic kills people, sometimes quickly sometimes slowly. More walking and bicycles please
Support - Church Cowley	My road is normally a rat run which is so busy with cars and sometimes large delivery vehicles that I can't get across it with my children. With the LTN we can much more safely and pleasantly cycle to school at Larkrise (which also means we connect and use the Florence Park LTN). I am hoping that air quality will improve and that community spirit will thrive as people have safer, quieter places to talk and walk.
Support - Church Cowley	In support of the changes. It will make our roads safer for walking and cycling. We really hope they continue. Thank you!
Support - Church Cowley	LTNs make our Oxford streets liveable again. Children can play, people can meet, walk, cycle. All these things have gotten lost over the past few decades. Streets are no longer places for people — instead, they're owned by cars. I hope more LTNs will be considered in Oxford.

Support - Church Cowley	Having read the articles in the local press, often written with a negative narrative, and the many angry comments that are made in response and hearing some other residents speak out against the scheme I believe it is important that other voices are heard. When the initial plans were circulated to local residents I was fairly sceptical of the LTNs and felt that they would be highly inconvenient. I did not respond to any of the initial consultations but now that the schemes have been installed I have been able to see the change that they have brought about. Quite simply the roads are significantly quieter and safer. Since the Co-op arrived on the corner of Bartholomew Road and Littlemore road the junction has become increasingly dangerous with many drivers entering and exiting at speed, or driving on the wrong side of the road, or swerving across into the parking area, or parking on the road causing further narrowing. With the filters now in place there are fewer cars using the roads, there is less noise pollution throughout the day and night and it feels far safer to use the roads as a pedestrian and a cyclist. I feel that these differences will continue to be seen more overtly with the installation of the cameras on the bus gates. My partner, who drives to work daily as a teacher, is still able to exit and enter the area without issue, and has less trouble parking on our own driveway as a result of the reduced traffic. I acknowledge that there may be those on side streets who have been inconvenienced more than we have, whose journey to and from their house may have changed but I feel this is perhaps a reaction to change, which may take some acclimatising, however I hope that their sense of inconvenience will abate over time. I've read many comments which suggest that consultation did not take place before the schemes were implemented and I refute this. As residents of the area we received many letters and questionnaires about the scheme before it was installed. Equally I was aware of changes from reading local press. However there has to be a physical limit to a consultation area and perhaps it is those from outside this area, who have used it as a route previously who are claiming consultation did not take place.
Support - Church Cowley	When cycling towards Oxford, I go via Littlemore Rd. I've observed far too many vehicles driving (& overtaking) at unsafe speeds, far in excess of the speed limit. Reducing that can only be a good thing. While it won't make me cycle any more (how could it, I cycle everywhere!), it will certainly give more vulnerable cyclists an environment in which they can get about with greater confidence. My only complaint is that Google Maps (and perhaps other routing services) still doesn't indicate the bus gate on Bartholomew Rd, or the access restrictions on Church Hill Rd. And Liddell road has been chopped in two--no through route for bicycles is possible. I'm sure plenty of motorists will be frustrated by their routing services directing them down streets that turn out to be closed to through traffic. This should all have been sorted out in due time for the trial to begin in order to minimise disruption and negative opinions about the trial.
Support - Church Cowley	I'm aware that the anti-LTN groups are very vocal and getting more and more organised. It's frustrating that I feel I have to fill in this consultation now – I would much rather wait and see how the LTN performs – but since anti-LTN campaigners are fighting it before they've even been installed, I feel the need to speak up for them now. I'm really glad of the opportunity to take my family out with far less fear of speeding traffic and pollution. I hope the perimeter roads don't suffer – this is, as far as I've seen, the only legitimate concern from those against (and indeed for) the LTNs. Other objections, that it will increase traffic and emissions, slow down emergency vehicles, etc. have been repeatedly debunked to my satisfaction.

Support - Church Cowley	Since the low traffic neighbourhood has been introduced it has considerably improve both my own and my household's well-being. It has made it easier and more pleasant to exercise locally, and to travel by foot rather than by car. They key reason I am submitting this however, is because it has really improved my mothers confidence in travelling around the neighbourhood. She is wheel chair-bound, and uncertain navigating in the chair. The amount of traffic going along the road, and the speed at which cars travelled, led her to decide not to leave the home very much. The considerable reduction in traffic, and speed, has made it possible for her to go out on her own, in a way that she was reluctant to do before. It has really benefitted her, and reduced her isolation. Please keep this in to support vulnerable members of the community - these changes have considerably benefitted many of them.
Support - Church Cowley	The street is much quieter. No dangerous driving into the blind corner on Westbury Crescent, less noise, less pollution. I haven't noticed any extra build up on main roads. I'm worried that opposition to this scheme are 'spamming' the opinion polls to try and get the LTNs removed.
Support - Church Cowley	There are many people that use my road as a rat run and drive way over the 20mph speed limit so having these ltn's should stop this and make the roads safer for all. I would like to know when the cameras are going to be installed in Bartholomew Rd
Support - Church Cowley	I cycle regularly through Church Cowley and Florence Park (to get to work, and occasionally to go shopping at Cowley Centre) and the LTN has made my journies safer, easier and far pleasanter.
Support - Church Cowley	We support because we are concerned with the sheer amount of traffic that use the area and the speed at which it travels. The environment impact this will have is also a massive plus. My child suffers from asthma so it will be interesting during June/July whether he gets issues. Many dispute that Church Cowley is not a 'rat-run', I disagree, many use the area as an opportunity to come off the ring road and enter Cowley to access East Oxford, Cowley Marsh, Blackbird Leys and beyond. We have also seen an increase in HGV's using Littlemore Road to access the John Allen centre and Templars Square. Since my original entry (this new one dated 21/04) my 11 year old, who is a student at Church Cowley school is also loving his new lease of life within the LTN, for the first time in his life he has been able to experience the freedom in the local area of using his bike to meet up with his friends, which some us 80's children took for granted. They are able, like all of us now able to move around the Cowley area free from traffic, noise and pollution. Yes, some of the Cowley outer road network needs work, like Rose Hull roundabout and the junction of Newman Road. I also heard it discussed in a local Labour zoom call the idea of another bus gate on Littlemore Road. We would be fully supportive of this as a means of improving the transport network around the Cowley area.
Support - Church Cowley	100% support these. Far safer cycling+walking esp along Rymer's lane. Responding to both flopa and church Cowley as live right on the boundary between them. 100% support this. absurd that beauchamp lane has been used as a cut through until now, and the bottom of church hill rd was an absolute hazard to cross, with through traffic taking the blind corner at speed.
Support - Church Cowley	The neighbourhood streets have became significantly safer and quieter.

Support - Church Cowley	I'm concerned about media reports, especially in the Oxford mail, about anger over the LTNs. It is way too early to start evaluating these. It is very well documented that these schemes take time and that people need time to adapt. Drawing conclusion based on loud voices early on would be a huge disservice to the larger community. Moreover, to date, the media have mainly given voice to (older) men, whereas these measures affect everyone and in particular children and young people. It is very important to hear their voice and see their perspectives too. Councillors have for a long time been quick to please loud voices from a small section of the population who can't or do not want to imagine change and think being able to drive their cars through residential streets when and how they see fit is a fundamental human right. I urge the council to look at the large body of sound scientific evidence on LTNs and their implementation. At the same time, I sympathise with people who complain that they have not been informed properly and that signage has not been changed timely. It is crucial to make these changes, which some people inevitably will remain opposed to, as easy and transparent as possible. Please allow a long trial period, listen to everyone (including children and young people), not just the loud angry voices, and measure actual behaviour change, not just emotions. My reason for participating in this consultation is that I live in an Oxfordshire area that would hugely benefit from LTNs too. Moreover, for many years I have lived in LTNs abroad and know from experience that they work, deliveries and emergency services have no issues and once people get used to them, nobody wants to go back to add more traffic. I hope some of the rat runs in Kidlington can at some point be closed off too and this would all our many elderly residents and children alike to walk and cycle much more.
Support - Church Cowley	There seems to be vocal opposition to the LTNs, so I wanted to voice my full support to add balance. The LTN in our area has significantly reduced traffic on our street, especially traffic that is speeding. It has made the neighbourhood more pleasant. While I am very happy with the current locations of the road blocks, I do wonder if the one at the end of Mayfair Rd should be moved to the corner of Church Hill Road and Kelburne Road. This would continue to prevent through traffic, but would more equitably split the traffic accessing the area and stop everyone having to use Westbury Crescent.
Support - Church Cowley	My parents live in Gaisford Road and although it takes a longer way round for me to drive there, the roads around them are much quieter and safer. If I walk to them it is much pleasanter with safer quieter roads. Although the speed limit is 20 mph, most cars did not keep to this and with the parked cars on the road made it unsafe to cross the Littlemore Road. I live on the main Rosehill Road and have not noticed much difference on the main road for traffic. When I have had to travel, again not noticed much difference to the traffic, not the queues like I was expecting.
Support - Church Cowley	The bollards on Littlemore Road are just past the entrance onto Gaisford Road. When drivers see the bollards blocking their route along Littlemore Road they turn left onto Gaisford Road and race, because they are frustrated, to the end of the street where they turn right onto Liddle Road. They then find their onward progression blocked by further bollards, turn round and left back onto Gaisford Road and race even faster back up to Littlemore Road. It is only a matter of time before someone or an animal is injured by these racing cars. There needs to be clear large signage at the entrance to Gaisford Road letting drivers know Gaisford Road is a no through road.
Support - Church Cowley	I support the LTNs because I live in Bartholomew Road and speeding is a real problem. We have a school in the road with ineffective speed humps which when you compare them to Margaret Road in Headington I find it hard to believe that we still don't have an effective system in place to slow the traffic down especially past the school. I have lived in Bartholomew Road for 30 plus years and this has always been a problem. Something needs to be done. It has now been over 2 months (May 2021) since the bus gate on Bartholomew Road was installed albeit without a camera. I now see more and more cars ignoring the bus gate and they travel at speed even more so now as less cars are parked due to the CPZ. The two speed humps by the school have always been largely ineffectual. If the camera is not going to be installed then I see no point of the LTNs. We need something to be done regarding speed calming especially as we have a school in the Road.

Support - Church Cowley	As a frequent visitor to Cowley for work and social reasons, I feel unsafe cycling there due to the large volume of traffic and inconsistent cycle lanes. I hope the low traffic neighbourhood will make it more safe for people to cycle and for children to be able to cycle unaccompanied.
Support - Church Cowley	I am supporting the initial trial period (six months) to be seen through to completion.
Support - Church Cowley	The Church Cowley Low Traffic Neighbourhood is a revelation to me. I knew some advantages that would apply in my own area of Florence Park, but I had not realised how transformative freeing up Littlemore Road as a safe path for cycling and walking would be. It creates a wonderful route for my family to cycle via the Long Lane underpass, to the leisure facilities in Blackbird Leys and at the Kassam stadium complex. This, above all, is the LTN filter I want to see stay.
Support - Church Cowley	I cycled past through all three LTNs on Saturday 20th March while on a journey. I was exceedingly impressed by how they have turned former busy rat-runs such as Littlemore Road and Rymers Lane into quiet streets, it was like Lockdown 1. (Between Towns R was busy, but seemed no worse than usual). I saw three drivers who encountered the restrictions and had to reverse, so people are clearly still in the learning process. I helped a tradesman in a van find his way out from Clive Road, he was cutting through heading to Blackbird Leys without sat-nav so had clearly done this before. He asked what the barriers were and I explained, and he said: "I can see this is great if you live here, but if you just want to drive through it's a pain." So that seems to be working exactly as planned..
Support - Church Cowley	The country and specifically the local area needs to get on board traveling by other means. The car is not the be all and end all. Any measures that restrict car use in favour of walking/cycling/public transport gets my full support. Please do not pander to people moaning about it hindering car journeys, that is the point. Please hold strong!!
Support - Church Cowley	Car and truck traffic has reduced noticeably in the local streets around the LTNs - not just where roads are blocked but it feels like people are making fewer car-based journeys in the local area. It has been a few weeks since Church Cowley LTNs were implemented and so hopefully most GPS/mapping software has reflected the changes, and freight should stop attempting to use inappropriate routes (e.g. B&M articulated trucks on Littlemore Road). It feels much safer and calmer cycling to school via Beauchamp Lane or Church Hill Road, and more of a pleasure walking the local streets.
Support - Church Cowley	My in-laws live on Church Hill Road. Since Monday 12th April when COVID restrictions were relaxed we've been able to visit them in their garden. It is remarkable what a more pleasant environment the road is without any through traffic. Previously it was very busy with, often speeding, traffic. Visiting them required us to drive, and we had to take a different route from before the LTN was installed so we approached from the "right" end of the road to reach their house. This was no hardship at all.
Support - Church Cowley	It is now possible to walk a class of children safely along the route. It makes it safer, healthier (air wise) and more pleasant. Please keep the LTN in place. Please. It is a major improvement for the local people, children and natural world. Thank you for reading this and being brave. John
Support - Church Cowley	I am sick of cars speeding in my road and the connecting ones. I fear for pets and wildlife. I really miss Oxford when it was quieter in the 90s and early noughties. The traffic is insane everywhere nowadays. I would like to see if moving the barriers further down Mayfair Rd just past Kelburne Rd might help [local shops'] financial losses or whether it would defeat the purpose.

Support - Church Cowley	During the pandemic I have been out and about most days delivering weekly church newsheets to those without internet access. The experience of walking around church cowley, florence park and temple cowley before and after ltn introduction confirms my expectation that the ltns have potential to improve the quality of life for many residents. Littlemore Road and Crowell Road now feel safe to cross and pleasant to use. Previously there were regular speeding cars and large lorries which made it an unpleasant road to walk along. I now use the local [shop] as the junction is much easier to cross. The whole ltn area now feels a more pleasant environment to live in. I support the way in which Littlemore Road is part of the LTN. I can already see the way this has the potential to be a safe and pleasant route for cyclists, mobility scooters, walkers etc. Without the camera in Bartholomew Road it is a work in progress as motorists swing round the corner to travel down Bartholomew at speed and on through the bollards. I am concerned that money spent on the signage has been a partial waste as many of the signs have ended up in unsightly piles sometimes in a hazardous position on pavement or road. Motorists are still driving up towards planters blocking their route. Some frustration could perhaps have been avoided with more effective signage. I am making another response because of my concern about the non appearance of cameras at the two sites within the LTNs. I am particularly aware of the Bartholomew Road area. My observation is that many motorists are ignoring the signs. I do not feel that this is giving an accurate picture of an LTN. It is not providing children at the nearby school with a positive model of a law abiding community. On occasions I have seen particularly poor driving with cars taking corner by the Co-Op on wrong side of road and travelling at speed through traffic filters often trying to get through before approaching cars from the other direction. My impression is that the number of people cycling and using mobility scooters is increasing. It is certainly much more pleasant for walking with a quieter more relaxed atmosphere where conversations with those you meet in the street easier to sustain. The signage has improved greatly and recent weeks have seen less cars coming unexpectedly upon the planters although this still seems to happen at times. Some of the planters have been a real asset to the area with colourful plants attracting bees and other insects. Others not so good...how is this organised? Do people just tend them if they feel like it? I am concerned that the end of the consultation will come along before the full implementation of the LTN with cameras in place has had time to take effect and be monitored. There doesn't seem to be any communication about what is happening.
Support - Church Cowley	As a cyclist and parent, I have seen a vast improvement in the local environment with no rat-run car traffic. Less noise, less air pollution and it is much safer for cycling and walking, for adults and children! It is really excellent and I am very keen for the experiment to continue and become permanent.
Support - Church Cowley	I've been concerned about the quality of the air around the neighborhood. The current climate situation is very upsetting and very small is being done in the matter. When first I came across LTN, it gave me a great feeling of hope in the people actually caring of our wellbeing, furthermore they even motivate me to take similar actions around my life. Thanks for them. Keep up the good work please.
Support - Church Cowley	Safer for cycling, not now a rat run for taxis, safer for children, less air and noise pollution.
Support - Church Cowley	The road seems much safer now and there is less high speed traffic through the area.
Support - Church Cowley	The Church Cowley LTN in particular is an important enabler for a safe cycle route from Cowley to Littlemore and Blackbird Leys. I commute to Littlemore by bike and it has already started to make a difference even without the implementation finished (ANPR not in place for bus gate). Traffic volume is the most stated reason for people not choosing to cycle and if we want to encourage active travel we need to enable this by creating safe cycle routes. However I feel there is also a need to address public transport links to/from Littlemore, maybe the #16 bus could be increasing its frequency, and the pickmeup service reinstated so that more people in Littlemore feel they can stay connected to Cowley without use of a car.

Support - Church Cowley	My life and my family's life has improved no end .there is far less traffic much less speeding better air quality it's safer to walk on paths and cross roads also much quieter And peaceful environment more people walking and cycling.brilliant scheme! Ongoing, much quieter safer and pleasant road to live on now. Signs for camera are now up but camera isn't so there are still a lot of drivers using road as before.I am a driver and have no problem driving out to ring road and accessing other parts of Oxford this way.I think the experiment is working well and not making traffic worse in other areas.and will be even better when traffic enforcement cameras are installed.
Support - Church Cowley	I am a car driver and cyclist.It has been inconvenient as a motorist but I am happy deal with that inconvenience as it has made cycling much safer. I have taken my children to and from school more often by bike rather than car
Support - Church Cowley	Extremely heavy traffic on Howard Street with queuing traffic often the full length of the road.
Support - Church Cowley	I am very much in favour of a low traffic neighbourhood but unfortunately the siting of one of the two filters has resulted in an increase in traffic in the southern 'leg' of Westbury Crescent. The traffic is also travelling at higher speeds than before the LTN. The filter at the top of Churchill Road has stopped traffic taking a 'short-cut' from Church Cowley Road to the top of Rose Hill (and vice-versa) which frequently saw vehicles travelling at high speeds and 'cutting-the-corner' at the junction where north and south legs meet. It has resulted in a welcome reduction to traffic on the north 'leg' and also as its users are mainly residents the speeds have also reduced. Ideally, in my opinion, the other filter on Mayfair Road should be re-positioned at the end of Churchill Road (by Kelbourne Road) so that access from the A4158 is only for residents of Westbury Crescent, the top end of Churchil Road and Wykeham Crescent. It would appear that residents from Kelbourne Road, Mayfair Road, Fairlie Road and Hillsborough Road/Close are trying to make-up for time lost by having to make their journeys via Westbury Crescent (south) rather than Littlemore Road.
Support - Church Cowley	I visit family in this area, and this has encouraged me to start walking instead of automatically hopping into the car. It didn't seem like an advantage at first, but it seems daft not to just walk now. The whole scheme makes sense.
Support - Church Cowley	It reduces traffic on Cricket Road and Rymers Lane, making the street safer for walking and cycling, especially around Florence Park.
Support - Church Cowley	The streets are much safer- fewer drivers and less speeding. Better for school run. Lots of opposition so wanted to voice support
Support - Church Cowley	Less traffic and cars speeding through. Better for cyclists and for children.
Support - Church Cowley	I feel safer as a pedestrian and cyclist on the road. The LTNs do not affect me when I drive in, out or around Oxford. There is less traffic in my area
Support - Church Cowley	There is definitely less traffic and noise, and safer for cyclists and pedestrians. It does not affect car travel times to other parts of Oxford.
Support - Church Cowley	The Mayfair Road LTN barrier has greatly improved our quality of life. Everything is now so much more peaceful than it was when we had cars screeching around the corner and racing along the street like there was no tomorrow in a bid to cut a few seconds off of their journey times..
Support - Church Cowley	The LTN pilots in Cowley are incredibly important for the long-term future of Oxford residents. I think the LTN is a vital initiative and strongly support the Council expanding LTNs across the city.
Support - Church Cowley	It has made a huge difference to residents. There was initial chaos and there is still the occasional ambulance or police car that needs to turn around. But on the whole it has made our area safer and calmer. I am still in two minds about the Littlemore Road block, whether that really makes sense, but that road did get a lot of traffic pre-lockdown. Without cameras on Bartholomew road nothing makes sense because everyone ignores those blocks. I did notice more traffic in Church Cowley Road and I think without disincentives (ie costs) for car ownership that won't go away naturally.

Support - Church Cowley	Although I live on a main road and am therefore suffering the consequences of increased traffic, I fully support the LTN because it is only by forcing us car users to change our habits that we will reduce carbon emissions, improve air quality and make streets safer for children and cyclists. I am sure the scheme can be tweaked but please do not give way to the inevitable backlash from drivers. One request is that your road planners come up with an ingenious way to make the junction of Newman Road and Oxford Road (Littlemore) less hair-raising
Support - Church Cowley	As a resident of Littlemore we have obviously been impacted by the LTNs. Despite that we wanted to register our huge support for them. They have made our walk to our local Primary school and nursery a pleasant, calm and safer journey. We can now talk as we walk and we enjoy listening to the birds and spotting little things that we would have missed before when cars raced past, particularly on Cowley/Crowell Road. I voted for Labour in the recent election and I now hope that I can now count on your support in the permanent introduction of the LTNs in this area. Please support them. It was good to see the local Police team down outside Cowley St James School today reminding people that the LTN was in operation and should not be driven through. It obviously adds a little time to car journeys when we drive, but we consider it so worth it, for the benefits during many times we walk and cycle around this area, which we are much more likely to do now. I have never been prouder of this area and the City and County council for taking a brave and bold step to improve the local area and more importantly reduce our carbon reduction on this area and Oxfordshire.
Support - Church Cowley	I support the proposal because my children walk/cycle to schools through the LTN down to Florence Park. The road have become safer for them to do so. However the I think that other measures on the Newman Road and Oxford Road Little more should be considered as well. In my opinion it would work better if the roads became a one way system. So that you would have to come off the roundabout and into Newmans road and on to the due carriage way from Oxford Road Littlemore. This would cut down the gridlock that is caused at the moment and it would slow the traffic down.
Support - Church Cowley	Brilliant for residents. As someone who lives on a residential street cars use to avoid Cowley road or iffley road I think it's fantastic. I wish we had something like this on my street. I say this as a driver, cyclist, pedestrian and user of public transport
Support - Church Cowley	It has much safer for my toddler to walk around in our neighbourhood because there has been noticeably less traffic and less speeding, particularly on Crescent Road. My journeys on foot and by bike have also been more enjoyable.
Support - Church Cowley	I have cycled from Headington to work in Littlemore for over 20 years. I find that even roads with traffic calming measures on the route into Oxford, can at times be fast, aggressive or both, either at busy periods, or when there is little traffic to limit speeds. For instance, it is not unusual for vehicles using cut-throughs, to not give way at roundabouts or hit 40mph in 20mph zones. This scheme (and the related ones in adjacent areas, will help with finding routes that are not shared.
Support - Church Cowley	Traffic volumes are down, roads are quieter, area is more pleasant to be in. HOWEVER. There appears to be no enforcement of the LTN gate on Bartholomew road so it is pointless. The narrow junction at Newman road/rosehill junction needs to be widened again so traffic turning left out of newman road can come along side traffic stuck trying to turn right to ease the flow now more traffic is going through this junction

Support - Church Cowley	I am delighted with how the roads around Church Cowley are now since the introduction of the LTNs. It has made the walk to school with my daughter so much more pleasant. We can actually talk to each other now as the road is no longer a stream of cars. It's also much easier to cross the road with the pram as we don't have to wait so long for a gap in the traffic as there is so much less. I have walked or cycled more whereas previously I may have driven to places like Florence Park or the Venue. On the few occasions I have wanted to get to the otherside of Cowley by car, I have felt the extra journey has been worth it for the rest of the time. I was concerned about the junction at the top of Newman Road and whether there would be a lot more cars wanting to turn right. It would be very useful if there was a filter lane for people wanting to turn left, so they are not stuck behind cars struggling to turn right. Also, it would be really helpful if the lines for the lanes on the Littlemore Roundabout on the ring road were looked at and redrawn as you have to cross lanes if you want to ever get off the roundabout which can cause collisions.
Support - Church Cowley	Far less traffic on Cowley Road in Littlemore and many of the adjoining streets. No more massive trucks / car transporters etc using this road as a through route. No more furious road rage incidents with vehicles jammed up at the traffic calming measures and people screaming abuse at each other. Can actually cross the road easily. Children going to and from school via Giles Road can now cross the street far more safely. No more pollution with exhaust fumes trapped in the narrow sections of this street. Cycling to Temple Cowley shopping centre (and into the city) is now much safer and easier. My wife has bought a bicycle for the first time in 30 years. Obviously journeys to other areas of the city using a car now take much longer. Because of this we have stopped using the car for all journeys except those where a carriage of items is involved. We plan ahead and allow a lot more time if using the car locally.
Support - Church Cowley	Much quieter roads around here. Public transport (bus) arrives on time and is much quicker. Have used bicycle much more, going down Littlemore Road and the backstreets behind Cowley Road.
Support - Church Cowley	It has made my street much safer and quieter, we had tonnes of heavy fast flowing traffic day and night down a very small lane which made crossing near impossible in the mornings and dangerous as all cars use it as a rat run to beat the traffic lights in the adjoining main roads. I fully support the LTNs we have walked to Florence Park which is lovely and quite and perfect with children crossing roads and on bikes. Walking to school is noticeably safer also.
Support - Church Cowley	The LTNs improve the ability of my staff to travel actively to and from work. They also reduce reliance on cars for short journeys improving health and reducing climate emissions
Support - Church Cowley	Our area is quieter, the air feels fresher, and it appears to be safer. My only concern is that the a camera has not been installed on Bartholomew Road. Too many cars still speed down the road, ignoring the bus gate. Travel for me has meant using slightly different routes, if I'm driving, with little difference in overall journey time. I also have not noticed any other roads being busier, bar maybe Cowley Road as it approaches Between Town Roads going South. I seems that most complaints in [press] are from people who used to use our area as rat run, rather than residents.
Support - Church Cowley	I cycle through Church Cowley frequently. Please could you get a camera installed on the Bartholomew Road bus gate ASAP. Even though the road is quieter now lots of drivers are ignoring the bus gate and driving through it. Between Towns Road / Church Cowley Road desperately need remodeling with continuous safe segregated cycle tracks, a safe cycle crossing from Beauchamp Lane to Rymers Lane and narrower traffic lanes to reduce speed.
Support - Church Cowley	The combination of the several LTN areas helps people such as myself to be able to cycle across the city and feel safer doing so, thereby not needing to travel by car. I now cycle to Summertown and Wolvercote several times per week for classes. I understand that some people will need to drive, however I support actions such as this to encourage those who can, to feel safe choosing a more active mode of transport.

Support - Church Cowley	Littlemore has now become somewhere safe where I can walk with my children. A place to live instead of a place to drive through. I feel significantly safer on the streets now. Supporting ltns because they make our areas much nicer places to live
Support - Church Cowley	Quieter, safer roads. Great.
Support - Church Cowley	I commute daily to the centre of Oxford and pass through two of the LTNs (Church Cowley and Florence Park). I normally commute by bike but also walk or drive on occasions. The LTNs have made the commute immeasurably safer when I cycle or walk. Junctions that were once difficult and dangerous to navigate are now safe. When I drive in there has been no noticeable difference in traffic levels on the main routes. As the routes are now safer I find myself more likely to cycle than drive. It is imperative that the council makes the LTNs a permanent fixture and I hope extends their use to other areas of the city so that they can feel the benefit as well.
Support - Church Cowley	I'm supporting the LTNs on Cowley Rd (Littlemore) and Beauchamp lane and Bartholomew Rd. As a former resident on Cowley Rd (Littlemore) the noise and speed of the traffic at the roundabout with Long Lane was irritating and dangerous for crossing the road. The reduction in through traffic as a result of the LTN has made walking and cycling in that area far more pleasant and I would imagine quieter for those living on the corner. I have also noticed the speed of vehicles travelling in the area seems to have reduced. It's far easier to cycle from Long Lane through to Rymers lane with the LTNs in place as there are fewer cars to contend with at the roundabout by Long Lane and at the junction of Beauchamp lane with Cowley/Littlemore rd. I had also regularly used the short cut from Iffley rd to Barns rd via Bartholomew rd to return to my home. Since regularly taking the Between Towns road to get home I have only experienced a 2 to 4min increase in my journey time and have not experienced any significant delays as a result of potentially larger volumes of traffic taking this route due to the LTNs.
Support - Church Cowley	I strongly support the County Council's aim of reducing vehicular traffic, especially on residential roads, and this seems to me a good start to the process.
Support - Church Cowley	I live on Cowley road, Littlemore, which used to be extremely busy and could be quite dangerous. The LTNs introduction has made the traffic past my house far calmer. It makes it easier for me to get on and off my drive, I've also felt happy cycling with a kid down the road (something I would have not done previously). It is a minor inconvenience that I can't access some roads as easily, but this is entirely worth it for a more pleasant area - which encourages walking and cycling.
Support - Church Cowley	I support strongly the use of ltns to reduce the number of cars going through cowley and the pollution and noise caused by them.
Support - Church Cowley	I'm desperate for traffic through put to be reduced
Support - Church Cowley	Safer environment for kids and residents.
Support - Church Cowley	I support measures to reduce motor traffic, making it easier and safer for pedestrians and cyclists. I also think this will be important in improving air quality, reducing pollution, and encouraging healthier lifestyles including making the most of local businesses and amenities.
Support - Church Cowley	This is so much safer for cyclists and pedestrians. I can cross the road by the Co-op Shop without having to dodge speeding cars. Walking in my area is nicer without the traffic and the fumes. It feels much more like a community as pedestrians can interact. The one problem is Newman Road. This has become the main route in and out of this part of Cowley and it was recently narrowed to make it safer for cyclists. Unfortunately, the system designed for cyclists doesn't work and the significantly increased traffic is causing problems of congestion and safety.
Support - Church Cowley	The decrease in traffic has made a huge difference to the area. The benefits are, noticeable cleaner air, feel so much safer as a pedestrian, being able to cross the road here without fear from the large number of drivers who go over the 30mph limit, there are no crossing here, there is no room for cycle lanes along the road as it's too narrow, remember this road was a connection to a village from Oxford, it wasn't made for the volume of traffic that has been using it for years. This summer is the first in 20 years or more that we are able to enjoy using the garden without choking on car fumes.

Support - Church Cowley	I appreciate these key connective cycle routes being kept free of high traffic. I go shopping through this area, and appreciate the quiet route away from the main roads. It's been such a motivator for me to take the bike rather than drive to my weekly shop.
Support - Church Cowley	I strongly support because if nothing is done and the current rate of traffic increases there will be gridlock. Busses already find it difficult to go down cowley road.
Support - Church Cowley	It's stopped the rat run to rosehill
Support - Church Cowley	I think these are fantastic and really hope they stay! They make it incredibly safe to walk and cycle through the area, reduce traffic, road noise and emissions, making it safer for everyone involved. There's already evidence that shows they reduce traffic collisions and injuries, but also will prevent emission-related health injuries. Almost everywhere within Oxford is reachable by bike or walking and I think these LTNs support and encourage more environmentally sustainable forms of transport. I am massively in favour of these and hope the trail goes well and they can become permanent. Thank you for trialling them and fingers crossed others see the benefits they create.
Support - Church Cowley	I am a student, who regularly cycles when home in Oxford, and am strongly in support of measures that curtail the aggressive and dangerous driving I regularly encounter. Literally any measures. I don't feel I deserve to be driven at, shouted at or punishment passed - -- it makes me feel like [expletive removed], and literally anything to alleviate this experience at any point during any of my journeys feels worthwhile.
Support - Church Cowley	I support the new LTN scheme, having noticed that the roads are much quieter and safer for cycling and walking. I live in Church Cowley and work at the JR Hospital, and despite the LTN adding an extra 2-3 minutes to my car journey, I am still very much in favour of the changes; I now go via the ringroad, which I think is much better for our neighbourhoods. However, my main concern with traffic/commuting in general in Oxford is that there is a lack of public transport. It is really difficult to get to the JR from Church Cowley and Rose Hill by bus, taking 45+mins by bus, which effectively forces me to commute by car. On the whole, I support the new LTNs, but feel that that the bigger focus should really be on improving public transport and getting cars off the roads (rather than diverting them onto the main roads).
Support - Church Cowley	I fully support the implementation of the LTNs which have reduced the level of noisy and dangerous 'rat-run' type traffic. The planters on Church Hill and Mayfair Road have massively improved the quality of the neighborhood and have made the streets feel much more walkable and safe. I commute by both bicycle and car and the LTNs have improved both of these experiences. Riding a bicycle in particular feels a lot more safe and I can see how these schemes will encourage more to cycle where they can feel safe on the roads.
Support - Church Cowley	It has made a fantastic difference to traffic in the area, is quieter at night and it is now possible to walk around the area, cross the road to the Coop and drive out of the Close on the way to work in Thame safely. Love not having traffic on the main road we feed into from the Close. Have managed ok without my once usual route home from work off the ringroad via Sandy Lane and Bartholomew Road. The only issue is some slight congestion on Newman Road at times and definitely the safety still of turning right from the end of Newman Road. I write this as Oxford Road Littlemore is closed for installation of the traffic calming measures so traffic is now extra busy on Newman Road and particularly at the end of the working day but in fact just after the LTN was set up there was MUCH less traffic on Newman Road and much less traffic coming up from the Littlemore under the bridge in my opinion for the times I drive it. The LTN has definitely reduced us hugely getting in car to go local shopping etc. If we want to go to [Templars Shopping Park], we will walk where we might have taken the car down on occasion. The delivery drivers all seem to find their way to us without any issues. We love it and want it to stay. There are many more people walking and on bikes in the area ...love it!

Support - Church Cowley	Safer to travel and walk.
Support - Church Cowley	Because I cycled there the other day with my 6 year old on the way to blackbird leys leisure centre and it's the first time I've felt safe enough to go there by bike not car - and it was lovely to see kids playing in the streets on the way
Support - Church Cowley	From my households point of view this is an outstanding success. Without the traffic screaming up Churchill Road then cutting the corner into Westbury the street has become much safer.
Support - Church Cowley	The LTNs have transformed my neighbourhood from one that is noisy, polluted and scary to get around in with children, to one that is pleasant, safe and has a much stronger sense of community. My 5 year old can now cycle to school confidently and the streets feel much more like they are designed for people, not just people in cars. My only reservation is that due to the 6 months plus delay of the ANPR cameras going in the Church Cowley LTN is very leaky and there is a constant flow of motor traffic down Littlemore Road and through the bus gate on Bartholemew Road. Its very difficult for people to feel the full benefit of the scheme until this is stopped. At peak times there are actually queues in front of church cowley school.
Support - Florence Park	I cycle through this area.
Support - Florence Park	I really noticed during my walks to Florence parks how quieter the road was, it was less stressful and lovely to walk to the park. I support measures aimed at reducing car use (hence noise, congestion and air pollution), at making streets safer and at encouraging active travel and use of public transport.
Support - Florence Park	Safer, faster cycling; safer walking; less pollution, less noise, less congestion. It makes it possible for children to safely cycle to school, and walk to the park etc.
Support - Florence Park	Reduce congestions, air pollution and road danger, and facilitates modal shift. Please do more of this sort of thing.
Support - Florence Park	LTNs should be the standard for neighbourhoods, and these retrofitted LTNs address a town planning mistake made many years ago. Also, while Oxford likes to profile itself as a cycling city, too many people are relying on private motorised transport. The LTNs make cycling easier and safer for more people and the reduced capacity for motorised traffic will discourage people from using their car. The only real risk of imposing these restrictions on people, is that if people are so attached to their cars (or in case of businesses, attached to car users), they may leave the city instead of adjusting to it...
Support - Florence Park	It is a lot more peaceful to cycle through with no through traffic.
Support - Florence Park	It is much safer for children
Support - Florence Park	Brilliant for getting to town on a scooter safely. And lovely for walking
Support - Florence Park	Since the LTN trial started the residential streets are safer and cleaner for pedestrians and cyclists, making the neighbourhood much more pleasant. I'm particularly pleased to see Littlehay Road free from being a rat-run.
Support - Florence Park	Traffic flow needs to be brought under control, as too many short journeys are made just for convenience which is harmful to the environment and dangerous for residents and visitors to the area. The LTN scheme has improved the standard of life for those within the Florence park, temple Cowley, church Cowley areas but unfortunately, has pushed more traffic onto the main arteries such as Oxford Rd. There has, in the time that these schemes have been running, no sign of the promised traffic evaporation on these main roads. The traffic flow management at the junction of Oxford Rd and Between towns Road, and the junction of [Barracks Lane?] and Holloway both need readdressing to relieve the backup of traffic on Oxford Rd and Holloway. A better filter system needs to be in place plus better signage could be used to encourage through traffic via a less congested route.
Support - Florence Park	It provides a safer commute for me and partner for cycling to work.
Support - Florence Park	It's a fantastic start and we need many more of these to slow traffic, prevent rat-running and give space and clean air to residents
Support - Florence Park	Making the roads safer and more pleasant to use as a pedestrian or cyclist

Support - Florence Park	Quieter streets for walking and cycling. Safer for children
Support - Florence Park	My child and I are now able to use bikes for school and work, instead of having to use the bus. Our neighbourhood is safer and cleaner, and neighbours can talk to each other/play games.
Support - Florence Park	Prior to this ltn closure we endured disgusting displays of aggressive high speed driving showing total disregard for the 20mph limit and the safety of residents and general pedestrians and cyclists not to mention motorists adhering to the limit. The levels of noise due to the aggressive driving of performance vehicles [deleted], motorcycles and scooters meant it was unpleasant in the daytime and sleep at night in the front bedroom with windows open was almost impossible.. negotiating to reverse onto the drive meant vehicles an ordinarily adequate distance away would be bearing down due to their speed followed by verbal abuse. Following the closure we have seen all this diminish greatly but the lack of anpr so far has meant occasional vehicles abusing the restrictions and it's not unknown to see them at speed gesturing abusively out of their windows although rarer these days. Additionally the delivery scooters still race through at speed. These restrictions have indeed made this a liveable neighbourhood and the backlash from some people against them demonstrates perfectly the aggressive disrespect that we have endured and no doubt will again should they be removed. I believe if the ltn was to be removed the retaliation for them to come will make the behaviour prior to the ltn pale in comparison to what will be to come.. it's miraculous that no one has been knocked down prior to the ltn, to the best of my knowledge, although a car has been rolled and another put through the fence of restore.. all in a 20mph limit!.. but i am certain there's far worse to come should the ltn be removed.. thank you for trialing this scheme and please know it has been a resounding success at least in this instance, but from a broader perspective I have been very aware that the awful driving we used to see has not been transferred to other streets and there has been a general calming of traffic flow in the whole area which in turn has made the area in general far safer for cyclists and pedestrians! Thank you! Kevin
Support - Florence Park	Speeders, council vehicles, police blue lighting our road, rat run traffic, pollution, noise make life a misery
Support - Florence Park	In no particular order: 1. It reduces noise pollution; 2. It reduces air pollution; 3. It improves safety; 4. It reduces fossil fuel usage; 5. It forces people to consider using less destructive forms of transport.
Support - Florence Park	These schemes are vital for reducing air pollution, improving health and, most importantly of all, tackling climate change. They need to be accompanied by further thinking around access for the elderly/disabled, better bike lines, improved provision of public transport, assistance for those who can't afford to buy bicycles etc. But the direction indicated by the LTNs is the right one for cleaner, greener living.
Support - Florence Park	I love the LTN's! I have just bought a house on Clive Road near Florence Park and the fact it has an LTN was a significant reason why I chose it, because it is quiet. I've lived previously in Iffley Village for many years and am moving now to Florence Park. The quieter roads because of the LTNs in Florence Park are a significant draw - less pollution, less noise, safer, better for the environment, healthier, and encouraging us to use bikes. I work in Botley so cycle to work too and sometimes drive if I'm on a long shift. I am a FIRM supporter of the LTNs and really hope they all stay, particularly the ones in Florence park and the one on Clive Road. It feels really important to me.
Support - Florence Park	An area I cycle through where LTNs have made it easier to cycle
Support - Florence Park	1. To reduce number of residents unnecessarily killed by traffic and pollution 2. It makes the area a nicer more human place to live 3. It helps the environment and our need to tackle global warming
Support - Florence Park	'- I'm an avid cyclist, and the LTNs have made cycling from Littlemore towards Cowley and central Oxford a lot more pleasant! - I occasionally rent a car via a car club, and the only effect the LTNs had on me in that regards was that I found I had to think a bit harder about how to reach a main road from where the car is parked. Still, this was simply an exercise in using a little bit of local knowledge, so no concerns from me.

Support - Florence Park	I want Council to take some sort of measures to reduce car traffic in Oxford. LTNs are worth trying. If they don't work then they can be removed at the end of the trial period.
Support - Florence Park	Net impact of traffic reaction creating a more pleasurable neighbourhood.
Support - Florence Park	I drive to work three times a week and cycle to town at other times. The impact of the LTN's on my journey is minimal. I support them as they should encourage people to stop using their cars for short journeys within Oxford. Children being driven to school is a major source of disruption, we need to encourage cycling by making it safer with bike lanes and removing parking on busy roads.
Support - Florence Park	Ltn's encourage use of alternative transport and create healthier environments for living. All positive for the future for all of us.
Support - Florence Park	Traffic is out of control in this neighbourhood, both the traffic that is moving and the cars that park. The area simply cannot sustain more automobile-centred practices. The only solution to the dire condition of automotive behaviour is to reduce access by cars to neighbourhoods. There is no "carrot" that will get people out of their cars. The city has to use the stick.
Support - Florence Park	Much quieter streets, safer for me to cycle and walk with my daughter. Bit harder to get out by car but worth it. What would really help us improving pedestrian /cycling infrastructure on Church Cowley Road too particularly crossing with Henley Avenue.
Support - Florence Park	Fewer cars down residential streets; cleaner air; safer for pedestrians and cyclists; encourage use of public transport.
Support - Florence Park	These are an excellent step towards reducing car journeys in residential areas.
Support - Florence Park	Safer for Children and pedestrians
Support - Florence Park	This LTN has made cycling to and from shops at Cowley more pleasant. Concerned, however, that the ANPR cameras for the bus gate on Cornwallis Road hasn't been installed so cars are still driving through. Also, please can we have the St.Mary's LTN installed ASAP? We are getting even more traffic than usual up Howard Street because of the Florence Park LTN
Support - Florence Park	Reduction of traffic in area but want to know whether it has contributed to overall use of cars in the area
Support - Florence Park	It has made the estate quieter and safer.
Support - Florence Park	Makes cycling and walking much more attractive and less intimidating
Support - Florence Park	The streets are much safer for cycling with my 1 year old on the bike after introduction of the LTN and I strongly support keeping it. We have cycled much more as a result of the safer streets.
Support - Florence Park	It has transformed how my family travel in the area making it safe and enjoyable to cycle to and from friends and for shopping. It is also enabling many others to do the same whilst cleaning air and helping climate change
Support - Florence Park	Oxford is a small city well suited to cycling or walking, but far too many people drive when they don't need to - as a daily driver who should walk more I include myself in this. Although it will take time for our habits to adjust to new measures and restrictions, in the long run, low traffic neighbourhoods are better for the people who live there, the city in general (as they reduce car numbers throughout) and the environment. Even people who have essential reasons to drive will benefit in the long run, as there will be fewer people clogging up the city centre roads using their cars for short trips.

Support - Florence Park	I believe that discouraging the use of cars is important and LTNs are one part of this. These schemes need to be supported with plans to encourage use of alternatives in particular buses eg lower fares, new/improved routes to key destinations (eg business parks, leisure facilities around Kassam). There has been a noticeable reduction in the traffic within the LTN zone. For example crossing Cornwallis Road on the way to/from school has been a lot easier so I would be more confident allowing my son to walk to school on his own in the coming years. As the bus gate camera on Cornwallis Road has not been installed yet it is difficult to completely assess the impact of the complete plan. The period of the trial covered coming out of lockdown with a noticeable increase in traffic across the city and a dramatic reduction in bus use. Therefore it is difficult to isolate the cause of any effects on perimeter roads. If the trial continues then it can also be evaluated in more 'normal' times with hopefully a revival in bus use. There can be work done to mitigate the effects on perimeter roads though eg pedestrian crossings on Church Cowley Road, alterations to key junctions such as Iffley Road/Church Cowley Road.
Support - Florence Park	The LTN has made no difference as far as I can tell to surrounding traffic, and it is clear from the total emptiness of the streets during school hols that the traffic is caused by every parent driving. The LTNs have made walking around the flo park area a pleasure, and I no longer fear for my safety on the bike. Post Covid I made a decision to travel by bike wherever possible, and schemes like this make it more likely that people can do so - especially parents and kids on the school run
Support - Florence Park	I lived in Rymers Lane (Florence Park) for 7 years, and I have had an allotment on Cricket Road (East Ward Allotments) for 20 years. The LTN is necessary to stop speeding motorists using this road as a rat run. With the LTN, it's safer - less traffic and slower traffic too, and it's better for cycling (should be signed as cycle route - a 'quiet way' avoiding the busy Cowley Road, etc).
Support - Florence Park	Roads in Florence Park are quieter, making them safer for cyclists and children. I have even seen children playing the roads since LTNs. However, I am aware that some locals are suffering because of increased traffic on arterial roads; more must be done to address this issue.
Support - Florence Park	We've been asked to comment on the LTNs. While I think the communications about the project and its implementation have been poor in some cases, I broadly support the notion of lower traffic neighbourhoods
Support - Florence Park	The LTN is great! When visiting friends or attending events in Cowley I always try to cycle or walk via the LTN as far as possible as it is so much more pleasant due to the much reduced traffic. It feels a lot safer as a cyclist, and you there is much less noise and air pollution. Before the LTN was set up, I was often worried about being hit by a speeding car when cycling here, but this has been much less of an issue with the LTN in place.
Support - Florence Park	As a resident I hope that it will encourage use of greener transport (walking, cycling) so there is less pollution from traffic, and also to make roads safer for cyclists and pedestrians.
Support - Florence Park	Reduced traffic for children getting to school. Reduced traffic for myself when walking the dog and generally a much safer, cleaner and healthier place to live with the LTN in place.
Support - Florence Park	Much better living environment with less traffic danger and necessary to move towards environmentally sustainable lifestyle
Support - Florence Park	Safer for children walking to school
Support - Florence Park	The area has become so much nicer since the experimental LTNs were introduced. No queueing or speeding traffic; safer to cycle and walk.
Support - Florence Park	It seems much better and safer in the local environment. I think it's good that it encourages walking and cycling for local journeys

Support - Florence Park	Given the current climate emergency we must try and do something to encourage a modal shift away from personal motor vehicles. In Oxford, as I'm sure you're acutely aware, cycling can be a daunting prospect owing to the shared space with motor vehicles. This is not without foundation as there have been a number of serious, and sadly fatal, accidents involving cyclists and motor vehicles on Oxford's roads. So to encourage this modal shift we must create safe spaces for cycling and walking away from competition with motor vehicles. This is exactly what has happened within the LTN. I live on Rymers Lane and the number of people cycling and walking in the area has increased markedly. What is particularly important is there has been a noticeable increase in school children walking and cycling. Something that is often overlooked is that we are in the midst of another crisis which perhaps does not receive as much press attention, childhood obesity. Policy makers must make decisions for future generations who may not yet have a voice in addition to current constituents of voting age. The direct benefit of being able to walk and cycle to school safely in terms of their immediate health is complimented by encouraging these travel habits early in life. If you're habitually exposed to driving everywhere as a child, then that forms your viewpoint concerning what is normal. By challenging this viewpoint early in life, we stand a chance of future generations developing new ideas about transport rather than having to challenge entrenched ideas later in life. So quite aside from the climate argument, I think these schemes are valuable enough from a public health standpoint to justify their continuation. There is still an issue with dangerous driving and speeding in the residential streets here, but the problem is much reduced even without the installation of the enforcement cameras. But in summary, during my time living in Florence Park, this measure has by far had the greatest positive impact on my family and friends wellbeing. Years of tinkering at the margins to appease motorists had largely achieved nothing. I am a motorist myself, but find I am using my car far less frequently now I have a viable alternative, in fact I am considering whether I need a vehicle at all, which is a position I didn't expect to find myself in. I would ask however that each of the LTN schemes is considered on its individual merits rather than being considered as a single entity. Whilst I appreciate there was very strong support for the Florence Park LTN I understand support for the others was not so unequivocal. It doesn't seem appropriate to consider three different distinct areas as a single unit, either for or against, as these are distinct areas with their own demographics.
Support - Florence Park	It's definitely reduced traffic in Florence Park and made it much more pleasant for walking and cycling. It's had no negative effects for us, only positive. I am a bit concerned that traffic has been pushed further out instead of reducing overall, but in Florence Park there have been huge benefits.
Support - Florence Park	The LTN made Rymers Lane so much more children, family and pedestrian friendly. It makes the walk to Florence Park much less stressful! I think that one thing to consider changing would be to suggest to the direct inhabitants ideas for how they can use their newly free street, as it did feel a little bit "dead" in parts. Thank you for all your work on the LTNs and cycleways!
Support - Florence Park	The scheme has made the Florence Park area a better and more peaceful place to live. There is less dangerous and too fast driving in this residential area. It is better for cycling. I commute to work by car several times a week and have noticed no additional traffic on the surrounding streets.
Support - Florence Park	They have made a positive improvement with roads that were previously dangerous now safe (particularly Rymers Lane and Littlehay Road). People are able to cycle and cross roads much more safely.

Support - Florence Park	Van and fast cars have stopped cutting through from Oxford Road to Rhymers Lane and I am happy about that. It feels a lot safer walking along Littlehay Road to get to Florence Park, although motorbikes and scooters still go through the barriers, so it pays to remain alert. The traffic on the Oxford road has increased so it takes longer when I have to drive to the other part of the estate. However this only adds on 5 minutes to the journey. It would be interesting to see what would happen if the barriers were moved to the Oxford Road end of Littlehay, and we could access Florence Park estate and get to the ring road via Church Cowley Road.
Support - Florence Park	LTNs are a vital part of removing unnecessary motor traffic from Oxford, enabling more benevolent alternatives, and reducing pollution and congestion.
Support - Florence Park	less traffic in the area, safer to cycle in the area, less car speeding in the area,
Support - Florence Park	I support as this has led to more peace, safety and people enjoying walking cycling etc this has also led me to use the car much less, and when I use it I do not mind the extra time in traffic. However we need public transport to be more subsidised so traffic decreases on main roads...
Support - Florence Park	The LTN has hugely increased the quality of our lives in Florence Park. We are now able to go on walks and bike rides with our children without constantly having to worry about the many cars that previously ran through our streets. As a consequence, we use our cars much less than we used to before, because the LTN makes it both less convenient to go by car and more enjoyable to use our bikes. Please let us keep them!!
Support - Florence Park	It makes the road safer for families and residents. It helps keep our air cleaner. Please install the camera at the Cornwallis bus gate!!
Support - Florence Park	As has been re-enforced this week with COP26 we need to make dramatic changes to the way we live to reduce emissions. ALTN seems a small but important step in the right direction, with many additional benefits for people. Humans are inherently lazy, so we need a nudge in the right direction to encourage sustainable behaviours.
Support - Florence Park	Amazing, so much safer and quieter. Feel much better kids cycling.
Support - Florence Park	I am happy that there is less traffic in the neighbourhood and anything that can be done to encourage more walking and/or cycling gets my vote.
Support - Florence Park	The LTN has been transformative for local residents. Pavements are often too narrow and in places have lorries parked on them and overgrown hedges making them unusable with buggies and for wheelchair users. The crossing on the corner with Rymers Lane was extremely dangerous and a real worry to lots of parents we saw and our neighbours. It is much safer now. Our road is also quieter, with less cars racing down it throughout the night as happened previously. It's encouraged me to walk and cycle for local trips, for example to the local Sainsbury's I no longer drive. I've seen more kids cycling, and wheelchair users using the road safely to get about. It's been easier to safely chat to neighbours and their kids in the street.
Support - Florence Park	It has created safer cycling and walking routes esp for young families
Support - Florence Park	It has immeasurably improved my children's lives - they are now more independent, safer and able to go to the park and to school on their own. Contrary to the arguments of many of the louder, car loving neighbours, the traffic on Between Towns Road seems not to have changed. I cycle on it at rush hour daily and see no difference. The LTNs are for these people a lightning rod - something to blame for their traffic jams/ congestion (rather than the cars in front of them).
Support - Florence Park	Reduced traffic on residential streets. Safe route to school for children. Forcing people to re-think how they travel and consider alternatives to the car
Support - Florence Park	I cycle regularly through the area, and have a young child, so it is very important to us to keep it! The quiet roads have been wonderful.
Support - Florence Park	Excellent initiative which encourages travel by alternative means to driving. Environmentally positive.
Support - Florence Park	It is imperative to limit the volume of traffic in Oxford City

Support - Florence Park	I lived in the area recently and hated the excessive traffic flow. I often tried to think of schemes to reduce it without diverting to other rat runs. It must be very inconvenient for people who live right next to the blocks, could there be an exemption for locals if the schemes are camera controlled?
Support - Florence Park	Cricket road is now a fantastic way to cross Oxford, so I can go to the swimming pool peacefully
Support - Florence Park	This is long overdue. These residential roads were never designed for the level of traffic they've been seeing in the last decade, but with SatNavs assuming all roads are equal, drivers have been cutting through, often at speed, to avoid traffic lights, and even the pavements had become unsafe.
Support - Florence Park	The addition of the LTNs has had a beneficial impact on traffic volume and speeds, and has made it considerably safer for people (including school children) to cross roads, walk, and cycle in the area. Although I have seen objections raised citing increased antisocial behaviour since the introduction of the LTNs and the opening of the Rymers Lane homeless hostel, I have not witnessed nor experienced any such increase. As a woman, I feel no less safe walking alone at night in the area. As a driver I am not significantly impacted by the restrictions, but as a parent and cyclist I have experienced benefits and would urge the council instead of incurring the cost of reversal to focus on further improvements such as better street lighting, CCTV, double yellow lines on one side of Church Cowley Road, and pavements which are safely usable by wheelchair users and those with reduced vision instead of the uneven lumpy trip hazards we have now.
Support - Florence Park	The LTN has made cycling to Cowley Centre much more pleasant. We now are happy for our 12 yr old daughter to cycle there alone which we weren't before. My wife who drives to work 2 days per week, and used to 'rat run' through Florence Park says her driving time has not significantly increased.
Support - Florence Park	Easier, and safer to bike for nervous riders
Support - Florence Park	These have made my children's cycle to school safer by a vast amount. They have radically improved the whole area and my only concern is we are still waiting cameras. These are the best intervention I have seen from OCC in all my years 13+ of living in Oxford. I truly believe these will save lives and enhance communities
Support - Florence Park	It encourages cycling, which I see as a positive towards combatting CO2 and particulate matter emissions
Support - Florence Park	Because it creates a safer route to cycle through the area
Support - Florence Park	Air quality, noise emissions, cycle safety
Support - Florence Park	Massive support - safer, more quiet streets, less pollution, better quality of life. I have seen more children cycling around and to school. It took a bit of time to used to it for some of the drivers but I can only see positives. Great improvement for local community.
Support - Florence Park	Discouraging car use in the city is very important
Support - Florence Park	Oxford suffers from too much traffic, much of it generated by short journeys which could be performed by public transport, walking or cycling, or by drivers from outside the area using residential streets as short cuts, frequently at speeds which are too fast for the safety of residents, particularly children. Keeping through traffic to major roads could lead eventually to a reduction in traffic by causing frustration and delay for drivers.
Support - Florence Park	The LtNs encourage safer active travel. My children and I enjoy cycling to school and our safer street.
Support - Florence Park	Better for cycling; safer for children walking. It improves the urban environment.
Support - Florence Park	I strongly support the LTN. So much safer for children and quieter for residents.
Support - Florence Park	With there being a school and a nursery on that stretch of road, it's unquestionably safer now.

Support - Florence Park	I cycle to work from Marston to Littlemore, 5 days a week and the low traffic neighborhood has made a huge difference to the safety of my daily cycle. It is much safer as there has been a reduction in the number of cars using that road as a rat run and it also feels safer for the school children from St Gregory the Great school when they leave school, not having to contend with the two way traffic chaos that used to happen before the LTN was put in place. I am in favor of reducing the number of cars on the road. However, the cycling infrastructure needs to be put in place to make it easier for reluctant/less experienced cyclists to feel safe on our roads.
Support - Florence Park	Love cycling with kids here
Support - Florence Park	Traffic is much better on side roads. Please get rid of more traffic on the main roads by barring private cars from the centre of Oxford altogether, and converting roads to bus and cycle lanes
Support - Florence Park	I am keen for the LTNs to be implemented to make it safer for me to cycle around the area with my children.
Support - Florence Park	It has reduced the amount of traffic on cricket road, making it much cleaner and safer for children in the park.
Support - Florence Park	The amount of traffic is hugely reduced, making active much safer for all the family. It is vital that these LTNs are successful so that they can be rolled out in other parts of this overcrowded polluted city
Support - Florence Park	good effort in reducing future traffic and emissions
Support - Florence Park	The street is more quiet and safer for children to play.
Support - Florence Park	It has created a safe route for cycling into Oxford City.
Support - Florence Park	The area is done here safer for young and old, Children are walking to school. No cars speeding along the streets. Air quality much improved.
Support - Florence Park	I am A health coach working in Florence Park, Blackbird LEYS and Temple Cowley area. I fully support any initiative to make cycling more accessible and safer in the hope that it becomes the 1st choice of transport across the city.
Support - Florence Park	The Florence Park is a residential estate with kerb parking. I live close to Littlehay Road has benefitted enormously from the trialed LTN scheme as it is often congested with folk using this road as a shortcut to the Iffley Road. There have been a number of traffic incidents on the corner of Littlehay and Rymers Lane as this is also an important walking route for children to school. Littlehay road is not wide enough to support two way traffic so there is always standing traffic. The houses are not sufficiently set back away from the road and so a lot of the traffic fumes come into gardens and through windows, causing potential health issues in the local community. The LTNs have offered children and all residents to cycle and walk safely to school and to and from Florence Park, which has two large entrances close to Littlehay Road. It has encouraged me to think more carefully about using my car and to walk and cycle wherever possible. A more affordable bus service would help to support this scheme and I am in full support of the continuation of the LTNs
Support - Florence Park	We need healthier and safer roads. To do this we (including me) need to reduce our car use. It needs a "top down" approach to help people change their behaviour. This is one layer of a good plan.
Support - Florence Park	We look forward to the traffic reduction and the increase in safety for cyclists and pedestrians which the LTNs will create. The climate emergency means we must reduce traffic to reduce emissions throughout Oxford. The WHO indicates that deaths from air pollution from all sources in the UK are approximately 64,000 per year. Our Council needs to radically reduce air pollution and hence the deaths and ill health it causes. I cycle through the area frequently and it is now a joy. Rymers Lane used to be particularly hazardous. I used to have to play dodge with cars at the pinch points. It was never clear who had priority. Cornwallis Road too is much more peaceful now. Please get the cameras on the bus gate ASAP.

Support - Florence Park	I do understand that traffic has got worse on roads surrounding the estate now that it cannot drive through it. However, as a resident the estate is much more pleasant and safer because of the LTN.
Support - Florence Park	I regularly cycle through this area with my toddler and we would both feel much safer under the new arrangements.
Support - Florence Park	I support the LTNs as it makes my journey into Oxford city centre safer. I have been a lifelong Oxford resident and very rarely drive into the city centre. The cycle journey is approx 20mins and cycling along residential streets feels far safer than Oxford/ Cowley road
Support - Florence Park	Interventions to reduce the impact of high levels of traffic on residents' health and wellbeing are absolutely critical. I don't think LTNs are sufficient because they don't adequately reduce the overall volume of traffic in the city, and they don't protect people living on, or using, perimeter roads from danger, noise and air pollution, but they are a decent first step.
Support - Florence Park	I feel safer on my bike when cycling to work.
Support - Florence Park	The LTNs make it so much safer for our children to cycle to clubs and to see friends. Our 12 year old now cycles alone - in the dark - to one activity. Please keep (and extend) these amazing schemes. The new LTNs have made it so much more attractive to cycle, e.g. for me to cycle from off the Cowley Road to the Kassam Stadium for vaccines, we can cycle through the Florence Park and then the Church Cowley LTN areas. The difference in traffic (and therefore fear of, and actual, close misses with bad drivers) is amazing. Thanks to everyone who helped bring the LTNs into existence. Keep up the good work for active travel and improved quality of life and air quality in Oxford!
Support - Florence Park	Can cycle with my daughter safely to her friends in Littlemore (needs both Florence Park and Church Cowley LTNs). The LTNs have got dozens of children cycling to Larkrise primary who weren't previously.
Support - Florence Park	Fantastic walking and cycling. Reduced pollution and increased pedestrians and cyclist safety
Support - Florence Park	i love the LTN
Support - Florence Park	Much quieter and safer to cycle with children
Support - Florence Park	The Florence Park LTN makes it much safer, less stressful and more enjoyable for me and my daughter to cycle to school or visit the park or friends by foot/bike
Support - Florence Park	Less traffic noise & pollution in the neighbourhood. Safer to walk & cycle, especially for kids.
Support - Florence Park	Calmer, safer, quieter streets for my family and community
Support - Florence Park	I feel that the LTNs make the area safer for cyclists and pedestrians, so I do support it. Living on Church Cowley Road though I am also concerned about the volume of traffic.
Support - Florence Park	I think it is great to reduce unnecessary traffic within residential neighbourhoods. Safer for children, quieter and less pollution.
Support - Florence Park	Much safer cycling routes for my children
Support - Florence Park	I travel between houses to carry out my business and the LTN has made this easier and safer to do.
Support - Florence Park	I totally support the LTN and believe they have reduced traffic and improved the environment and the safety and well being of local residents
Support - Florence Park	extends the benefits of Elder Stubbs allotment and Florence Park into the surrounding streets.
Support - Florence Park	I've cycled through this LTN and I always feel much safer than I did previously. It's not necessary to take the car for the journeys that this LTN links and therefore keeping the LTN is a good way to encourage greener travel.

Support - Florence Park	I support the LTN's as they create a much safer place for active travel. People walking and cycling have a safe route without the constant stream of cars racing past them. For myself and my family we have been able to avoid using a car as it feels safe enough to walk to school and on our local journeys. I have heard of many local families who are doing the same and so many children are arriving to school by bike now that the school has run out of bike racks! Supporting people to minimise their car use is fundamental given the impact that cars have on climate change and air pollution. Thank you for putting in this trial of the LTN's and I very much hope that they will be made permanent which I see as a bold public health initiative and saving lives.
Support - Florence Park	This LTN has had a number of significant benefits for our area: 1) Traffic and associated traffic noise has decreased leading to a more peaceful neighborhood. 2) The decrease in traffic has meant a decrease in the number of rapidly speeding cars travelling down passed the park and on Cricket Road. These speeding cars made cycling down this road feel extremely dangerous and unsafe. 3) The decrease in traffic has made cycling much, much safer both for regular traffic as well as the school kids. These benefits outweigh any of the theoretical costs associated with more cumbersome driving routes. If Oxford wants to truly be the "Cycling City" it claims to be, more of these should be added to the secondary travelling routes through the city. This should be done with changes to the main thoroughfares (Cowley + Iffley roads) to make sure that the rerouted traffic flows more smoothly (i.e. remove the parking from them to allow busses easier access, etc).
Support - Florence Park	The LTN alleviates traffic in suburban and school areas which allows my kids to ride to school safely. Before the LTN it was dangerous, especially with speeding cars on Cornwallis Rd.
Support - Florence Park	I live on Ridgfield Road, which is adjacent to Cricket Road (and Rymers Lane). I noticed an immediate reduction in drivers using our road as a cut through to drive past Florence Park, which has improved our road enormously. Previously, many of these motorists were driving much too fast and often with loud, antisocial exhaust pipes - this kind of traffic has mostly stopped, though I do think the addition some traffic calming measures along Ridgfield Road wouldn't go amiss. I work at the Oxford Science Park in Littlemore and commute by bicycle daily. The LTNs around Florence Park and Temple Cowley have improved this journey enormously, with a massive reduction in fast cars doing dangerous overtakes, etc. I've also noticed a lot more cyclists using this route (Rymers Lane > Beauchamp Lane > Littlemore Road) as a way of commuting to the science park. Overall, I really cannot overstate how much benefit I've experienced from these LTN schemes - they've made both my commute and local area feel so much nicer and safer.
Support - Florence Park	More pleasant for cycling and quieter
Support - Florence Park	I live on the Ridgfield Road and I cycle to the city centre daily. The LTNs around the Florence Park made the area much nicer place to cycle and to live, with noticeably less cars passing by on daily basis. I am very much in favour of leaving them as a permanent feature of the neighbourhood.
Support - Florence Park	I support the proposals. The quieter roads have made a cycle journey I make regularly much less dangerous and far more pleasant. I believe car usage should be moderate, and this proposal is in keeping with that belief. It will make our roads safer and encourage people to make sensible choices when choosing their mode of transport for a journey.
Support - Florence Park	Quiet, less speeding vehicle, safer for people accessing the park
Support - Florence Park	I think that the pilot scheme has created a safer and more pleasant neighbourhood, reducing the speed and volume of traffic and thereby encouraging walking and cycling.

Support - Florence Park	As a resident of Florence Park these LTNs have improved my life in many ways. There is noticeably less noise pollution in the area, especially from Cornwallis road. I feel much safer and more confident to ride my bike across the area too. In the morning there is also less traffic chaos and danger at the Larkrise end of Campbell Road. When I drive I find there is barely any differences to my journeys or journey times. I would strongly support the LTNs remaining so I and my neighbours continue to benefit, and many in other areas in Oxford already do from schemes to stop through traffic.
Support - Florence Park	Much safer roads for walking and cycling - especially for my eldest child who can now cycle to school by himself. The junction of the Rhymers Lane and Cornwallis Road is significantly safer - it was a very dangerous junction before the LTN was installed both for cyclist and for pedestrians which was particularly concerning as it was right next to the park. Prior to the LTN being installed I didn't cycle along Rhymers Lane with my kids as it felt too dangerous but I do use it now to get into and out of town. I know many neighbours are using their cars less because of the LTNs on short journeys e.g. dropping kids at clubs by bike rather than car which is positive in terms of air pollution and climate change. I also see more kids cycling or scooting to school - so getting more active. I don't have any problems when I do need to use the car - it takes a few minutes longer to access Cowley Road by car but it isn't a huge problem.
Support - Florence Park	Charles street urgently needs its own LTN because of angry traffic spilling out of the newly controlled streets in Flo park. It really is a dangerous situation
Support - Florence Park	Low traffic would make the area less polluted, more family friendly, generally more pleasant. Please need to reduce their reliance on cars and it seems like a good place to start.
Support - Florence Park	I want to understand if you have specifically considered the impact of the scheme on adjacent roads, such as Campbell Road and Lytton Road and if so what the Outcome of your assessment was. I am specifically interested in whether it was considered the effect might be increased usage by motor vehicles of all types in these adjacent roads.
Support - Florence Park	Lots of high speed through traffic on our street, mostly private vehicles, but in the past also council ones. I have a small child and I would love for her to be able to walk to the park or school unsupervised as I did when I was only a little older than she is now. But sometimes the speed of the traffic or volume (during rush hour) is prohibitive.
Support - Florence Park	It makes Little Hay Road and therefore the route to Florence Park much more safe and attractive as a pedestrian. I have seen people speeding down Little Hay on a regular basis. I look forward to benefiting from the reduced air pollution and I hope this will continue to be monitored by the Council. The only concern I have with the LTNs is, will they simply displace traffic onto other 'rat runs'? For example, I used to live on Princes St., off Cowley Rd. This was a popular shortcut with impatient drivers, in part, perhaps, because of the restricted traffic on surrounding streets. I think LTNs need to be combined with other measures to encourage people to drive less, such as more frequent or cheaper bus services, and bus services which connect parts of the county which are currently under-served.
Support - Florence Park	I have always been a cyclist, but having quiet roads to walk around my neighbourhood is making a huge positive difference to my family.
Support - Florence Park	I am so delighted by the LTNs that are in the process of being put in in Florence Park. I have two young children and our school run has been transformed. It feels so much safer walking to school without aggressive drivers making it hard for us to cross the road and without the constant noise and pollution. As I walk around the area I have had so many conversations with others on the school run who have told me they now feel safe to walk and cycle and have been leaving their car at home. Thank you so much to all who have been involved in making this trial possible. I strongly support it and hope that it will become permanent.

Support - Florence Park	Have had a very positive experience so far. I've started cycling our son to nursery in the morning, which has been great. Have also driven about once a day and haven't experienced any major traffic issues so far, and the slightly longer route has only added a few minutes to our commute. Haven't really been out and about on the estate with our toddler, so can't comment on the impact on walkability with kids, but I'm hopeful it'll be more pleasant with less through-traffic. Will report back again further into the trial, but strongly support the changes so far. A very positive experience so far. Have mostly been cycling since the LTN came into force (taking our toddler in a trailer), and have been avoiding driving at rush hour when possible. Rush hour traffic in Oxford in general is terrible at the moment - Cowley traffic isn't great, and Headington (where I work and my son goes to nursery) seems even worse. I totally avoid the main roads when on the bike, and the LTNs really help avoiding traffic - you can cycle almost traffic free to Headington, Cowley Road and Blackbird Leys now, which is a real positive. Traffic outside of rush hour is ok, so going to [shops] in the evenings, driving into the country on weekends, etc is all fine. The Labour council candidate gave us an info sheet with suggested changes to the LTN - I agree with most these proposed changes. Supporting this proposal due to positive experience of the LTN as a resident.
Support - Florence Park	It is safer for children to walk to school. It is also easier to cycle in the area Less noise, and traffic. Less fast cars driving past.
Support - Florence Park	I am very much in favour of the Florence Park LTN. I believe even in these early days of the trial, we are seeing a significant reduction in traffic throughout Florence Park. I'm sure we will learn a lot through the initial trial and may find that certain tweaks are needed but think this likely relates more to the other LTNs (Church Cowley and Temple Cowley as opposed to Florence Park). I am genuinely excited by the future that the Florence Park LTN could deliver in terms of local traffic reduction, safer roads, cleaner environment, healthier transport options, and increased sense of community. I would add that I am however somewhat dismayed at the polarised views that are causing tensions in social media, local print media etc. I would strongly urge the County Council to stand firm and allow the trial to complete its course rather than provide any knee-jerk reaction to bedding in issues and those opposing the schemes.
Support - Florence Park	These are amazing. Cycling my kids to school has become so much safer. Also because there is less traffic and noise I am finding it easier to say hi to people and to cross the street safely and enjoy socially distanced conversation. Even though I don't live here, it feels like a proper neighbourhood already. It's just smaller things like hearing the birds sing and not being anxious. Every week day my kids would cycle and have to turn from Campbell Road onto Cornwallis road. because of parked cars and aggressive through traffic this was an extremely stressful situation. There are still some cars ignoring the signs but it is so much better. I can't think of anything that OCC has done in so many years that has made a real difference to my life. Maybe fixing the towpath, but in general I think these are the best things I've ever seen the council do in the 10+ years I have lived in Oxford. Please, please, please, please, please keep them implemented
Support - Florence Park	I'm immediately seeing the benefits on Rymers Lane, despite the lack of signposting that means a few cars/trucks are still going down there and u-turning. I'm dismayed by the handful of vocal motorists who point to teething problems in another area as reason to abandon the whole thing prematurely.
Support - Florence Park	I feel strongly that LTNs are the first step in a systemic policy response to crucial issues on sustainable living, both with regards to the environment as well as health care. I want to convey my support for this policy initiative so that it will be followed by other, more far reaching policies that promote active travel.

Support - Florence Park	LTNs are a great idea and make cycling/commuting safer. Roads are more quiet and pleasant.
Support - Florence Park	I feel very strongly that I register my support and keep engaged and informed. This is a once in a lifetime opportunity to reclaim our streets for residents, pedestrians and cyclists.
Support - Florence Park	Very pleased with the LTN. My son now goes to school on his own and loves his new found independence. There was a coordinated campaign to remove them cooked up by some locals before the scheme was implemented so want to speak up for the majority! Much quieter, much safer, am now walking and cycling more. It's fabulous.
Support - Florence Park	I think there is a need to reduce traffic levels in Cowley and this is a worthwhile experiment.
Support - Florence Park	Through traffic in this area was a major problem, from the perspective of health, safety, transport efficiency, and the environment.
Support - Florence Park	stop rat running
Support - Florence Park	The local drivers are very aggressive and will ignore peoples/cyclists rights of way. For example forcing you to dive out of the way while cycling past parked cars. In Iffley which has been low traffic for ages, this is rarely the case. The amount of people ignoring the no cars sign (delivery drivers, motoring schools, cars, shows a complete lack of respect for locals lives). We have a large amount of speeding traffic in the Neighborhood, and this reduces the amount of roads your likely to encounter those vehicles on.
Support - Florence Park	The roads are dominated by cars and it's not often safe for school kids particularly on Rymers Lane. So many cars speed along the side roads with no care or attention for others. It's the only way to keep kids, pedestrians and cyclists safe
Support - Florence Park	I strongly support the LTNs because they will reduce traffic, especially speedy through traffic, in my neighbourhood, making it safer and more pleasant to walk and ride for adults and children alike. I strongly support the broader plans to reduce traffic through Oxford city centre and think these should all be part of a joined-up plan. I am also concerned because a loud minority--to judge from survey results so far--hope to curtail or terminate the project, and I want to make sure that the satisfied majority is heard on the issue.
Support - Florence Park	I cycle around Cowley all the time, as that is how I get around and I live there. It often feels dangerous. The low-traffic neighbourhoods feel much safer.
Support - Florence Park	Improved environmental conditions. Safer neighbourhood for pedestrians, young families, cyclists. Quieter more peaceful neighbourhoods.
Support - Florence Park	I cycle a lot with my children (4 & 8). The change around Florence Park is extraordinary. The rat runs are gone, the traffic is so much less and it tends to be more accommodating. The entire area is transformed. I really hope you will go ahead with the one planned for our area.
Support - Florence Park	I think that you are hearing only from the objectors - not the overwhelming majority who agree with the measures!
Support - Florence Park	Reduced traffic means it is a lot safer to walk and cycle with my children to school. It is having a good impact on pollution levels too and reducing rat running through Florence Park. We need actions like this to force behaviour change to reduce car use and associated emissions to improve air quality.
Support - Florence Park	Because this makes a huge difference to the local area and, in particular, the school run that I do with my children by bicycle or on foot. And because I know that there is some very vocal opposition, and I want the strong support that there is to be heard too.
Support - Florence Park	The LTN has immediately made a significant improvement to travelling through the Florence Park area by bicycle. The traffic on Cricket Road/Rymers Lane was a disincentive to cycling and it's now a pleasure to use. I am far more likely to choose to travel to Cowley by bicycle and to make trips to Florence Park with the LTN. On the few trips I have made by car, it is already noticeably better having far fewer vehicle movements into and out of roads in LTN (and the others) making the arterial routes feel safer. I hope the council will allow LTNs in other areas to be in place before a final decision on the LTNs, since clearly any traffic displacement to arterial roads will be affected by and hopefully reduced by other measures to prevent through traffic using existing cut throughs.

Support - Florence Park	- Walking routes in our area are safer and quieter, in particular the route we take with our daughter every day to Florence Park playground and nursery, the Rymer's Lane junction and crossing the road into the park. I feel happier allowing my 3 yr old daughter to walk, ride or scoot in the neighbourhood with lower traffic volumes (and as below - it's not just about volume, it's also about speed and driving style, which has been changed completely by the LTN as people are using the roads for access not for rat-running, the latter of which seems to be associated with careless driving at excess speed). - Incidence of dangerous driving and speeding traffic is much reduced. Littlehay Road is in theory 20mph road but previously cars frequently exceed this. As there is parking on both sides of the road and a relatively high traffic volume (pre-LTN) this meant that vehicles frequently came head to head at speed, causing them to weave in and out of parked cars or stop suddenly. This has resulted in numerous accidents (Rymers Lane and Maidcroft Road junctions particularly) and has resulted in my own parked vehicle being hit and damaged twice by passing traffic in the first 2 months of 2021 before the LTN. - Lower noise pollution at night means that we can now sleep with our window open, improving indoor air quality and ventilation. This might sound like a small thing, but in 1930s houses condensation and mould forms easily, which can have big health implications - being able to keep the house ventilated prevents this.
Support - Florence Park	It has made the area safer, quieter, more pleasant to cycle through. It has encouraged me to cycle rather than drive through the area.

Support - Florence Park	I'm fully in favour of these schemes, the benefits hugely outweigh the negatives and to continue on our current trajectory in terms of the number of cars on our roads will only lead to one outcome, gridlock everywhere and an associated toll on our health. I am a car user and acutely aware of the impact I'm having on the environment and others so try to keep my usage to a minimum. I've always wanted to cycle more, but most roads in Oxford are not very friendly for novice cyclists. By creating safer spaces for cycling I know there are now spaces where I can cycle safely without having speeding cars passing in close proximity or having a collision with one (I'm sure you are well aware there have been a number of accidents at the Rymers Lane/Littlehay Road junction). So I'm happy to be slightly inconvenienced if it gives others that opportunity too, more importantly, if it starts a lifetime habit of healthier activity for the generation that attends the school. Only a couple of weeks in and I've already noticed far more pupils riding to school without having to weave through static cars clogging up the road. Previously most had taken to riding on the pavement, presumably as they didn't feel safe on the roads. A secondary, but important benefit is for those pupils who chose to walk, they are no longer breathing in exhaust fumes the length of Rymers Lane and Cricket Road and are unimpeded by sharing the space with cyclists. There is an established link between respiratory disease and exhaust fumes (particularly PM 2.5 particles) so anything to avoid people being exposed to this regularly at a young age, avoiding potential health issues at a later stage, is surely worth the minor inconvenience. The UK is also in the midst of an obesity crisis. According to NHS statistics from 2020, the majority of adults are overweight or obese, 67% of men and 60% of women. In addition 20% of year 6 children are classified as obese. This is a ticking time bomb for future health provision and steps need to be taken to address them now, rather than treating the disastrous symptoms in 20 or 30 years. The earlier any measure is implemented to address this, the more its impact will be magnified in future. I appreciate it's difficult to rally support for predicted outcomes that you cannot easily quantify, which is why it's so important that the health benefits of this not just for this generation, but for future generations are emphasised. I hope that once the trial period is complete, that all of the separate LTNs are judged on their own benefits rather than treated as a single scheme. The support from them varied by area, which is understandable as the geography and demographics of each area are diverse, but it would be a terrible shame if the support from a single area were enough to undermine the entire broader scheme. There will always be vociferous noise from a minority when the supremacy of the motorcar is challenged. When you look objectively at what is being asked of them, essentially a minor inconvenience if they chose to use a car to reach certain destinations, the almost hysterical hyperbole is frankly, embarrassing. I hope the cooler heads will prevail.
Support - Florence Park	I think it's important to show how much the residents that actually live in these streets support this scheme - as far as I can tell the people who are in opposition are the people who use these roads as rat runs on their way into work/school/town. The LTN has made our road so much nicer to live on, simply because people are not driving along it at 30mph or more. Please keep it in place!
Support - Florence Park	LTNs make the streets quieter and the area more livable. It allows people to get to know their neighbours more and so the area is safer. The air quality is better. Street life is improved. It is more human centred.
Support - Florence Park	It has made our walk to the park and for grocery shopping feel much safer without cars treating the neighbourhood as a highway.
Support - Florence Park	The LTNs make it feel much safer and more enjoyable to walk and cycle in the residential areas. As someone who's been cycling through these areas for a long time, a way to make cars less dominant and encourage others to walk and cycle has been vital. I would suggest that some more signage clearly describing which roads they won't be able to go down, would be very beneficial as lots of cars still pass the signage and have to turn around. I would love to see more of these in residential areas around Oxford and other towns.

Support - Florence Park	Thank you so much for supporting the implementation of LTNs in Cowley, Oxford. My family and I love the extra freedom they have given us to explore our nearby neighborhoods on foot and bicycle. These schemes are bound to be controversial, but please please please stick with the trial, it will take time for people to get over the initial shock of no longer being able to drive through certain roads. I'm also really excited about the longer term plans to reduce our reliance on the motor car as the primary transport option - I feel Oxford is ideally placed to take a leading role in showing other UK towns and cities how to properly address the climate emergency, road safety, not to mention a growing childhood obesity crisis, simply by nudging people into changing their driving habits. Once again, thanks for the LTNs - we love them!
Support - Florence Park	Pleased to see the reduction of traffic and young people able to arrive and depart from school (St. Gregory the Great) without having to manage large traffic queues. Parking on both sides of the road outside Florence Park used to cause regular traffic jams. Some drivers have complained about having to take diversions to reach delivery addresses but the available routes are not too much longer and can be learned quickly.
Support - Florence Park	There is an urgent need to reduce motor traffic in our neighbourhood AND overall to make it safer and more pleasant for people to choose active travel instead of driving. I have already noticed a huge difference with many more people choosing to walk or cycle, especially children on their way to/from school. We need to address the climate emergency and public health impact of lack of activity and pollution, and I believe the LTNs are a great starting point. However with the slow implementation (missing bollards, delayed ANPR) I believe the trial has not even properly started and should probably be extended. On top of the LTNs there is still a need to reduce traffic speed inside and outside the LTNs, speed limits are not enforced and cycling along Rymers Lane is still dangerous to children because the 20mph speed limit is not adhered to by many motorists and not enforced - and the existing chicanes clearly have no impact.
Support - Florence Park	Cycling has become far safer. I am a regular cyclist around this area and the danger from speeding cars using this area as a rat run has been substantially reduced.
Support - Florence Park	Less through traffic, making the roads quite and safer.
Support - Florence Park	Support - it is an interesting idea and worth trying. However, I would like to suggest shifting the bollards on Littlehay to the Cowley Road side, and moving the Clive Road bollards to Havelock Road. The roads are currently segmented from Florence Park, which requires a difficult turn onto the busy Cowley Road. Shifting it would group the roads with the rest of community. Also, given how people are ignoring the blockade on Clive Road currently, many are using that route anyway.
Support - Florence Park	I was against at first because I thought I wouldn't be able to drive to my house anymore. Turns out someone had given me bad information and so far it's been very good - no constant speeding anymore on our road and it doesn't take me much longer to drive where I need to as my job requires driving.

Support - Florence Park	Its onlybeen a month but the improvement has been immediate. Cycling and walking is much more pleasant and feels safe now and that seems to be reflected in the notably increased numbers of people here doing both. The incidence of speeding down Rymers Lane has almost been eliminated. I say almost as it does still occur unfortunately, but it is much reduced. It hasn't had much impact when I do need to use my car, journeys sometime take a few minutes longer but it seems like a small price to pay.
Support - Florence Park	I support the LTN as it has produced a safer, cleaner environment for both residents and visitors to the area. Unfortunately, the full benefits are not been enjoyed as cars continue to access the area via Cornwallis and Clive Roads.
Support - Florence Park	I fully support the LTNs and I am of the opinion they should have been implemented a long time ago. The LTNs are a post-hoc fix for the poor urban planning in the past that made residential roads attractive alternative routes to the main collector roads. The quieter residential roads will make active travel more attractive while the diversions will discourage car travel. Unfortunately, the latter is a form of negative reinforcement, which will raise negative sentiments towards the LTNs. Additionally, the network of collector roads was already struggling with the volumes of traffic before the pandemic, so if the bottlenecks are not properly addressed, increased congestion will further encourage these sentiments. While this scheme is in place, it is more important then ever to facilitate and promote alternative means of transport.
Support - Florence Park	So much less traffic on my road. Feel a lot safer cycling.
Support - Florence Park	I think it is important that as many people as possible take part in this consultation and that while I thin LTNs are a piositive step, they do also need to be implemented and communicated properly.
Support - Florence Park	Roads are safer - children can play on the street - and I feel that I can start cycling again, when I was too scared to before.
Support - Florence Park	I have a family (partner and 2 children under 6) and we travel everywhere by bike. We are currently car-free and trying to stay this way for as long as possible. Our school run across the Cowley and Iffley Roads should be lovely, but it is frequently terrifying with cars speeding and ignoring us - the same is true of our trips to Florence Park, South Park, the Kidneys, etc.. I encourage my children to bike on the pavement where possible, but it's not good for pedestrians and it's awkward for the children too. They should be able to cycle on the road safely! The few areas where the LTN have been enacted are *brilliant*. I can relax and let the children ride without having to supervise every single move they make, and frankly I just wish that more of East Oxford were limited only to pedestrians and bikes. If the speeding racers going up and down Morrell Avenue and Cowley Road could be slowed / stopped our lives would be immeasurably improved. I and my family (husband and two children, aged 4 and 6) cycle pretty much every day - because it's more convenient than driving, healthier, and immeasurably better for the environment. We cycle across East Oxford to take the children to school every day, we cycle to Oxford train station as part of our commute to work, and we cycle around East Oxford (and sometimes through Oxford up to Summertown / Jericho) for extracurricular activities. The rollout of safer cycle routes will transform our lives - no exaggeration. We have had so many terrifying near misses with cars driving too fast, parked in the wrong place, ignoring crossings, etc.. We have to weave on and off pavements to avoid dangerous spots - and I know this is not good for pedestrians, but frankly, my six year old peddling slowly on a bike is less likely to hurt a pedestrian than a car is to hurt us on our bikes. The LTN around Florence Park was a revelation: knowing that cars aren't going to be speeding through meant I could let my children cycle on the road with much less anxiety, and we have loved visiting the park more regularly as a result. A Cowley Rd LTN would be life-changing, and I can absolutely guarantee that it will mean we visit our local shops and cafes more, not less.

Support - Florence Park	I cycle and walk through the Florence Park CPZ regularly to get to/from shops at Templars Square or to other destinations further out. The reduction in car traffic is noticeable and has made journeys significantly more pleasant and the lack of through traffic on Rymers Lane is particularly appreciated.
Support - Florence Park	Reason: Better air quality, safer driving (rat runs allow formula one style!), safer cycling, safer walking especially with a pram. I also hope less wear on road surface will free up funds for pavement improvement (both surface quality and width) Concerns even though I support: However, I am concerned that disabled people are adequately consulted and provided for in these initiatives. Also want to see that LtNs will not move the traffic problems onto Cowley and Iffley ie that there is investment to disincentivise traffic there too. Additional requests: please can we have trial LtNs for Magdalen Road and Howard Street in East Oxford? The latter in particular is choked with traffic from c3.20pm onwards
Support - Florence Park	I often walk and cycle through the new LTN around Florence park. I think it's a really good first step to make the city more pedestrian and bike friendly.
Support - Florence Park	As a cyclist one feels way safer compared to before. Furthermore, Florence park got very quiet and everyone in the park benefits from that.

Support - Florence Park	I believe I am personally benefiting from the LTNs, in the form of quieter roads. I hope that - as in other towns - the LTNs are also leading to a decrease in traffic overall. I generally support the experiment, but I do have some caveats and concerns: 1) I don't want to live on a quieter street while many of my neighbours are still stuck living on busy and polluted roads. That isn't fair. As someone benefiting from the LTNs, I want the Councils (both City and County) to work together to cut traffic across the whole of the city, by boosting public transport, cycling and walking facilities. One good option would be a stronger version of the proposed "Connecting Oxford" scheme, with extra bus gates, as proposed by Oxfordshire Liveable Streets, here: https://oxlivsts.org.uk/connecting-oxford/plus/ 2) Some of our neighbours have raised genuine concerns about the specific positioning and set-up of some of the LTNs with regard to local access, for example in relation to disabled access or waste/recycling lorries. There are also questions around providing financial support for those who for health reasons need to frequently use taxis, which has now become more expensive thanks to the LTNs. Please take these concerns seriously, listen to the people concerned and make any necessary adjustments that can be made without affecting the overall efficacy of the LTNs. 3) As Oxford comes out of lockdown - and especially these early stages when many people may not yet feel safe getting on a bus - we can expect traffic across the city to rise sharply. This is already happening on roads like Church Cowley Road, to the great detriment of people living there. It is of course very hard to determine how much impact - if any - the LTNs have had on this, as they have probably reduced some local traffic (by making walking and cycling easier and safer) but may have also redirected some extra traffic onto the through roads. Please make sure you are doing all you can to try to quantify and measure these effects, and provide information to help us all understand the impacts of the LTNs. This also makes it doubly important that wider actions like point 1 (above) go ahead, as LTNs will not be enough to cope with the post-lockdown increase on their own. 4) There has been a major delay in getting the bus gate cameras and final bollards installed in the Florence Park LTNs. Please make sure that any monitoring/consultancy period starts from the point at which everything was properly installed, so we can accurately assess the full impact of the scheme. My support for LTNs is contingent on all of the above actions happening too - it's no good having a scheme that just benefits a few of us, we need quieter, safer streets for everyone in the city, and the significant reduction in greenhouse gas emissions that would come with it. I also want to note that it feels as though this scheme overall has not had the funding or resources it needed, especially on the communications side. Please make sure that future changes to our transport infrastructure are properly resourced.
Support - Florence Park	With the Cowley Road Tesco closed until December I have been going to the big Sainsburys at Cowley Centre. The LTN has made it so much nicer and safer to walk or cycle without the rat running cars. It has also made traffic slightly less busy on Howard Street. What I'd really love though is for the LTNs to be extended to cover all of Cowley. Being on the edge means we get to see the wonderful quiet neighbourhood beside us but not behind us. Please keep the Florence Park LTN and make more.
Support - Florence Park	To provide low traffic safe neighborhoods. To encourage people to think about how they can use alternatives to ownership and use of a car/van. Encourage an environment where alternatives to individual ownership of vehicles is looked at creatively. Using car clubs for example to improve access to and different provision of vehicles. Vans, camper vans, trailers etc. Bike hire, bike trailer hire, cycle maintenance schemes etc. The scheme has been in place for the spring and early summer. The local roads have become quieter and the visibility of pedestrians cyclists wheelchairs and mobility scooters has increased. All the gates work apart from the Henley Rd end of Cornwallis Rd. I support this scheme continuing as part of a wider effort to decrease the use of vehicles in the city.

Support - Florence Park	It improves the quality of life for residents in the area by reducing the amount of "rat-running" traffic. The air quality is better as there is less air pollution from petrol/diesel vehicles, and less noise pollution which will have lots of physical and mental health benefits for residents. It feels safer to use the roads as a pedestrian and cyclist, and encouraging more people to use active transport will also bring health benefits to neighbour residents. Any reduction in non-active transport, replacing car journeys with walking or cycling, will also help to meet carbon reduction targets, but we are so far away from where we need to be with that A LOT more needs to be done to discourage car use - even electric cars, as this just shifts the energy problem upstream to power stations.
Support - Florence Park	I love the LTns in Cornwallis road and Rymers lane. They have really improved my neighbourhood. It is so much quieter and safer. We used to get so much traffic. I am a wheelchair user and find the roads so much safer and more pleasant. My dad sometimes visits me from another town and he does not find it difficult to slightly adjust his route. I really hope they stay.
Support - Florence Park	I got a letter through my door [deleted] asking me to say no to the low traffic areas, but I LOVE the experimental low traffic areas, especially around Florence park. Traffic noise is a big source of stress for me, and I almost always travel by bike, very rarely by other forms of transport. I think if we had more low traffic areas, people who were less confident cycling would be more likely to give it a go, or try more sustainable forms of transport than cars.
Support - Florence Park	I support the proposals but I do not drive and instead I walk often. However I think they should be relaxed when roadworks are on the surrounding roads. Otherwise there is very heavy traffic which is exacerbated by the LTNs and impacts buses as well as private traffic. We live on the border of the LTN so our only route out of the property (Oxford road) had heavy traffic during the roadworks which significantly prolonged our journeys when we did take them in a car. As a pedestrian, the traffic has also made it difficult to cross the road easily during rush hour times and can add several minutes on to my journey/a longer walk to make what should be a very short (30 second) road crossing. However, I am supportive, just with some awareness/flexibility of the impact of planned roadworks.
Support - Florence Park	It makes my cycle journeys around East Oxford much more pleasant. Although traffic on perimeter roads is bad and that must be tackled, I'm not convinced the LTN's are the main cause. However if they turn out to be big contributors I would have concerns about the LTN's.
Support - Florence Park	Fantastic to have the bike route next to Florence Park (Rymers Lane/Cricket Road) not completely crammed with cars (particularly at school pick up/drop off times) making it dangerous to cycle. Make sure the ANPR cameras go in ASAP as cars just constantly ignore those filters and they effectively don't exist. So you're not getting good data on the traffic changes of the LTNs until the cameras are in and people realise they have to stop cutting through.
Support - Florence Park	Support this idea and want to show this to the council
Support - Florence Park	I fully support discouraging drivers (& I say this as a driver). I really appreciate the quieter roads.
Support - Florence Park	Roads are safer
Support - Florence Park	Whilst the cameras aren't yet installed it has already reduced through traffic and it seems at least that more people are using alternatives. There is a knock on impact on other roads in the areas, it would be great if a campaign could be run to encourage people to not sit with their engines idling in traffic. Reduced traffic and less through traffic. There is more cycling as a result

Support - Florence Park	Seeing the children and parents walking along Cricket Road and Rymers Lane to and from school without the usual queues of crawling cars pumping out fumes, (most with one adult and one child passenger) makes me feel very happy. I have cycled that route to work for over twenty years and it was getting increasingly unpleasant dodging the oncoming cars. Now it is wonderful. I think any congestion caused in other places will eventually work itself out as people find alternatives This is a generational change that will make life better in the long run. Well done for taking it on.
Support - Florence Park	I am writing to express further support for the Florence Park LTN in particular and for the LTNs across Oxford. I live in the long-established LTN in Donnington and I often travel to or through Florence Park on foot or by bike. Since the introduction of the LTN, my journeys have become safer and quicker because of the reduction in motor traffic. I have visited the shops in Cowley centre more often and I have visited Blackbird Leys more often. The particular filters which have made a difference are Littlemore Road/Beauchamp Lane and Rymers Lane.
Support - Florence Park	I strongly support the LTNs. Cycling and walking around these three areas has been transformed - it feels so much safer and quieter. We urgently need the ANPR cameras though, so we can see how well the full scheme works.
Support - Florence Park	The LTN makes it much safer, healthier and more pleasant for families to commute to school/nursery by bicycle or on foot. The previous high levels of motorised traffic made cycling with children much riskier, and air pollution was bad for all concerned. In the long term, I hope that it will encourage more current motorists to travel by sustainable means of transport such as bicycle.
Support - Florence Park	I walk my five year old to school through the Florence Park LTN, and often to the park itself. This journey has become so much easier and safer for him, on foot, on his bike, or on his scooter, since the dramatic reduction of traffic. While I have seen a slight increase in wait times by car at either end of Church Cowley Road as a result, and more need to do U-turns, depending on which way I'm facing when parked, this is minor, and I would rather have more safety for vulnerable road users than a slightly more convenient car journey.
Support - Florence Park	It seems to me to be a necessary first step towards changing the transport habits of people so that they use public transport, bikes and walking more often. I also find it has made my, and other local streets much safer, and hence encouraged more opportunity to stop and talk to others, build community etc.
Support - Florence Park	I am finally able to safely cycle with my small children along our local streets, and to cross the roads near the park. It's much quieter and the air feels cleaner without so many cars.
Support - Florence Park	I think the experimental LTNs are an important way to find out the effects of reducing the dominance of motorised traffic on the majority of Oxford's roads. The LTNs are a first step. I don't think they are enough by themselves - the benefits of clean air, peace, safety for cyclists and pedestrians etc that have been brought to the areas within the LTNs need to be extended beyond them to the rest of the city (e.g. through Connecting Oxford Plus). I live on a perimeter road where the air quality has recently deteriorated, and I desperately want it to be improved for the children on the street, my elderly neighbours, my pregnant neighbour - for all of us. It's a matter of urgency. I think it's unfortunate that LTN introduction coincided with roadworks, schools going back, covid restrictions lifting so many people think LTNs are solely responsible for the increased traffic on other roads. It's really important that they are allowed to run for the full 6 months or more so we can find out what difference they make.

Support - Florence Park	I support the LTNs. I believe that the area around Florence Park is considerably better and safer now without cars rushing through it to get to/from Iffley Road/Oxford Road. It has made the route to my house longer from the ring road but I have also found myself using my car less and walking/cycling more.
Support - Florence Park	I am often in Florence Park to for leisure. The LTNs made it much safer and nicer to cycle there. Additionally I am often cycling from Temple Cowley/Iffley into town. Cycling through the LTNs rather than along the main road (Iffley Road/Cowley Road) again takes slightly longer but feels much safer and nicer.
Support - Florence Park	This has been such a positive change. My kids can cycle to school safely!
Support - Florence Park	I strongly support the introduction of the LTNs in Cowley: they encourage modal shift from cars to cycling and walking, thus helping towards climate change and air pollution targets. They improve local air quality and road safety for local residents. They improve the public realm for locals, including the ability of local businesses to trade.
Support - Florence Park	I've really enjoyed the LTNs since they were implemented and would like to see them become permanent and extended to other areas. I have increased my journeys by walking and cycling in the LTN areas because they feel safer and are more pleasant.
Support - Florence Park	I work at St Gregory the Great School. I know there is a lot of objection to this scheme because of the delay to staff getting to and leaving work. However, for the extra 10 minutes travel time each day, the benefits to the roads surrounding the school are infinite. I now park about 15 minutes walk away and find the walk beneficial to me and what a lovely walk along quiet roads. The health benefits to the residents will be slow to materialise but must be paramount to you continuing this scheme. Kind regards
Support - Florence Park	I live right next to the Florence Park LTN, so it directly affects me. It has made it possible for me to cycle comfortably to the Templars Square shopping centre in Cowley, most importantly to the Sainsbury's there. It has made it possible for me to cycle safely with my 8yo daughter to there, or to her friends in Florence Park, and even to friends in Littlemore and Blackbird Leys.
Support - Florence Park	I make my way to Florence park occasionally by car and frequently cargo bike with my children. I think it's much safer than it was before which is a relief when travelling with young kids. I feel much safer as a cyclist when I take my kids into the area on a cargo bike.
Support - Florence Park	Since the low traffic neighbourhoods in Cowley went in (particularly the Florence Park one), there has been a huge increase in children walking and cycling to Larkrise School, which my children attend. When my kids want to visit their friends in the Florence Park area I can now let them cycle on their own because the roads are so much safer than they used to be. These LTN schemes, together with the Larkrise School Street scheme, are giving our children freedom and independence, as well as helping them stay fit. I expect the effect will be even greater once the LTN is properly finished, with the introduction of ANPR on Cornwallis Road. Currently drivers are ignoring the no motor vehicles sign there completely.
Support - Florence Park	As a business we periodically operate in the Florence Park area. The people in this area deserve the opportunity to have a quite safe area to live in. Like most other business who operate in the area, we have no specific route into the area as by default we are itinerant. Therefore any rerouting for access is of little or no consequence.
Support - Florence Park	It reduced school and general traffic and made the road better for cycling. However, cars still regularly turn around and block Rymers Ln around the planter, especially Southern end - this should be further discouraged as it's even more dangerous than driving through and blocks the road for cyclists/pedestrians on regular basis.

Support - Florence Park	The through traffic has reduced massively, meaning a significant and noticeable reduction in air pollution, road noise and increase in my feeling of safety getting to the park for a walk.
Support - Florence Park	In light of the pandemic and the climate crisis, I believe it is right and vital for the Council to be implementing traffic calming measures in residential neighbourhoods. As a frequent cyclist, I feel much safer cycling through LTNs than I do on normal roads in Oxford. As LTNs become normalised, I strongly feel that residents will be more motivated to cycle.
Support - Florence Park	Walking to Florence park, I feel so much safer. I'm concerned about the extra pollution near my home from Oxford road so would like this monitored still. But it's so nice to walk with a pram to the park and not have speeding traffic coming around blind corners!
Support - Florence Park	As a resident in the Temple Cowley LTN with children going to school at St Frideswides in the Florence Park LTM, the LTN does mean longer car journeys BUT this is insignificant when my children can FINALLY cycle to school safely around Bartholomew Road and along Rymers Lane. Please keep the restrictions in place for the sake of our children. Thank you! My only concern is that the gates on Bartholomew Road in front of St James Primary School need to be policed or have a camera because selfish drivers are still cutting through and putting children's lives at risk, especially as they cut the corner in front of the Coop at the junction with Littlemore Road.
Support - Florence Park	I regularly travel by bike or foot to see friends in this area. Limiting traffic would be good for both my visit and for the local residents
Support - Florence Park	It has made such an amazingly positive improvement to so many lives around here. The streets are so much quieter, the air is cleaner, more people exercise, and kids feel safe to use the streets. I myself have made fewer car journeys, reducing pollution and fossil fuel use.
Support - Florence Park	I am supporting LTNs because I am a cyclist
Support - Florence Park	I regularly cycle through this area and appreciate the low traffic. It encourages me to do my weekly shopping by bike rather than drive. People should not use residential roads as a cut through.
Support - Florence Park	I fully support the LTNs in my road near Florence Park... the cars used to drive through Littlehay Road to cut through from Cowley Road to Iffley road and they were causing a huge safety issues to our kids and even to us as adults it was dangerous to cross the road before the introduction of the LTN ..Littlehay Road is a residential road where many families live and is not designed like main roads Cowley Road or Iffley road to accommodate a huge number of traffic. on top of this the noise until early hours in morning was very loud and bad and the air pollution before the LTN was just too much I could not open my bedroom window before the LTN. As a resident/landlord [deleted] I am happy to defend the LTN in my road and talking to my neighbors the majority share similar views please let us know how we can help to keep the LTN near Florence park for ever.. many thanks for your support and kind regards
Support - Florence Park	Walking and cycling from where we live through to parks and shops in the Cowley area is so much nicer now the LTNs are in place. It feels safer and more enjoyable
Support - Florence Park	The LTN has been great for us on Littlehay Road. Traffic and noise have been reduced and walking and cycling are more pleasant. When using the car, I don't find the changed routes I need to take significantly inconvenient. However, I think the long term future of the LTNs is going to depend on improving things for residents of the perimeter roads who really do seem to be suffering an increase in traffic.
Support - Florence Park	I was originally on the fence about the LTN in light of the time it would add on to car journeys. However, I am now a strong supporter. The neighbourhood is more pleasant to live in. I am more comfortable with my children cycling in the area. Walking to school is more pleasant. I understand that there are problems with increased traffic on other arteries. As a resident, however, the LTN is great.

Support - Florence Park	I support the LTNs as the traffic is greatly reduced on Littlehay road and Clive Road. The noise of cars is less and I feel much safer cycling and walking around the area. There are also a lot of local children and I was previously concerned for their safety with the high volume (and speed) of the traffic, the LTNs have greatly improved this. I also appreciate the flowers and greenery planted in the LTNs adding to the greenery of the neighbourhood.
Support - Florence Park	We have recently moved to Rymers lane and have 2 small children under 5 years. We have always had 2 cars in our family but because we feel the streets are so much safer and quieter for cycling now, we have decided to sell one of our cars and cycle as much as possible. My partner will now commute by bicycle
Support - Florence Park	This has made it much safer to cycle in the area which has allowed me to join a fitness group in Cowley that I can now cycle to, increasing my fitness.
Support - Florence Park	Although I don't live in the area I regularly travel round the area and have found that the LTZ has made a vast improvement to travel through it as it is far safer to cycle.
Support - Florence Park	I want to let my support for the LTNs be known as they have dramatically improved the livability and vitality of the local neighbourhood. Kids are able to play outside on the street, and the roads are peaceful in the evenings. People are encouraged to take up cycling, and I'm convinced that the air seems cleaner. It would be very sad to see them taken away at the end of the trial period, so I want to submit a response to let the council know how great I think the LTNs are.
Support - Florence Park	Our son lives in Littlehay Road. The LTN has massively contributed to cyclist road safety and clean air
Support - Florence Park	The streets have become noticeably quieter and pedestrian/cyclist friendlier. Consequently more social interactions happen on the street resulting in neighbours talking more to each other and I also have chatted more to passers-by. At night the noise which used to affect my quality of sleep has disappeared and I feel healthier. Talking to neighbours it is clear that they enjoy better quality sleep as well. I don't have a car and rely on deliveries which have continued without problems. The reduced traffic has slightly changed the atmosphere in the street making it feel more like a human scale neighbourhood rather than a main traffic road. The LTN has improved my quality of life.
Support - Florence Park	Really appreciate the reduced traffic when walking around Oxford
Support - Florence Park	As this is a residential area, the roads are not sufficiently wide to allow for two-way traffic. That, alongside residents parking on both sides of the road have meant that there is always sitting traffic waiting to pass along the road. The roads are often used as a shortcut between the Iffley and Cowley Roads, and drivers often do not adhere to the speed limit in the evenings/early mornings and weekends when the roads are not so congested. This has led to a number of traffic incidences at the junction and increased danger to children in the area. The LTNs have made an enormous difference to the level of safety for pedestrians and cyclists on Littlehay Road / Rymers Lane as well as improved air quality. It has been encouraging to see more people walking/cycling the short distances between places and I definitely think twice before going out in the car, as we all should. As Oxford is an historic city, it has not been able to put into place sufficient infrastructure to cope with the growing population and the influx of visitors, especially in the summer. The LTNs help to preserve traffic free spaces for residents of the city. This positive act has a knock-on effect of more neighbourly care as groups and individuals plant and maintain the planters, I notice greater interaction between residents as all residents can move more easily and safely between roads. Thank you for putting this in place. The greater issue of traffic within the city is necessarily being addressed by all of us who might otherwise nip into the car to do small errands and that is a good thing. I would love to see the LTNs continue, with the large planters at the other end of Littlehay Road and Clive Road, by the Cowley Road end, so that our roads are more closely linked with the rest of the estate. It would be great to see the LTNs followed up with cheaper public transport to dovetail this fantastic initiative, especially for those needing to move from one end of the city to the other without needing to change buses in town, the continued greening of our urban spaces (which is fantastic for our mental health), and for Oxford to be a model for other cities to follow.
Support - Florence Park	I think these schemes are vitally important to help manage the climate crisis, reduce reliance on cars, and improve quality of life for residents. these are excellent schemes that prioritize the needs of people and the environment.

Support - Florence Park	Safer to walk and cycle. Less pollution. More active travel.
Support - Florence Park	They simply mean I now have a pleasant and crucially much much safer route to cycle to work as I pass through Florence Park and Temple Cowley. They've made the whole area far far far nicer. I see people walking and cycling who never did before. Children actually cycling with their parents on the road in a way no parent would have allowed before cause of how dangerous it was. The routes were full of congested rat runners at rush hour and constant traffic and a lot of speeding along the main routes when they weren't congested. They were dangerous and horrible.
Support - Florence Park	I cycle very frequently on the affected roads, including for grocery shopping with heavy cargo, and it has greatly improved the experience.
Support - Florence Park	The LTN on cricket road has significantly reduced the amount of traffic on cricket road and especially stopped all speeding which was becoming dangerous to cyclists and pedestrians. It has greatly improved the safety of the neighbourhood and encouraged us to cycle more.
Support - Florence Park	The Florence Park area is now significantly safer for pedestrians and cyclists (I am particularly thinking of my young children here). The local environment is quieter and less polluted. I have spoken to several people who have changed their travel habits (e.g. walking instead of driving) because of the restrictions.
Support - Florence Park	We urgently need more Low Traffic Neighbourhoods across all of Oxfordshire. The current policy of the council to support high motor traffic infected areas is not viable.
Support - Florence Park	We need to reduce through traffic & this is the most feasible idea we've come up with.
Support - Florence Park	The minor roads are much safer to walk and cycle now. I feel more confident on my bike cycling to work, it is quieter and the cars around drive slower. Because I now commute down Rymers Lane, I am no longer blocking traffic on the narrow Oxford Road/Cowley Road. As a family we now walk to Florence Park along the LTNs, it is quieter and a pleasant walk to spend money at the cafe there. I fully support the LTNs, they are fantastic. It's great to see a huge range of people on their bikes that I didn't see before, including kids and families using the roads.
Support - Florence Park	I fully support making Florence Park including Cricket Road, Cornwallis Road and Rymers Lane low-traffic as it makes cycling around the area hugely safer and makes the roads bearable in the rush-hour and around school times.

Support - Florence Park	We have lived on Rymers Lane for about 15 years. Over that period we have noticed a significant increase in traffic using the estate roads to get between Oxford road, Iffley rd/Henley ave and Between towns road. Not only had the amount of traffic increased but also the speed of the traffic using the roads. After we had children we really became much more aware how dangerous the roads were. We were unable to let the kid's cross the road on their own safely. They had to cycle on the pavement not the roads and the junction of Littlehay/Rymers and Cornwallis was horrific for all the kids passing over it to get to school. Before the installation of the filters we also had cars queued up from St Gregs to the top of Rymers lane every morning waiting to drop their kids at school - the cars fumes were really not something you want your kids breathing in every morning. But wow! The filters have transformed our road and our lives really. We have practically no speeding now, the number of cars cutting through the estate has reduced significantly and my kids can actually feel safe crossing the road - and I know that they can cycle to school all the way now without the threat of getting knocked off. From my desk at home that looks out on Rymers Lane, I have noticed many more kids using Rymers lane to cycle to school compared to before the filters - both primary and secondary. There have been lots more adults using Rymers as a safe commuting route. There have been moments where it would be handy to nip down Cricket rd or Littlehay in the car but that minor inconvenience is hugely outweighed by the benefits these filters are bringing us and now our whole family cycles everywhere! I feel like we are now at a point where the climate crisis has to mean that bold decisions are now the only option. And I understand for some this is creating a lot of anger and inconvenience but I want my kids to be able to have a decent chance of a healthy future and if being inconvenienced gives the next generation a decent crack at having a normal future then we should absolutely do it. I also would like the city and county council to do more to enable people to use their cars less. Outside of the LTNs taking my kids on bikes into the city centre is a pretty scary experience and involves a lot of pavement cycling currently (buses are nearly £10 return for us - hence why people drive to the very cheap Westgate carpark) - that should not be the case. I hope this opinion is useful. We are really hoping that these filters stay in place. We need to keep moving forward to make this city a healthier, less polluted place to live. Thank you
Support - Florence Park	Massive improvement to cycling and pedestrian safety within low traffic area
Support - Florence Park	It has made such a pleasant difference in my personal life and my environment. Rymers lane was used by drivers to avoid going on to the main roads and parents used it to drop and pick up their children. We had races at the late nights, with cars speeding through the Lane. It used to be impossible to cross the road safely to go to the park. It is the first time after 25 years that I now have the confidence to use my bike for shorter journeys around my area, and also have blissful quiet nights.
Support - Temple Cowley	I like being able to cycle to Temple Cowley without nearly dying due to speeding motorists, I like no longer having to cycle on footpaths for my own safety. I like walking to Temple Cowley shopping centre and being able to hold a conversation with my wife on the walk, I also like not nearly being hit by speeding motorists trying to cross over (walking) Beauchamp Ln as they attempt to dodge the lights on Between Town Rd. I like being able to cross Bartholomew Rd from Littlemore Rd much more safely due to the traffic reduction.
Support - Temple Cowley	LTNs make the roads safer, quieter and cleaner.

Support - Temple Cowley	Temple Road has become quieter, safer and a generally nicer place to live. Traffic used to pass through much faster than the speed limit and cars were regularly damaged.
Support - Temple Cowley	Temple Cowley provides a much needed quiet road cycle path from Temple Cowley area to the start of the shops on Cowley Road by connecting to the Barracks Lane cycle path. I am a long time user of Temple Road for my commute (on bike). Previous to the LTN, Temple Road was always busy, and due to parked cars frequently had some backed up traffic. As some traffic was only passing through, they typically did so faster and without giving way. This often felt confrontational as a car deliberately not slowing down means it would drive straight towards me on my bike, forcing me off the road. Since the LTN has been implemented, this problem has completely disappeared. As the traffic using the road is now access only, the drivers are typically more considerate, as less determined to make progress at the expense of other road users. This is particularly important as the road lies on a hill, and it provides a safe and relatively relaxed alternative to cycling up the hill on Oxford Road, where drivers can often be impatient. I have heard suggestions that Crescent Road could be retained as an LTN whilst Temple Road opened. I do not support this idea, as then Temple Road would still be a throughway between Oxford Road and Holloway, avoiding two sets of traffic lights and therefore likely to be abused. I do not want to see a resumption of previous behaviour described above. Temple Road should be retained as an LTN also.
Support - Temple Cowley	I am riding my bicycle everyday
Support - Temple Cowley	It seems to have reduced motor traffic in certain residential areas and made me more thoughtful about my route when driving
Support - Temple Cowley	We must have more safe cycle routes and fewer rat runs
Support - Temple Cowley	Road are safer for kids due to low traffic. Road are not congested due to parking by non resident.
Support - Temple Cowley	Helps keep children and cyclists safer and a nicer more peaceful environment
Support - Temple Cowley	Residential area much safer, quieter and lower pollution. Traffic has been re-diverted to main roads
Support - Temple Cowley	Quietness and safety after LTN
Support - Temple Cowley	I think they have reduced the use of 'rat runs' and made the side streets safer and more pleasant. I haven't noticed an increase in traffic on the main roads
Support - Temple Cowley	On the whole I am supportive. The benefits to me as a cyclist outweigh this disadvantages to me as a car driver.
Support - Temple Cowley	Feel safer cycling and walking in area especially with grandchildren. It's better for everyone (especially those looking after children) not to have angry, fast drivers speeding up/down to the ring Rd/ Oxford Rd to and from London. More people walking and saying hello to each other and their neighbours. The Rd has more of a community feel and just a Rd people use to pass through on their way somewhere else.
Support - Temple Cowley	i support LTNs as a wider initiative to work toward a reduction in unnecessary car travel and an increase the adoption of public transport and other forms of sustainable transport
Support - Temple Cowley	Our road is much quieter and traffic is slower moving.
Support - Temple Cowley	Support, but with concerns. Generally better to direct traffic onto main roads such as Hollow Way rather than residential side streets. I signed up for traffic because I bought a house on Hollow Way, people in back streets didn't. Some inconvenience a price worth paying to encourage fewer people to use cars. One concern is that it has been introduced at a time when more people are using cars because of the pandemic, and are still reluctant to use public transport. Another concern is the sheer amount of bad feeling and division which has emerged, maybe also a consequence of stress from the pandemic.

Support - Temple Cowley	Supporting: I frequently shop in Cowley Centre and travel there by either car or by bike. The LTN makes travelling there by bike a much safer experience. It's one of the factors that influences my chosen mode of travel - along with the weather, how much I'm transporting, and whether I have the kids with me. So, the scheme makes me *less likely* to use my car for this trip and *more likely* to cycle.
Support - Temple Cowley	There have been far fewer car accidents on crescent road and it feels safer.
Support - Temple Cowley	I live on Temple road and out has transformed the road. We used to have cars driving 40mph down the road, and gridlock during school hours. Both are history.
Support - Temple Cowley	Keeping the residential streets clear of speeding cars, cutting through to save going along the main roads. Making the space safe for cyclists and walkers. Reducing air and noise pollution. Encouraging people not to use cars for short journeys.
Support - Temple Cowley	Less traffic on roads that I frequently cycle, making cycling safer
Support - Temple Cowley	Great improvements in feeling safe as a pedestrian and cyclist. Less noise, fewer snarl ups on crescent road, no aggressive drivers. Please keep the LTNs. I do drive a car, and they've made me think much more the necessity of using it. Moreover I always used to cut through Florence park, but am happy to go round, albeit more slowly sometimes, if I need to go that way. I've started using the ring road more.
Support - Temple Cowley	Prevents cut throughs allowing residents to benefit from safer active travel and cleaner air. Encourages active travel, move away from climate damaging cars, local shopping and leisure and allows for a more equitable society by allowing children, vision impaired, elderly, differently abled individuals that do not drive have to access more of their surroundings.
Support - Temple Cowley	I think it has made a huge difference to the traffic in the area as a whole, as Crescent Road is a much safer road to use as a cyclist for example. I think in general these schemes improve the areas they are brought in to.
Support - Temple Cowley	Quality of life in Temple Cowley vastly improved. Air quality, ability to walk and cycle safely.
Support - Temple Cowley	- narrow residential roads are not used as short cuts anymore - safer cycling
Support - Temple Cowley	They are safer and quieter for locals with minimal impact for vehicle access by locals.
Support - Temple Cowley	Lower traffic and less noise where we live
Support - Temple Cowley	It has made a huge difference to our neighbourhood (Crescent Road) as we are no longer experiencing the huge amounts of traffic (taxis!!) that were using Crescent Road as a short cut to Cowley Road. The road previously was so unsafe for children. I am now happy for my children to cycle down the road. We have all changed our behaviour and are walking and cycling much more. More needs to be done to get people off the roads. The LTNs are not perfect but they are a start. Please please keep them!!
Support - Temple Cowley	I am a resident of Temple Cowley LTN. The implementation of this trial has been transformational for me and my family. Previously, there was a lot of traffic and speeding vehicles. It was intimidating to even walk down the road with small children. I hadn't actually realised how much this was affecting us. We walk around a neighbourhood much more. We do use our car less. We used to drive regularly to Florence Park - because it was easier. Now we walk and my daughter can go on her balance bike. My son has some complex health issues (affecting his heart and muscular skeletal system), he's still small, but if the scheme stays in place I know it will be really beneficial for him because gentle exercise (like walking) is going to be really important for maintaining his fitness. My husband drives to work in Begbroke but doesn't mind taking the car the long way round. Please keep this scheme. The benefits for local residents are huge. From my experience, I think this can be part of a process of encouraging behaviour change in Oxford and a low carbon future for our town.

Support - Temple Cowley	The LTNs make the back roads much nicer and safer for cyclists
Support - Temple Cowley	These LTNs have made me feel safer crossing the road, have drastically reduced noise on our road, and I have noticed a reduction in anti-social behaviour on our road too (specifically drug dealing out of cars). The level of traffic is more suited to a residential area - before we were a race-track for people wanting a shortcut. In general, the area feels much safer for pedestrians and cyclists (I have taken up cycling since the LTNs were installed) and the planters have made the area more attractive too.
Support - Temple Cowley	As a resident of the area I have really loved the peace that the LTNs have provided on streets that were formally rat runs. I now commute by bike rather than car thanks to the quieter roads.
Support - Temple Cowley	Safer to cycle to work
Support - Temple Cowley	Reduced vehicle traffic, increased cycling & walking, safer neighbourhood, stronger community.
Support - Temple Cowley	As a resident, it is wonderful to no longer have cars driving along the road at 40 mph and getting impatient when they can't. As a user of Cowley Road and Garsington Road, yes, it takes longer if I need to go somewhere by car but I either allow myself extra time to get to where I'm going or I walk/cycle.
Support - Temple Cowley	In my opinion the closure of Temple Road and Salegate Lane has made my children's walk to school safer as their walking route from Fern Hill Road to Oxford Spires Academy is now much quieter. I also regularly walk and cycle that route myself on my way into Oxford, I feel safer on my bike. I'm also a driver and don't like the Holloway gridlock anymore than anyone else but overall I think opening streets to walkers and cyclists is fantastic.
Support - Temple Cowley	Arterial routes remain unsafe for cycling, but off those routes (in the LTN) it is now much, much safer for children to walk to school/library, and to cycle; it is more pleasant and slightly safer for adults. Hollow Way is choked with motor traffic at certain times of day, but it always was - pre-LTN frequently in both directions. Actual enforcement of the urban clearway restrictions would help to improve flow and might reduce motorists frustrations - illegally parked vehicles effectively reduce it to single-track with passing places between Barracks Lane and Fern Hill Road.
Support - Temple Cowley	Main roads should be busy, residential areas should be quiet and safe
Support - Temple Cowley	I like the quieter side roads that allow me to cycle and walk with fewer concerns about traffic
Support - Temple Cowley	As a cyclist, it is safer for me and my children on the roads that were used as shortcuts.
Support - Temple Cowley	The road is a little bit safer than it was without the restrictions. Only thing needed is cameras on the bus gate. I have not experienced any traffic issues or grid locks opposing people are pretending exist in the neighborhood.
Support - Temple Cowley	Nicer neighbourhoods
Support - Temple Cowley	I think LTN's are essential if we want to improve the lives of residence living in Oxford. There are far too many unnecessary journeys made by car in our city!
Support - Temple Cowley	Too many cars on the roads, LTNs don't cause traffic, over use of cars by people who could use alternative transport are the traffic. The roads are full of potholes, mainly because of the excess traffic. We need better infrastructure for buses and bikes.
Support - Temple Cowley	Much safer for children, no logjams of traffic, no motorists fighting to get passed each other and swearing, less pollution, no cars driving on pavements, no noise late at night, no cars speeding dangerously.
Support - Temple Cowley	LTN has significantly improved my quality of life (improved asthma). Also I have found I can now cycle more regularly with my son on my bike (as it feels safer). I am looking to buy a cargo bike and potentially go 'car free' as I find I don't drive much anymore.
Support - Temple Cowley	We need to reduce the number of journeys made by car.
Support - Temple Cowley	Great

Support - Temple Cowley	Great improvement in quality of living, less noise, reduced anxiety of crossing the road, hearing birds sing, meeting neighbours outside and hearing with less difficulty.
Support - Temple Cowley	I fully support the LTN in Temple Cowley, and in neighbouring areas.
Support - Temple Cowley	Reduction in danger to cyclists and pedestrians, esp. for children; reduction in pollution, noise & nuisance to residents; providing push to lower car use for short journeys, and highlights need for more provision for active travel and public transport; putting through traffic where it belongs, residential streets should not be ad hoc bypasses - congestion needs better solutions.
Support - Temple Cowley	Reduction of "rat-running" traffic in narrow residential streets
Support - Temple Cowley	My kids can now cycle to school at Oxford Spire much more safely using Crescent Road. Previously they did not cycle as there was too much traffic. They are also able to cycle safely to Florence Park using the new LTNs. I also use the LTNs as cycle routes and am very happy with how much safer it feels. I think the change has made the LTN areas safer and healthier, my kids can cycle to school safely. There are too many unnecessary journeys within Oxford and hopefully the LTNs will eventually lead to a reduction in journeys by car and more active travel in the city, as this is where we need to get to.
Support - Temple Cowley	They have reduced traffic in the neighbourhood, meant that Crescent Road and Temple Road are no longer rat runs, and made the environment safer and cleaner.
Support - Temple Cowley	It's fantastic. Cycling is much safer, children are safe in their residential streets and vehicular traffic flows better because it's moved to roads with proper traffic controls and safety features!
Support - Temple Cowley	Very stressful living in a residential area with a rat run outside your door from 730 till 7pm Frequent road rage, difficulty parking, constant problems getting in and out of own car due to traffic plus of course pollution
Support - Temple Cowley	Got a flyer opposing them, but generally supportive of measures that encourage cycling over driving in Oxford
Support - Temple Cowley	The LTN has greatly improved my local neighbourhood, removed noisy traffic. I see much less criminal activity around (speeding/car drug deals etc) and the streets are safer for children and pets. I am a professional gardener and use a van daily but the new road layout doesn't really affect my travel times to jobs much at all.
Support - Temple Cowley	Since having the LTN our streets are quieter and safer. There are fewer cars stopping our area from being as polluted. I am totally disgusted at the way some of this community have responded to the LTN - some houses having 3-4 cars opposing it. Just awful the selfish nature of people when we are trying to make positive changes for our environment.
Support - Temple Cowley	The LTN has dramatically improved the experience of living on our road! Less collisions with parked cars, far less noisy and much safer. We absolutely love it! I also think it has improved the overall experience of driving around Cowley and think if it encourages more people to walk not drive that is a good thing esp for the environment!!!! Thank you for putting them in! Also the flowers in the boxes are a wonderful touch and I hope they are maintained.
Support - Temple Cowley	I fully support the trial, it has encouraged people to find other methods of transport (rather than driving). It's safer for cyclists and pedestrians, much quieter and better for the environment.
Support - Temple Cowley	The LTNs have made Temple Cowley so much more liveable for the local residents of these roads. The slight inconvenience is worth it for the reduction in pollution, noise and dangerous driving. I believe they are working to change people's behaviour and reduce car use but they need to be backed up by better cycle lanes and investment in existing roads.
Support - Temple Cowley	I use a route through Temple Cowley and Florence Park (and then over Donnington Bridge and down the river) to get to the city centre so as to avoid Morrell Avenue and The Plain. Before the LTNs, the most dangerous parts of the route were Temple Road (used as a cut-through by many speeding motor vehicles from Oxford Road to Hollow Way) and Florence Park (a cut-through with double parking on most of its roads turned it into a single track road with speeding cars naturally pushed into the middle of the road with not enough space to pass). With the LTNs in place, there are now only two short pinchpoints - the short stretch of Oxford Road near the Police Station and the turn out of Florence Park onto Iffley Road. But overall it's many times better as a result of the LTN.

Support - Temple Cowley	I support the scheme because since implemented it has made my cycling so much safer. My normal way towards Temple Cowley is Hollow Way, Crescent Road, Junction Road, Temple Road and Oxford Road. Having to deal with zooming cars cutting through it was always a nightmare, especially at the junction between Temple Road and Salegate Ln (where you normally had more fast cars coming from Hollow Way) That route is also used by loads of children from nearby schools, there's the library as well so why would you wouldn't want to protect the most vulnerable from rushed motorists anyway? The problem is not the LTNs, it's the overwhelming amount of cars on the roads that cause delays and blockages. Thank you
Support - Temple Cowley	the LTN has made our neighbourhood safer for kids getting to school
Support - Temple Cowley	I am fully in support of well designed urban LTNs to make more liveable spaces for residents.
Support - Temple Cowley	The LTNs are an outstandingly positive initiative that have totally transformed the neighbourhoods, for the better. We now experience a peaceful, calm environment that is safe for pedestrians and cyclists with minimal noise, air pollution and disruption generated by vehicles. Many congratulations and please expand the scheme even further.
Support - Temple Cowley	The road is much safer for my children, much quieter and a more pleasant place to live. I also feel able to park my car on crescent road (prior to the LTN my car was damaged twice by fast-driving vehicles).
Support - Temple Cowley	I think the LTNs are fantastic. My children have been able to cycle to school safely and it has created a more peaceful and friendly environment.
Support - Temple Cowley	Hopefully it will have a knock on effect down here to Cowley road and make it a bit more pleasant/ that it can be extended all the way along Cowley road. Keep up the good fight against cars!
Support - Temple Cowley	Our quality of life and safety for our children has improved massively. No more road rage and fights on the road by drivers of vehicles trying to squeeze in on parts of the road that are narrower
Support - Temple Cowley	Crescent Road has been a dangerous rat run for many years. People used the pavement to pass. I have grand-children here regularly and it is unsafe for children. I lost a cat on the road. Speeds are ridiculous. I totally support LTN's for community and climate reasons.
Support - Temple Cowley	The streets are much more safe to cycle and walk on and the air is less polluted and has encouraged more cycling.
Support - Temple Cowley	Traffic on Cowley Road seems limited to commuting periods, not all day every day. The streets near my house seem much safer because far fewer cars are speeding on them.
Support - Temple Cowley	Crescent Road was a classic rat run with a huge volume of traffic, often speeding. HGV's would cause the house to vibrate. The air quality has improved and the whole environment is much safer for the local people. The only negative aspect is that mopeds and motorbikes ignore the filters and their numbers have significantly increased.
Support - Temple Cowley	it has worked well and reduced through traffic
Support - Temple Cowley	LTNs have significantly improved the area, here are some of the many reasons why: 1) Safety has dramatically improved by removing; congestion, dangerous driving (speeding) and inappropriate access by lorries. 2) Accidents. I have witnessed several close accidents involving children and pets. One year a car crashed into my front garden. 3) Air pollution levels have dropped and the air is noticeably cleaner. 4) Noise levels have been vastly improved. Some motorists used Crscent Road to race their cars late at night, revving engines. 5) Arguments between angry motorists used to be a daily occurrence, typically with horns blaring and swearing. 7) Potential structural damage to houses through tremours caused by heavy vehicles has nore or less been removed. 6) Travel on the roads has improved for vehicles. I no longer have to negotiate blocked roads and make difficult manoeuvres. Note, I am a daily car driver travelling all ways through the city, sometimes it is frustrating negotiating the roads but there are far wider issues to address, and singling out LTN's to vent frustration misses the point.
Support - Temple Cowley	Crescent Road has been much quieter and safer without the vast volume of cars that used to use it as a cut-through.
Support - Temple Cowley	I fully support the Low Traffic Neighbourhood

Support - Temple Cowley	I used to live in, and regularly return to, Temple Cowley and Florence Park, and honestly if the LTNs had been in place 3 years ago I'd never have left. The residential streets feel safer and more spacious, and I regularly drive along between towns road/out to the ring road and don't feel the traffic is any worse. From an environmental perspective I think it's so important to prioritise active travel and discourage car use, I would love to see more LTNs!
Support - Temple Cowley	It is stopped all the traffic using our roads as a shortcut.
Support - Temple Cowley	Scheme has transformed the neighbourhood and massively changed the amount we drive. Previously road was clogged with awful traffic every day. Made worse by the previous traffic calming measures which created multiple bottlenecks along the road. Kids now cycle on their own within the neighbourhood and we've sold our second car and now use an electric cargo bike for all journeys within the ring road - local shopping, trips into town, school runs. E-Bike has done more than 1200km since buying in February
Support - Temple Cowley	I have a v young child and feel the street is much safer with the LTN as less cars and 'boy racers' are rushing through and speeding. I feel more confident about her walking and one day using a scooter or bicycle and I myself am gathering the courage to cycle with her on my bicycle. There is also less noise and air pollution which makes it safer to live here.
Support - Temple Cowley	Massive reduction in through traffic, nuisance drivers safer for myself and my children to walk and cycle. The street is more peaceful and there is less late night crime. It has massively improved the area I live in
Support - Temple Cowley	Safe, quiet, cleaner air
Support - Temple Cowley	The LTNS have led to behavioural change in our family and others on our street, with increasing numbers of people choosing alternatives to car travel. They have made our immediate area safer to walk and cycle around. There is more of a sense of community than previously with more people talking to neighbours.
Support - Temple Cowley	Crescent Road used to be a rat run. Too many cars and very large trucks and vehicles using it as a short cut. It was noisy, with thousands of cars driving up a neighbourhood street every single day. The large trucks made our house shake as they went over the speed bump too fast, it was unsafe for children walking as cars would often go on the pavements and had high pollution from the vehicle fumes. Since the LTN has come into place we have noticed a huge positive difference. A member of our family suffers from breathing problems and they have been immensely improved since the LTN. I feel it's safe for my children to walk on the pavements now. We can find parking spaces too, which were difficult to find before. It is a lot quieter - day and night - and feels more like a neighbourhood street and community. I whole-heartedly support the LTN. Thank you.
Support - Temple Cowley	Our LTNs have transformed the area, and the whole of East Oxford. They are the only pragmatic way to build a safe environment for active travel and the basis for an inclusive modern Oxford. Drive-everywhere, park-everywhere culture has gotten us into a mess. We are all to blame for that - and now the consequences are now laid bare. Our system does not provide for, let alone encourage, active travel. Up to now we built an Oxford that forced those who might cycle or walk into their cars. I have numerous examples of able, fit people leaving the bike in the shed for fears around personal safety. This status quo can not continue. WE must not optimise our city for car-travel, we especially must not sacrifice all other infrastructure for the sake of a slightly better rush hour. We can not continue to deny our children a safe walk to school. We need drastic action, but from what I gather - on a minimal budget. What can be simpler than a plant pot in a road? It costs us privileged motorists a little bit of inconvenience. But it gives everyone a safe space to move. To exercise. To become a community and most importantly: help all those that can to stop using their vehicle. The LTNs are nothing to do with rat runs. Nothing to do with one particular group of people or another. It is recognising that our City is doomed to become a sprawling heaving mass of cars - a race to the toxic bottom unless someone, somehow draws a line in the sand and stops it. Our city is a place for us. We have the right to be healthy and safe, and we must not yield every square inch to cars. LTNs are the answer, and also just the start. Please deliver them fully and move onto Connecting Oxford Plus.

Support - Temple Cowley	The road became much quieter without rat run. I appreciate that the main road traffic is worse as consequence which is inconvenient however I'm glad that this measure is making myself to walk/cycle more.
Support - Temple Cowley	Safer, quieter and cleaner for people on foot, bikes, buggies and wheelchairs in residential areas
Support - Temple Cowley	As residents of crescent road, located near the filter we have seen a huge improvement in the traffic conditions on the road. Additionally to this, we stopped using our car to drop our son at nursery in Headington, as our easiest route has been blocked by the filter and we have started cycling him in. It was always easy to do we just needed a nudge to actually do this. Our 7 year old also cycles to school on the other side of Florence park, and the route is much safer for her to use. I want to clarify that our car use has been inconvenienced by the filters, all of them, not simply the one on our road but we realise it was a shove we needed to stop using our car for these shorter journeys. The LTN have pushed us from using our car to travel short distances (within the LTN come) daily to using our bikes. This has been the case for myself, my husband and both our children (ages 7 and 5). We all feel safe on our bikes in these areas and have regained confidence with cycling, and have reimagined our commuter lifestyle. We had 2 cars and we have just sold one, on the basis of no longer needing it, as we use our bikes and on occasion buses for all journeys around Oxford. My kids go to school about a mile away and we can now cycle with them to school, rather than driving them for convenience. the LTN is very close to our house on Crescent Road and it has meant that we have also felt the inconvenience of it, but the nudge towards making healthier (for us and planet) lifestyle choices around our travel choices has far outweighed any inconvenience. Also that inconvenience is ONLY felt when driving, so for us, the choice seemed obvious - Don't drive. The LTN has brought a deeper sense of community to the street also, as we have enjoyed planting and meeting at the LTNs with neighbours. We have grand plans of street parties and other community minded events which feel more possible with the LTNs in place. We really praise the boldness of the council in implementing the LTN strategy. We only hope that it can be retained, especially now as folks have gotten used to not using the road. We only hope that the broader strategy can be implemented, to alleviate the traffic on the main arteries.
Support - Temple Cowley	The roads near us were used for shortcuts by motorists and the flow of traffic was constant. Many parents were driving their children to the nearby school and creating bottlenecks and driving on pavements. My only comment is that the gate/restriction on Temple Road Should be located next to the junction with Crescent Road, as most of the residents driving out of our area are going up towards the ring road and are creating unnecessary congestion on Oxford Road.
Support - Temple Cowley	Our road used to be constantly used as a shortcut/thoroughfare between Hollow Way and Cowley Rd - drivers would speed up and down at all hours of the day and way too fast. This is both dangerous and antisocial.
Support - Temple Cowley	It makes life safer and the air cleaner, and is also good for business; we need more LTNs!!
Support - Temple Cowley	Some [one] put a leaflet through my door with details of this survey stating how bad LTNs were. I thought I'd fill it in to negate [deleted]. I'm in full support. The climate crisis is real, pollution is real and LTN one of many solutions. Keep up the good work

Support - Temple Cowley	As a regular cyclist living very near the Temple Cowley area, I have been really pleased at the massive reduction of vehicle traffic through Crescent Road, Temple Road etc., making it much safer for cyclists and pedestrians. My one concern is there needs to be much better enforcement of the Urban Clearway in Hollow Way (at peak hour periods). Illegally-parked cars cause massive tail backs especially of south-travelling vehicles, with huge delays especially to bus services (U5 and 10 routes). And Just one illegally parked car in the parking bay at the northern end of the narrow part of Hollow Way, can cause a massive tail-back across the Horspath Road junction as far back as Cowley Barracks, which in turn leads to a lot of rat-running through Cranmer Road, Wilkins Road and Fernhill Road.
Support - Temple Cowley	They have improved the overall air quality and road safety. While I have experienced more road noise at my house as there is more traffic on Cowley / Oxford Road, I still support the scheme as I believe the overall impact is positive.
Support - Temple Cowley	Less noise, better for environment, safer cycling and walking for all residents
Support - Temple Cowley	It will make my children's school area much safer and our morning/afternoon walks to/from school a lot more enjoyable. Temple and Junction Roads (and Holloway, though Holloway is not altered) are quite unsafe given the amount of speeding cars and impatient drivers on the roads alongside the vast number of children and families that use these roads to walk or ride to school. There are no crosswalks on Temple or Holloway Roads where my family must cross and I walk with my 4 children which can be very unsafe as we have witnessed another student being hit by a car recently in this area. Although there are some people not in support, this LTN and zone is very much needed.
Support - Temple Cowley	I think LTNs are good for the environment, encourage nudging out of doing short journeys by car, make it safer for children, reduce car ownership, cleaner air.
Support - Temple Cowley	I live on Crescent Road and without the LTN it is unsafe and a rat run. Because the LTNs make it safer as a pedestrian and cyclist.
Support - Temple Cowley	The planters have not yet arrived at the top of Crescent Road, but we are already experiencing the benefits of those in the Florence Park area. The number of cars and most particularly enormous lorries going through the street has massively reduced. As a street we are incredibly excited about ours going in on Thursday 18th and think that these are awesome (well - that's the general feeling on the street WhatsApp). I hope very much that they stay. Thank you! These really could make a wonderful impact on this area and hopefully, in the longer term will encourage people to make shorter journeys by bike or on foot.
Support - Temple Cowley	It will reduce air pollution in the area, which will have a positive impact on health. It will reduce the danger of injury by collision posed by motor vehicles to pedestrians and cyclists, particularly children. This is exacerbated by the tendency to exceed sensible speeds for narrow streets. It will encourage more active travel by local residents, reducing inactivity levels thus improving health. It should cause more urgent consideration of wider problems of traffic congestion in Oxford, by removing the sticking plaster of using residential areas as high speed rat-runs.
Support - Temple Cowley	There has been substantial negative reporting in [local press] yet on our local WhatsApp group (100+ households) support is overwhelming. Just in the last two days the roads have been quieter, our children have felt safer and, though we rely on our car, journeys have only been slightly effected. The scheme is brilliant and we hope it stays!
Support - Temple Cowley	They will have a beneficial effect on health and wellbeing, reduce noise and traffic pollution and help control unsafe driving. Initial annoyance and inconvenience is to be expected and the point is to change behaviours by making some short road trips inconvenient.
Support - Temple Cowley	I think LTNs are a net positive for the area and the environment.

Support - Temple Cowley	I have lived on Crescent Road for just over five years. During that time, the traffic has always been an issue. When my daughter was younger, it was very difficult to walk her to school because of the high volumes of traffic and the speed at which people drive. The traffic calming measures in place, i.e. the narrow points which make it difficult to pass made the situation worse, because drivers would get so frustrated that they would frequently mount the kerb, even when you were walking on the pavement. On several occasions I have had to jump out of the way of cars, and I see road rage incidents weekly. The road is constantly used as a rat run by both cars and HGVs which simply shouldn't be using small residential streets. The road isn't suitable to the amount of traffic which uses it daily. so the LTN is long overdue and has already made a huge difference to our quality of life. I am looking forward to the summer when we will actually be able to have our windows open at the front of the house for the first time!
Support - Temple Cowley	I fully support the LTNs. Since the filters went in (even without bollards in place) there has been a tremendous reduction of passing traffic and traffic driving at speed. There is less air and noise pollution. We can hear birdsong. The school run is transformed. There are no longer streams of cars turning and waiting on double yellow lines outside St Christopher's school and fighting for space to pass each other. I feel my children are safer, as are all the children attending the school. As well as using local streets on foot and as a cyclist, I drive a car. Before the filters went in, it was very common to have impatient, short-cutting drivers behaving aggressively while I was parking or helping my children in and out of the car. I have found driving and parking much easier since the introduction of the filters.
Support - Temple Cowley	Reduced through traffic on the local streets
Support - Temple Cowley	The area now on Littlemore Rd feels, sounds and looks safer, more welcoming, cleaner and like a residential area rather than an extension of the ring road. So happy now to cycle with my daughter in the road. I want to say thank you for being brave for putting in the LTN. It has made the area so much better. Thank you. I'm so proud to be part of this area now.
Support - Temple Cowley	The introduction of the LTN is the best thing that could happen to Crescent Road and surroundings. Fewer speeding cars who use it as a shortcut/rat run between Cowley Road and Hollow Way. It's better for the environment and the roads are only used by those who live here or have business here. Evaluations from other UK cities demonstrate the benefits so I hope people will eventually adapt to the changes and hopefully some will stop making some unnecessary trips with their cars altogether. There seems to be, what is at least perceived as fierce opposition of the LTNs, but the consultation results were clearly in favour. And many of those protesting against LTNs confuse civil liberties with personal comfort. None of the roads have actually become inaccessible, it just needs some adaptation. And sometimes changing routines or old habits can do wonders.
Support - Temple Cowley	I support the LTN because it is in line with UK carbon neutral goals for 2030 and provides a much safer environment for the community. It has already made a huge difference to how the neighbourhood feels and is encouraging us to walk and use our bikes more for short journeys.
Support - Temple Cowley	These are great.. Crescent road has closed down this rat run .. it is so much safer to cycle down without the worry of a car knocking you over from behind or taxis zooming past. Crescent road is so much quieter and less noise pollution during the day and night. just a much nicer place to live now. one problem - taxi's, delivery drivers and sometimes a normal motorist move the non-permanent middle part of the barrier - this needs to be fixed asap. also there appears no block on temple road. The Florence Park one has made that area so much quieter and nicer..
Support - Temple Cowley	The introduction of the LTN has improved my health and well-being and encouraged me to walk and cycle more and drive less.
Support - Temple Cowley	It reduces traffic in secondary roads, which in turn reduces pollution and related unnecessary deaths or disease.

Support - Temple Cowley	I fully support the proposal on the grounds of health -less pollution and safety -fewer accidents . My only concern is that the existing barriers are simply road signs that are constantly removed by motorists who continue to speed up and down Crescent Road.
Support - Temple Cowley	There is an urgent need to address traffic volumes in Oxford and I am hoping the LTNs are part of the answer. Traffic volumes and lack of enforcement of speeding and parking are one of the key reasons why people are put off from cycling and walking. Making safer environment for active travel should be a key priority. There is no way Oxford can reach its climate goals if it allows to accomodate motor traffic to the extent it has in the past.
Support - Temple Cowley	I support the LTNs and would like to see them in the area where I live. They seem to make for a better, safer living environment and lower car traffic overall.
Support - Temple Cowley	It has made a major difference to through traffic, no longer have car at speed or road block with traffic trying to get through, it is a much calmer environment with less fumes, Unfortunately my journey home take a few minutes longer as I am now pushed onto the ring road. A small price to pay for a safer road
Support - Temple Cowley	I strongly support the LTN in temple cowley. I regularly drive a car and cycle in this area. I cycle to the swimming pool weekly and I was always worried cycling in temple cowley because of the heavy traffic on Littlemore Rd. Before the LTN I would take my car at night or on rainy day because of the additional danger. Now with the LTN I can cycle on quiet roads all the way across temple cowley. I no longer consider the car as an alternative for this short distance. It is also a pleasure to ride on beauchamp Ln. This lane always been a nightmare, having to stop while climbing when a car was encountered. As a motorise I never used the residential area to go to the swimming pool. I do not see an issue with the LTN.
Support - Temple Cowley	I am very keen to see less use of cars for short journeys by encouraging sustainable transport and discouraging car use. I also want to reduce pollution in Oxford for health reasons.
Support - Temple Cowley	The LTN barriers have noticeably decreased traffic on Crescent and Temple Roads and they are both significantly more pedestrian friendly as a result. Crescent Road is less noisy too.
Support - Temple Cowley	It's made the road much quieter and more usable residentially, and I've noticed no real downsides. I think it's a great change - I am an occasional car user, but it's important for the roads to be safe for pedestrians/others in residential areas, and I think this LTN helps with that.
Support - Temple Cowley	Because so much Traffic and busy road
Support - Temple Cowley	As the population grows and urbanises in the UK we need to fundamentally change the way we travel around large towns and cities, as well as change the priority that is given to cars in residential areas - surely residents should be given priority to walk and cycle around their neighbourhoods over those that simply drive through. We also need to make sure residents living on roads around LTNs do not suffer with more pollution and traffic on the roads they live on, so bus gates and traffic calming measures also need to be introduced in these areas alongside LTNs.
Support - Temple Cowley	I feel strongly that we need policies throughout Oxford that support walking and cycling and reduce car use. This is both to make our streets more liveable and address climate change. Unfortunately the small scale of the experimental low traffic neighborhoods means that that car drivers are still seeking to complete their journeys by car rather than adopt other means. The solution to this problem is to extend road closures to cover a much larger area, eg the whole of Cowley and East Oxford. I also hope that the whole of Headington (where I live) can be made a Low Traffic neighborhood.

Support - Temple Cowley	Transformed the local neighbourhood and made it safer for walking around with young child because we no longer have vehicles driving very fast on route through, vehicles mounting the pavement at speed has almost completely stopped too. There is no good reason why residents should be put at risk in the way we have been by people driving through, and no other solution had been found for this problem. Added benefit is reduction in noise levels. I've noticed an increase in number of cyclists.
Support - Temple Cowley	I absolutely support this initiative in the hope it will make Temple Road, Crescent Road, and surrounding roads and areas safer to walk and cycle in, that there will be less traffic (especially speeding cars and vans - there are a lot of those in these roads), less noise and less pollution. I live in Temple Road and cycle and walk all the time in the local area as I don't have a car and don't drive. Once Covid is more contained, I intend to start re-using the buses again, but will still be walking and cycling in the area more than using the bus. As a resident, I am aware of many disabled and elderly people in our area, and the introduction of LTNs will help their daily lives considerably. Temple Road and Crescent Road have already become safer as a result of the LTNs. There is less fast traffic cutting through both roads now and no heavy traffic, ie lorries, etc. The environment is now much more pleasant, feels healthier and generally of better quality because of the reduced traffic. Unfortunately, there were essential gas works being carried out on the corner of Marsh Road/Oxford Road/Cowley Road shortly after the LTNs were introduced on Temple and Crescent Roads. I heard people in a local street shouting that their journey home had taken them 40 minutes longer than normal because of the new LTNs. I believe it was because of the gas works, requiring a 3-way traffic light system and thereby causing queues to build up, that created the delays, not the LTNs themselves.
Support - Temple Cowley	Walking around the streets is delightful now. It's beautifully quiet Everett for the birdsong. I don't think the LTNs were introduced properly, I think a lot of people don't understand what problem they're trying to solve and certainly don't feel they were engaged, and it will be a shame if they're rejected because of it. Salagate Lane I think has particularly benefited. I think if public opinion comes down against them it should be considered to keep some of the blocks in place and remove the more 'inconvenient' ones. Overall, I think they're brilliant, and I hope they make people think more before getting in their cars.
Support - Temple Cowley	We lost most of my clients because of this heavy traffic My shop 70% quieter than before because of the heavy traffic and they can't be bother to stay in traffic for an hour I can't go no where either it's so annoying I'm disagree with this decision could you please clear the roads we don't need this on the top of the corona virus pandemic we are so fed up ?
Support - Temple Cowley	We now have quieter, safer, less-polluted streets to live in. The reduction in traffic noise has made both working from home and sleeping at nights easier. It took a long time for the Crescent Road bollard to arrive, but that has made a difference. Drivers seem slowly to be getting the message that this is now a no-through road. The three LTNs have made walking and especially cycling in Cowley as a whole much more pleasant. These schemes immediately improve the quality of life here, help with the process of traffic reduction and of making Oxford a greener city, and are an absolutely necessary response to the unfolding climate catastrophe.
Support - Temple Cowley	Cycling or running down the roads in the LTNs, it has been great to be free of the worry about cars bullying you off the street. I wish we could have something similar down my road.

Support - Temple Cowley	There has been a lot of bad press on social media and the LTNs have been blamed for traffic jams caused by roadworks and accidents. While they are by no means perfect (yet), I support the objectives of making the chosen roads safe for children, pedestrians and cyclists. While I think people need to understand that this is a trial and there is room for feedback, improvements and potentially location changes, I also think the Council needs to take responsibility for implementing the LTNs without making any changes to the surrounding infrastructure. For example - when the traffic backs up from the Swan traffic lights down the Oxford Road towards the Cowley Road, there is absolutely no space for cyclists who are then forced onto pavements - fuelling the haters even more. Council - if you want to make Oxford more cycle friendly - be serious about it.
Support - Temple Cowley	Residential roads aren't for cutting through on journeys. The LTN scheme provide residents with a more pleasant environment to live and cycling/walking is much safer.
Support - Temple Cowley	We need to reduce the number of unnecessary journeys taken by car.
Support - Temple Cowley	I live on temple road, within the Temple Cowley LTN trial. I live next to the filter in temple road. I would like to register my support for the LTN because it has hugely improved the road, the area and life for my family. Temple road (and Temple Cowley generally) previously did not feel safe because of high levels of traffic and drivers speeding). the LTN has changed all of this. it makes the area possible to walk around with kids, I am speaking to my neighbours more, we are sleeping better due to less noise, we walk more - I now walk my daughter to nursery at Oxford business park instead of getting in the car. I worry much less about the effects of pollution on my kids and my partner. The school street has also hugely helped with dangerous driving around St Christopher's school. there are many more reasons I am happy with this trial and hope it becomes permanent in some form.
Support - Temple Cowley	Safer roads, no/few driver confrontations, less speeding, lower traffic volumes, less traffic noise. I am a car owner. I have learned to pick my times to travel to avoid contributing to congestion, and have reduced my local car journeys. The local community are actively supporting the shop in crescent road, as their passing trade was reduced. The shopkeeper is responding to local preferences for fresh bread, etc. I support making the LTNs permanent, and to expanding the schemes. I support to School Street scheme in Temple Road. I appreciate the impact on residents on local main roads, and on delivery drivers, etc. Please consider installing cameras to identify motorcycles cutting through the LTNs, and managing on-road parking on Holloway, which contributes to congestion.
Support - Temple Cowley	The LTN has stopped Crescent Road and Temple Road being used as a rat run, it has reduced traffic along these roads, and made the roads safer and cleaner for everyone. I support them and hope that they remain in place.
Support - Temple Cowley	The street was used for a short cut. Cars were coming through high speed roughly 40mph. It felt dangerous to walk and cycle. High pollution, many cars stopped in front the house with engines on to go nearby shop. The constant noise was unbearable and I was not able to sleep at night.

Support - Temple Cowley	First and foremost I live in St Mary's Ward and now there are LTNs in Florence Park first and foremost my cycle to and from work on the other side of the ring road in Unipart is almost entirely low traffic/segregated now the LTNs take me to the ring road cycle track. I now do not worry or get stressed cycling to work. I feel safe since they've gone in and I've been able to change my cycling route I've only had one incident with a car acting dangerously toward me and that was very soon after they went in where some boy racer types who had not realised the LTN was in were driving aggressively and dangerously at high speeds before being stopped by the filter they clearly didn't realise was in. When the St Mary's LTN goes in during the autumn it will be entirely low traffic/segregated on my way to work. But also just travelling through and visiting temple cowley and Florence Park they are just far far nicer places to be, and so much quieter. You can see so many more people cycling and walking about. Particularly children with their parents in a way you simply didn't see before. I really distinctly remember a Sunday a month or two before they went in I was talking to some people in temple cowley near the co-op for a long while and incredibly frequently some car would roar past not only clearly doing over 30 in a 20 area but also just making so much noise you couldn't hear the people you were talking to. Now that's simply not the case. The cars are slower and far far fewer in number, there are more people around on foot and bike and it's such a nice place to be.
Support - Temple Cowley	I frequently cycle through the area. I think it is a pity that you did not implement the proposal by a local resident for a plaza at the junction of Salegate Lane and Temple Road. Then local residents could have experienced a positive outcome, somewhere to sit and to hold small local events.
Support - Temple Cowley	Better for kids cycling
Support - Temple Cowley	For us as a family the LTN has not change our journey times when in a car in the area. Walking through the Temple Cowley area is much more enjoyable and safer and there are not just less cars but people cutting through the area previous used to speed. We have young children and it can be very stressful walking with them places in Oxford. It also feels much safer to cycle with my older children on the road although there could be more done to help this in addition to the LTN. My main criticism to the County Council is that pedestrian crossings are not great and this is another danger and barrier to getting people out of there cars. The one thing that has not been thought of is connecting the LTN. We walked from our house just off Hollow Way to Cowley Centre. Getting across and down Hollow Way is always a nightmare as the crossings are poor and the road nearer to Cowley is narrow. Cars speed down here. There is also the problem of Oxford Road, crossing here is a nightmare with three young children. When you come out of Temple Road there is an Island crossing which is narrow and does not feel safe with cars speeding past. If you walk down Oxford Road to go through the Florence Park area there is no crossing until you get to just beyond Clive Road which makes it hard to cross and walk down Cleveland Drive and into the shops. There needs to be a priority crossing for pedestrians here with Zebra or light controlled. Also it is hard to know if we are noticing it more again as lockdown eases but we have lots of people cutting down our road (Cranmer Road) to avoid Hollow Way. Some cars speed past with way over the speed limit. For those that object the proposals I think there need to be the question raised that things can not stay as they were and what is the alternative. I also don't think drivers should automatically assume they can drive when ever and where ever they want. I have previously had neighbours on our old road in Cowley who drove to the shop at the end of the road.

Support - Temple Cowley	Roads are quieter and so much safer. Crossing roads with a pram is now possible without feeling like I'm putting my child's life at risk.
Support - Temple Cowley	Reduced traffic near my house and while it may have displaced it on main roads, I see it as a good measure to make public realise car is in too many cases an unnecessary form of transport.
Support - Temple Cowley	Due to the blocked streets I've got more quality. It's safer for children on the street, I don't have to concern if my baby runs away and get hurt by a car racing down Crescent Road. Also you can listen to birdsongs the whole day, it feels more like living in a village than in a town. Sure, traffic on the main roads got worse - the city's aim should be to ban private traffic or rather to limit it. For example the loads of parents who collect their children from school.
Support - Temple Cowley	The LTN has transformed the feel of our road into a more pleasant space to live. Traffic has always been bad in rush hour and during times of road works. I don't think people will gradually reduce the habit of driving on short journeys and switch to using other means of transportation unless there are strong incentives. I think LTNs can be part of this incentive.
Support - Temple Cowley	The LTNs in Temple Cowley and around Florence Park are absolutely fantastic!! They have made our cycling commute a lot safer, and it's so much more pleasant to walk to shops and to the park. Traffic has become denser in Hollow Way, which is why the council should consider going ahead with their plans to convert Hollow Way into a bus/residents only road.
Support - Temple Cowley	The LTNs are an essential tool to reduce our dependence on private vehicles and to meet our cities and societies commitment to mitigate against climate change. They should be kept, otherwise our behaviour will revert back to car dependency for small trips within the neighborhood.
Support - Temple Cowley	It is so important that we reclaim residential streets back for pedestrians, disabled people, cyclists and families! People need to transition to more sustainable and healthy forms of transport so the LTN zones are a small but key step towards changing the ethos of personal car ownership. Please keep them in place!
Support - Temple Cowley	Noticeable improvement in congestion for Crescent road makes cycle journeys better. Having the desired effect of making people consider how they make their journeys.
Support - Temple Cowley	The roads are much safer now which is great for the kids. It is also much quieter.
Support - Temple Cowley	Because it is so much nicer to have less car noise in the neighbourhood. And far nicer to walk to the shops at Between Towns Road with less cars speeding down the road. We walk to these local shops more often than we used to do. The low traffic zone also provides more of a sense of community, particularly when there are more neighbours out and about walking/cycling to local venues or making more use of their front gardens. The planters (used to block the roads) are great, I hope that the greenery continues to thrive.
Support - Temple Cowley	We are a business employing about 45 people and we are based in Temple Cowley. Many of our employees currently live in or travel through the LTN
Support - Temple Cowley	The scheme has totally and positively transformed the neighbourhood. The absence of through traffic is a delight, producing a calm, peaceful, pollution free environment. It is changing behaviour with neighbours interacting on the street, people using the street as a pavement and school children using it as a playground. I totally support the scheme and thank you for introducing it.
Support - Temple Cowley	- Much improved commute as pedestrian and cyclist on back streets (Temple Road, Junction Road, Salegate Lane). Cars used to go past very fast, creating danger for other road users - Temple Road, Junction Road and surrounding streets now also much more pleasant for leisure walks, area is more peaceful, much reduced traffic noise (even one speeding car used to create a lot of disturbance) and much safer to walk - I live at the intersection of two major roads (Holloway and Oxford Road), which were already very busy before the introduction of the LTNs, so the LTNs do not make much of a difference for the worse. I much prefer for traffic to be concentrated on these roads in order to gain the benefits described above.

Support - Temple Cowley	I am delighted with the reduction in traffic in our street the results I have seen and experienced so far; Neighbours are out chatting to each other in the street Less noise from passing traffic I now use this LTN and connecting streets for exercise daily The area is now safe for children and pedestrians, before the LTN cars frequently mounted kerbs at speed to pass each other at busy times There are significantly more people walking on our street and they are also frequently chatting to each other, we have been here over 10 years and this never happened before I am a car user and have experienced no inconvenience from the scheme I have not experienced any delays to travel by car since the scheme started There is now little or no litter in the street Parking is now also easier (I am not sure why) Overall the results are excellent journeys the next day just need planning before parking the car in the street which is no problem at all
Support - Temple Cowley	LTNs have been a massive improvement in the quality of my life. They make the area feel more like a community, and much safer. I feel like I can walk into Temple Cowley now, and this has made me healthier! Since the LTN was introduced I have travelled to Temple Cowley much more than before.
Support - Temple Cowley	Support but I would like to see a systematic change to the transport system to support walking and cycling and public transport use. This should include attention to the perimeter roads around the LTN to include better footways and separated cycle paths to benefit walking and cycling and the installation of bus gates. Consideration should also be given to taking public transport back under local authority control to enable a more efficient service and cheaper fares to support low-income communities and to encourage car drivers to use public transport for some journeys.
Support - Temple Cowley	Temple Road has been used as a cut-through by traffic, resulting in noise and air pollution in a road with a notable number of families with young children and a primary school. We have also had issues with such vehicles speeding and, at night, it was not unusual to be woken up by the noise of a speeding car driving up the road. Vehicles using Temple Road as a cut-through most frequently are taxis, council vehicles, and delivery vehicles. The LTN has stopped the use of Temple Road as a cut-through and has resulted in a much improved environment and quality of life for residents, as well as increased safety for children. I was surprised to read in [an independent councillor's] recent newsletter, distributed to Temple Road residents, that the councillor is in favour of retaining all LTNs in Temple Cowley except for the one on Temple Road. He notes that LTNs have divided communities and that local rat runs have not included Temple Road in the past. I question how retaining LTNs for other Temple Cowley residents except for those on Temple Road is not divisive. As [the councillor] is not resident on Temple Road, he is unable to say with confidence that we have not been used as a rat run (which we have). If Crescent Road retains its LTN and the one on Temple Road is removed, it also stands to reason that the Temple Road rat run will be much worse than before since all traffic will use it as the only available cut-through. It is essential that any decision is evidence-based, equitable and reasonable. I am concerned that [the councillor's] opinions expressed in his newsletter do not meet these criteria. As a resident of Temple Road, I am in support of the LTNs remaining in place in all Temple Cowley streets. If one LTN is to be removed, they should all be removed to restore the status quo and avoid displacing all traffic issues onto one street. If any LTNs are to remain (which I believe they should), they should all remain.
Support - Temple Cowley	I live within the Temple Cowley CPZ trial area and have found it to have been really positive. Since the LTN was introduced it has been so much nicer to leave the car at home and walk instead - there seems much less pollution and it feels much safer. I would like the barriers to remain in their current locations. The only negative I have noticed is that Deliveroo drivers on scooters always flout the restrictions!

Support - Temple Cowley	Junction road (and the bottom of Temple road as you have to access Junction road from here) had become a terrible rat run. Cars cutting through in both directions to avoid traffic lights at the Swan and Holloway. On the occasions we had to use the car I lost count of the number of times I had to mount the pavement outside King's school with cars racing down (yes it's supposed to be 20mph but who bothers with this when you're racing down) and on one occasion both tyres were damaged on my vehicle and had to be replaced as a result. We recently received a newsletter from [an independent councillor] who has done some great things for Temple cowley but we have to disagree with him when he said Junction road does not have a rat run problem. He supports keeping crescent road and Salegate lane only. In my view this would make the rat run for junction and temple road even worse. There could be a case for moving the crescent road LTN across to the other side of the entrance to junction road (at the top) which would prevent traffic cutting through from Holloway to avoid the lights but to remove junction road LTN completely would be disastrous. It has been so much safer to walk without the fear of cars racing up and down.
Support - Temple Cowley	With the exception of a few confused motorists passing by and then heading back the way they came, I believe the low traffic scheme has been a success at my location at the top of the western half of Crescent Road. As a residential street at some distance from primary commercial areas and accessed from the less-congested end of Cowley Road, I do not believe there is any reason for any traffic other than residential access at this specific location and I would support any move to make these particular no-through-road measures permanent.
Support - Temple Cowley	This scheme is amazing and has removed so much traffic going up and down Crescent Road, Temple Road and Junction Road taking shortcuts. Many more people are now walking and bike riding in the area. I have not noticed any impact on the traffic on the surrounding roads as was expected before the scheme launched. Please continue with this scheme and the loud voices who are trying to remove it do not represent the area.
Support - Temple Cowley	I fully support the LTNs, however, there are two topics that I would appreciate being addressed: 1. There are delivery motorcycles still driving through the LTN blocks therefore creating risks for pedestrians. 2. The fact that cars are allowed to park on the road in hollow way is causing congestion which is aggravated by the current gas works. Maybe parking could be moved to side roads?
Support - Temple Cowley	As a young family we appreciate less traffic on our local roads. We walk or scoot to school (St Christopher's) and prior to the LTN's and school street, many cars were mounting the pavement and it didn't feel very safe. It feels much more of an enjoyable walk and this is also the case when walking to Florence Park and Cowley Centre. Whilst we appreciate that it means that people have to travel some distance, we feel it is much better for our children and our enjoyment of the local area and parks and has had a positive impact on our lives.
Support - Temple Cowley	Generally supportive of the scheme. However, traffic management needs to be looked at more holistically across Cowley and all of Oxford. To name a local example, the LTNs in Temple Cowley are very beneficial, but have had a knock-on effect on traffic on Hollow Way. Hollow Way itself is not fit for purpose as a major road. Cycling on Hollow Way is positively dangerous because on-road parking, heavy traffic and buses during rush hour simply do not have enough space. Half the marked cycle path is effectively made up of the drain on an incline and cars will overtake cyclists even if there is not enough space, considering it safe to do so as long as they do not drive over the markings. The minimum distance of 1.5m is hardly ever kept. This is certainly not encouraging people to take up cycling. The 20mph speed limit is also not enforced on part of Hollow Way.
Support - Temple Cowley	As a lifelong resident of Oxford with 2 young children now, I am happy with the LTN installations as they make the streets safer and quieter for walking and cycling and I'd like them to continue. I walk everywhere around the city and the LTNs have made my journeys more pleasant with less car pollution and I feel much safer. It also means I can avoid main roads when it suits me. Car use has increased in the city so much that there is no escaping them, up until the LTN installations. I feel too many people are relying on cars for short journeys around the city. Car use should only be for those who are disabled, local businesses etc and everyone else should start thinking about working closer to home and stopping driving in the city if they are fit and able. It is too convenient to use a car

Support - Temple Cowley	I have noticed a great benefit since the LTNs have come in. The air is so much cleaner, the road is no longer rat run and the noise is less. The main noise is from anti LTN people who think driving where they want is a basic human right. I would urge the council to stay strong and keep the LTNs
Support - Temple Cowley	Traffic on residential streets ruins neighborhoods and endangers residents.
Support - Temple Cowley	Feel much safer cycling and walking in Temple Cowley now (for example on the way to the library or the Silver Band hall). My daughter was recently knocked off her bicycle by a car (on Iffley Road) so road safety is of particular importance to me. Expect air quality to be better in LTN streets (would love to see data on this). As a school teacher believe that walking and cycling to school improves children's (and teachers') concentration in class and fitness, as well as their overall health. Think that LTNs promote neighbourliness and social interaction - have experienced this in my own road which has been an LTN for decades - nobody wants to go back to it having through traffic, and people talk to each other more where cars are less dominant. LTNs help to combat loneliness and social isolation. Think the LTNs are an essential first step on the difficult journey to becoming a carbon neutral city. In principle all residential areas in the city should be LTNs, with bus gates to allow rapid, regular public transport, funded by a tax on workplace parking. We should rapidly implement the changes which have been so successful in other UK and European cities.
Support - Temple Cowley	Increased safety and reduced pollution.
Concerns - Church Cowley	Cutting off business to Cowley Centre and local businesses, a lot more traffic pollution on roads where redirected. Congestion - traffic backing up and pulling out from Newman Road is hazardous, traffic on Iffley road horrendous. Double travel time to work. Littlemore to Blackbird Leys - cut off unless go a very long way around - segregating communities.
Concerns - Church Cowley	Bollards in Bartholomew is inconvenient for residents. Speed restriction/Time restriction like no through traffic during peak hours or even one way system is more convenient and less restrictive.
Concerns - Church Cowley	Under the veil of quite roads crime has escalated particularly drug dealing. Yobs & stirring goodness knows what in the large 'flower' containers - I have out flowers in inverted commas as they have never been planted with anything decent & are extremely unsightly. We now also have parking issues in the Street that were not there before the LTN & are caused by people unable to get the right side of the barriers & simply leave their cars & continue on foot leaving vehicles for hours sometimes days. I had raised this as a potential issue but was told the council were introducing resident parking once again we have been misled & the resident parking is confined to Bartholomew & Crowell Rd causing Littlemore Rd to take the hit!
Concerns - Church Cowley	As a daily visitor to Church Cowley Road and Between Towns Road, I am very concerned about the safety of these two roads now that so much traffic has been diverted onto them. With cars parked on both sides for Church Cowley Road, there is not enough space for 2 lanes of traffic. This makes it very dangerous for cyclists also. It certainly needs more yellow lines at the very least and a case could be made for making it a red route. In addition there appears to be carte blanche for all manner of vehicles to park on the yellow lines opposite the shops fronting Templars Square. I have never yet seen tickets issued to the large amount of cars and vans parked up there illegally
Concerns - Church Cowley	Traffic jam on Iffley road
Concerns - Church Cowley	Hugely increases journey time - further emissions and congestion
Concerns - Church Cowley	How can a proper experiment even start when there are no cameras by the Bartholomew Road bollards? Cars are still just driving through the gap so not diverting to the main roads Therefore people living along the main roads have no complete picture of what increase in traffic there would be if this was being done properly. The survey should only begin when cameras are in position.

Concerns - Church Cowley	Hello. I am raising a concern because since the LTN was established traffic in Cowley road became quite unbearable, particularly in peak hours. Since the measure was adopted, my commuting time to Oxford Science Park has basically doubled. I don't know what people living in there think, but I guess they may be quite unhappy. The place was quite miserable in before, now must be totally crazy. Cheers,
Concerns - Church Cowley	The purpose of having a safer street for pedestrians and kids Makes sense, but the problem is the increasing of traffic in main roads and no more buses or other options of public transport.
Concerns - Church Cowley	LTN areas do nothing but create chaos, traffic jams, pollution caused by extra time vehicles are actually running, blighting areas. The way to prevent this is for traffic to be allowed to move freely without hinderence. Untill you do that, I object most strongly to the ludicrous concept of LTN's ! n, not
Concerns - Church Cowley	Massive displacement and concentration of traffic onto main roads. I have already witnessed accidents caused by traffic build up on cowley road, let alone the additional delays. The higher concentration of vehicle pollution in the areas traffic is forced to use is also a concern for residents, workers and others
Concerns - Church Cowley	I am objecting because it is an utter disaster and a huge inconvenience. It causes traffic chaos, particularly for visitors to the area. Vehicles have to drive much further, significantly increasing emissions. Vehicles are restricted to certain roads and the increase in traffic/emissions on these roads is unfair on the residents who live there. This disruption is unacceptable and clearly designed by people who don't drive and hate car drivers (I am both a car driver, keen cyclist and hiker, by the way). It would have been much more sensible to create low emission charging zones in the city, thus encouraging people to use other modes of transport (bus, train, bike or walk) and/or adopt low emission vehicles.
Concerns - Church Cowley	While the principle of LTNs is sound and long proven, this implementation overreached problematically. Specifically, the combination of the blocks on Littlemore Road and Bartholomew Road closed off an arterial route between Littlemore and East Oxford retail areas (and between Littlemore and Blackbird Leys), with the only replacement options high traffic density and often congested - A4144, A4158, B480, B4495. Each of these, already tending to congestion, has become noticeably more congested since the implementation of the LTNs, a particular concern given that some of these routes are also residential - more pleasant neighbourhoods for some have been purchased at the cost of less pleasant neighbourhoods for others, depending on which side of an arbitrary dividing line of majorness a road was considered to lie. I consider the reopening of Littlemore Road to be of vital importance to the functionality of the local area, and the additional reopening of Bartholomew Road of clear advantage. By all means, fit speed bumps that slow traffic substantially on both roads, as recently done on Oxford Road, Littlemore - I don't understand why this wasn't pursued as an obvious solution before this drastic closure. I heartily approve the closing off of actual 'rat runs' (in the rather nasty jargon, a phrase I dislike, and would rather not see used in communication) - residential streets of smaller size not fit for sustained traffic - but I do not support the misidentification of minor arterial routes as such.
Concerns - Church Cowley	Causing so much more traffic on other roads now trying to get to Cowley centre
Concerns - Church Cowley	The traffic is being driven to congest other areas which is not getting to the root cause of the problem
Concerns - Church Cowley	Newman road traffic/accidents
Concerns - Church Cowley	LTNs are a really bad idea, causing serious neighbourhood division due to the fact that there are clear winners and losers. Winners are the people who live in side roads where traffic is reduced, and losers are the people who live on the roads that get all the extra traffic.

Concerns - Church Cowley	I support the LTNs as they have made our local streets much quieter. However, I do have concerns over the consultation period. As to date, no cameras have been installed in the bus gate in Bartholomew road. Many cars still use this as a cut through making the Newman Road traffic heavier than it would be if they were operational. This gives a false view on how bad or good the system is and makes it impossible for residents to give an opinion as they don't know how it will affect traffic load. I hope the consultation period is extended for 6 months from the cameras being installed, then another questionnaire sent round to get residents' opinions of it working as it should. Then a decision can be made whether or not they make things better or worse - and should be removed or not. Also we were sold the idea of wonderful planters making our roads more attractive. These planters right across the Cowley area are really dismal. Most are full of weeds and look a complete mess. This is such a shame. Surely someone must be in charge of them!!
Concerns - Church Cowley	Though in theory I support lowering the use of cars in Oxford it does seem that the council is putting the cart before the horse and should implement a more frequent and much cheaper bus service before saying to people you can't use x roads. I have seen first hand the congestion caused along the Iffley and Cowley roads by the LTNs introduced. I can't believe that pollution levels are being reduced as cars sit idling in traffic queues. There should be a network of school and hospital buses. Fares should be so cheap that people don't think twice about using the buses.
Concerns - Church Cowley	All the journeys I now make have tripled in time and distance. Defeating the object of making us more eco friendly. These are journeys we have to make in the car unfortunately. LTNs have a place but there are too many around where I live and they could of been placed slightly better
Concerns - Church Cowley	On the whole, while I was apprehensive about how I would be affected by the LTN, I was willing to see, if given a go, it would be easy enough to live with and benefit the area and individuals within it. Regarding LTNs on the whole, anything that can be done to allow kids and efficiency a safety local life and do something for the environment is a good thing right! It got me and my child cycling routinely to school and back when I was free to do so. Now that my post lockdown with hours have picked up in not always free to do so and then it means driving further than I would normally to get to the same places. That hasn't affected is massively either but overall it does mean more carbon into the environment and stressed, less safe driving. On a more, let's say individual note, as opposed to personal, because this applies to so many there is one particular problem with Church Cowley LTNs and that's, namely, the Bartholomew Rds block. I think a different solution should be used to make it safer for the school. The one they've got now causes ridiculous journeys to have to be made, unless you just risk it and go through the flower pots anyway. That affects me loads. To think that if I want to go from Marlborough close to a friend on Barnes rd and on other days to the swimming pool, I have to use the ring road right round to between towns road or to get around but being able to enter Blackbird Leys from Littlemore is just crazy. Thanks for reading.
Concerns - Church Cowley	There is limited parking area on the street and LTN will likely reduce it even more
Concerns - Church Cowley	As resident of 54yrs why close 3 exits then join our community together and access to visit our family and friends. Closing 3 exits Mayfair, Littlemore rd and Bartholomew rd leaving Newman rd as our one exit, we are now putting more traffic on to this road, it's dangerous to turn right and Church Cowley rd now has more traffic and how is this fair on these residents that live on the roads. Open Littlemore Rd at least! Would love to speak to the person that stay and decided to close these above three roads!!!! Crazy! Out of 4 exits from my road you have closed three, why is that considered acceptable, lived here nearly 30 yrs
Concerns - Church Cowley	residents in Littlemore/Minchery Farm are being penalised heavily as we are being 'blocked' in. If just the route via Littlemore Road was opened, it would be much easier for us to travel around. Currently we only have Oxford Road to reach the ring road/Cowley, or Newman Road which is dangerous to turn out of even at non busy times of the day. The residents of this side of Littlemore were never consulted, so never had the chance to make our voices heard.

Concerns - Church Cowley	I live on Westbury Crescent South. Traffic has increased significantly in our street since introduction of the LTN and we have the figures to prove this. It is not settling to levels pre-March 2020 before the pandemic and is consistently higher. This MUST be addressed please soon. It is unreasonable that we are left with more noise and air pollution than we had before. Traffic frequently exceeds 20mph and the street is more dangerous and unpleasant to live in. Neighbours are having difficulty getting in and out of their driveways at times. I have been nearly hit by cars when on my bike, on two occasions in the street since the LTN went in, due to speeding drivers. Neighbours have had their cars damaged. There have been traffic collisions on the street and many near misses. Should the LTNs remain, the funds must be found quickly to address this - no excuses please.
Concerns - Church Cowley	Increased flow of traffic
Concerns - Church Cowley	Since the barriers have been put up, the traffic in the area of Cowley has been much busier with long queues of traffic in certain roads and taking much longer to get from A to B. Getting out of Boswell road to turn right can be so busy and quite dangerous at busy times of the day because all traffic is being diverted on the main roads. Then getting through the Swan traffic lights is a nightmare.
Concerns - Church Cowley	I think the LTN's on roads such as Beauchamp Lane and the other smaller roads are beneficial for residents. We have witnessed a vast increase in pedestrians using the areas to walk and for recreation. The amount of time taken to drive to the areas is not significantly affected either way. However, the Littlemore Road LTN (outside Coop) does not seem sensible. It's a main road and cuts off connections from BBL, Littlemore etc. In an ideal world that road would have a pedestrian crossing as I admit it is difficult to cross (on foot) in peak traffic times.
Concerns - Church Cowley	I am responding to all three areas - all have created more traffic along the Oxford Road, Cowley, Between Towns Road and Church Cowley Road - not healthy for the people living along these roads and those having to travel along them.
Concerns - Church Cowley	Adding LTNs has created more pollution as I sit in traffic longer now, as for safety of children all you have done is moved the problems elsewhere
Concerns - Church Cowley	When I get taxi have to go long way round costing more family don't come often now same reason
Concerns - Church Cowley	Increase in traffic on Church Cowley Road
Concerns - Church Cowley	The quality of my life and mental health is suffering because of these LTNs, more traffic, more noise, more fumes, constant traffic jams, more bicycles on the pavement because road is so busy therefore I believe it will cause some serious accidents. Oxford is not the a nice place to live anymore because of all these ludicrous LTNs
Concerns - Church Cowley	Overall on my street it's been great as it's completely stopped rat runs up my road, Church Hill Rd. However Church Cowley and surrounding main roads are gridlock. Especially when the schools are back it is gridlocked. There is too much traffic to feel safe cycling and the bus is stuck in traffic. We need to prevent people driving their children to school and make the roads usable to cycling and buses.
Concerns - Church Cowley	The experiment has shown that the plan will not have a positive impact on the generality of our society. Traffic has built up excessively on all major roads that are in our surroundings. It has increased our time on the road. The pollution has increased. More houses are for sale in the area because everyone is planning to move out of the area.
Concerns - Church Cowley	Because it affects me.
Concerns - Church Cowley	Amount of traffic on Horspath Road

Concerns - Church Cowley	Caused a huge amount of unnecessary traffic Oxford road especially is not a rat run there is no reason for it to have an LTN on it, it is a main road. This has caused journeys to become very long I am spending triple the time in the car as are many of my family members. For eg to get to Cowley centre now the journey is taking twenty minutes before this would be less than five minutes. This is causing more pollution with me being in the car a lot more than needed. It is all well and good telling people to walk and use public transport but this is not suitable for many people including myself. The LTNS have not caused less cars to be on the road if anything they are now on it for longer it's completely ridiculous. Those who agree with them clearly don't drive and just walk everywhere. Have consideration for those who need to drive.
Concerns - Church Cowley	Too much time is added to simply journeys. Too much traffic jam on the main roads. Exiting Newman road and turning right into Rosehall road is near impossible.
Concerns - Church Cowley	It's because no consideration has been given to the impact blocking traffic and forcing it other areas will have and this a major worry for me.
Concerns - Church Cowley	I have concerns because when there are road closures for repairs - as there was earlier in the year on Oxford Rd Littlemore and currently on Newman Rd Littlemore - having the LTNs in place severely restricts the way I can get home. The LTN's are a good idea but there needs to be more thought applied when there are to be roadworks in the area e.g. temporarily open the relevant LTNs - such as at Littlemore Rd- for the period of roadworks. It is not acceptable to be waiting upwards of 20mins in a queue a few hundred metres from home simply to reach it.
Concerns - Church Cowley	Hollow way & the top of cowley Road junction by the original Swan cannot support the increased traffic. The roads that have LTNs are lovely, however it means others are suffering, it seems grossly unfair on those that have to suffer the traffic & pollution. I only drive for essential journeys but it is near on impossible to get anywhere at rush hour. The surrounding arterial roads cannot support this type of intervention.
Concerns - Church Cowley	I think that blocking the main route from littlemore to Cowley center off is absolutely ridiculous. It is pushing all traffic up Newman road and it is such a bad junction to turn right at. This is also having a great effect on my business I regularly have to collect dogs from blackbird leys and these ltn's are pushing me and others onto the ring road causing longer trips more pollution and more of my time. If littlemore road was opened up and speed bumps put in instead surely this would help. Also I don't understand why you needed one in beachamp lane as the others were all in place and only people living on those roads would use it, complete waste of time. It is very bad on our road now as not a cpz zone which adds to the problems and will get worse when camera actually go in. STRONGLY AGAINST THIS
Concerns - Church Cowley	I find more traffic coming towards Temple Cowley from where I live. Making much longer journeys to school and work.

Concerns - Church Cowley	1. LTNs in other areas of the UK (with greater tenure than the Cowley pilot) have not demonstrably reduced vehicle traffic, merely redistributed it to boundary roads. You don't need me to reference these, you have the data. 2. The same appears to be true in Cowley so far. Ergo the LTNs do not solve the issue they are designed to address. 3. However, it will be impossible to tell because the Oxford pilots have been established without valid pre-pilot data, nor rigorous data collection during the pilot. Bluntly, you will have no idea what impact they've had, beyond the subjective 4. The local LTN, anecdotally (per lack of rigour on analysis), has likely increased pollution by concentrating traffic in a smaller number of routes and increasing congestion 5. These "boundary" roads have a higher proportion of low-income and ethnically diverse residents, in comparison to the roads within the LTN. These socio-economic groups are typically less engaged politically, and so go unheard (versus the more middle and upper income groups who benefit from the LTN). This unprogressive redistribution of costs/benefits should be troubling for any advocate of the scheme 6. As well as the relatively disadvantaged, very little thought has been given to the economic impact on local businesses. I'd refer you to the clear messages you'll be receiving from the small business community directly within this consultation, which seem significantly skewed to the negative. 7. In addition, consultations like this are naturally skewed to the inherent beneficiaries of the resulting gentrification (those within the LTN), whereas a much wider section of the community is impacted by the consequences upon to road network. For example, the lack of a coherent strategy to address housing provision (and hence prices) over decades is a direct cause of the growth of dormitory towns on Oxford's periphery. People on the periphery need to travel to work and education, they can't do this by foot or bike (unlike the inner-suburb LTN beneficiaries). They are to be disadvantaged by "local protected island" projects like this, whilst residents of the gentrified low traffic zone can presumably still travel freely to and around the periphery areas by car? This is the worst kind of inequality of outcomes in local government decision-making 8. Finally, and this is more a point of democratic principle and government ethics rather than the direct merits or otherwise of this scheme: LTNs were implemented with limited consultation (as a de facto), as a result of significant "insider actor" influence from well-resourced single issue lobby groups. There is an unhealthy relationship between these groups, e.g. Oxford Liveable Streets and others, and elected and non-elected elements of the local authority governance structure. LTNs are a solution designed by advocates out-of-area, with an ideology/pre-determined "out of the box" solution perspective, rather than based on genuine community needs and/or co-designed with local residents.
Concerns - Church Cowley	Too much traffic is diverted onto other roads
Concerns - Church Cowley	My concern is the LTN's have caused dangerous road conditions as everyone are now rushing around like crazy people to make up time due to having to go the long way around. Not only this but they have put huge amounts of traffic on roads that just can't cope .. They really need to go now
Concerns - Church Cowley	All these barriers are just directing the problem to other streets, where it's busier than before. Everywhere is incredibly worse for us residents.

Concerns - Church Cowley	Although my area now has much less traffic, the traffic has just been moved to other areas which isn't fair on residents living there. My only access out of the area is via Newman Road. This junction has now become extremely dangerous especially to cars turning right out of Newman Road. Every time I approach this junction I feel nervous both for myself and others using it. When turning right, often drivers will flash you out, only for other drivers coming off the roundabout (often at speed) to plough into you. I have witnessed an increased number of accidents at this junction, luckily none of them fatal - yet. I hope that this junction is rethought out and redesigned before someone loses their life unnecessarily The LTNs have made my road quiet but has increased the traffic on other roads. I don't feel it is fair to residents living in roads that now resemble a car park due to traffic queuing and idling along main roads. I work in the community and have to drive to do my job. The LTNs have not been thought out properly and while in theory they are a good idea, in practice they do not work. Currently all they are achieving are to isolate and segregate different areas of Oxford from each other. The junction at Newman road is unbelievably dangerous and this needs to be looked at urgently before there is a fatality. I have personally witnessed 6 RTAs since the LTNs have been implemented. I have lived in this area for almost 50 years and have never witnessed an accident there previously. I agree that we need less pollution but I think that having to drive 2 or 3 miles extra to get from A to B is actually increasing pollution levels. I also feel that ultimately, smaller independent businesses are going to suffer. There are many retailers that I no longer use as I don't pass by then anymore
Concerns - Church Cowley	Increase in traffic on the major roads - Rose Hill, ring road, Church Cowley rd and Cowley rd. also increase in traffic on Westbury Crescent south side turning right on to Kelburne Road.
Concerns - Church Cowley	There are too many. Our neighbourhood is now trapped. At times when we must use our car we now have to drive further.
Concerns - Church Cowley	The ltn s have closed 4 out of 6 entry/exit roads I to littlemore/ mincher y farm. This has caused traffic to be pushed to Oxford road Little more and Newman road. Traffic is piled back through Oxford road making it dangerous to cross for adults, elderly and children crossing to school. There is more traffic (as we now have traffic from cowley as well as Sandford and mincher y farm) and more noise and pollution. It has made access onto the bypass roundabout hazardous as cars are queuing on the roundabout with cars zooming behind along to Sainsbury's roundabout.. The turning into church Cowley road from iffley road is dangerous as there are no filters. the ltns have had a serious effect on people's mental health as they are feeling cut off from easily getting to cowley/ blackbirds keys etc! There is now an issue that with reduced traffic on Bartholomew and littlemore/ cowley road, there is a problem with drunks/homeless and drug addicts approaching young children and elderly for money and there is open drug dealing in broad daylight. If the ltn s were removed and traffic could flow freely this would reduce or eliminate this problem in that these frightening incidents could be seen by drivers. Several children have been approached by the drunks and one child grabbed on the arm! I find it sad that after 60+ years of living in Little more along with my 92 year old mother, I no longer enjoy living in the area as I am not free to travel easily and this is echoed by many in the hugely elderly population of mincher y farm
Concerns - Church Cowley	It blocks off a vital route for the scouts of littlemore and the wider community that they support, and make family's travel longer and further to attended meetings

Concerns - Church Cowley	Dear Sir/Madam I am writing with regards to the LTNs in East Oxford, for the consultation. I am writing with particular reference to the ones Mayfair Road, Bartholomew Road and Crowell Road. I have 2 issues with this, not including the issue that I don't think there was enough consultation before this was imposed on the tenants of the area. 1.) I believe this shows Disability Discrimination. Disabled people blue badge holder etc cannot walk or cycle and now find themselves with journeys often 3 or 4 times as long, just to get to a local shop. With an ageing population more and more people will be affected by this issue over time, and I have seen no attempts at reasonable adjustment. A possible acceptable adjustment would be instead of blocking the roads entirely, having traffic control areas monitored by camera's and an exemption for blue badge holders, allowing them to go through. I believe this would be considered a reasonable adjustment and potentially negate the disability discrimination that I believe is currently in affect. Contrary to the Equality Act 2010. 2.) My second issue with the scheme is its affect on traffic in the area and its impact on emissions. since these road blocks have been installed I have noticed a large increase in traffic on Between Towns Road, Rose Hill and Newman Road, not only meaning cars including my own are being subjected to significantly longer journeys, but also increasing our emissions, often when on the roads mentioned I am in traffic and my car is spewing out emissions when I'm not even moving. Emissions isn't the only problem, I have also seen with the increased traffic on Rose Hill and Newman Road lots of cyclists riding on the footpaths, leading to about half a dozen incidents I have seen myself and Dozens more I have read about on social media. Incidents of cyclists very nearly hitting pedestrians. Whilst I realise many cyclists have always ignored the laws I:E no lights at night and going through red lights, this is bringing the issue to a whole new level, and I can see it leading to road rage incidents. So to summarise my points. 1.) I believe these LTN's are a source of disability discrimination in there current form. 2.) I do not believe they have the desired effect regarding traffic and emissions, if anything they exacerbate the situation.
Concerns - Church Cowley	You have created a single, bottleneck entrance to the whole area, I.e. from Iffley Road. This is extremely risky in case of emergency. In addition the situation around St James School will cause frustration and risk to the children. Traffic calming measures would slow traffic ,discourage drivers, and give residents proper access.
Concerns - Church Cowley	I think this will make huge traffic on Barns road, which one is already so busy. And of course all other two low traffic zone will put more and more traffic onto Barns road, Hollow way, Cowley road, Iffley road and Rosehill road.
Concerns - Church Cowley	Additional traffic generated on my street, Church Cowley Rd is a major concern. We are a residential street that already has lots of traffic and it feels like we have been dumped on. All the other streets will be lovely and quiet but we will be even noisier and more polluted.
Concerns - Church Cowley	Although some of them i do not object to as the roads are used as rat runs i would say that littlemore road and bartholomew road are not rat runs. and are going to push more traffic onto the ring road, rosehill and church cowley road as now this is the only way to get to cowley centre. I run a business from home and have to collect animals for grooming, a lot of my clients are from blackbird leys so this is going to put extra time money and pollution into the mix. also Rahere is not going to be in the parking zones so now we are going to get teachers parking in rahere as there is not enough parking at the school and also i know already people on bartholomew park here so they will continue so they dont have to have a permit. Because of the school rahere will become a turning point and be very congested around schools times , we already have problems and school isnt back yet. I do not see why littlemore road should have one either as it leads to carparks and will take some of the traffic off the other roads.
Concerns - Church Cowley	objection.feels like my rights have been taken away. feel we are moving towards a communist state. I miss the traffic. it feels as if the whole community has died. it is taking me longer to drive out of the estate. the junction at Westbury crescent and rose hill is very dangerous when turning right. there have already been accidents near to the barricades. drivers are speeding when they are annoyed at finding the road is closed.
Concerns - Church Cowley	I do not believe the area to be that troubled by traffic to warrant a LTN. Since the installations, the area has become very busy with traffic having to turn around and find an alternate route. It's making local traffic having to travel a long route to be able to get from one area to another.

Concerns - Church Cowley	There are several reasons why I am against this scheme - The main road from Littlemore to Cowley (Cowley Road, Littlemore and Crowell Road) has been a main vehicular route for nearly 100 years and linked the 2 communities together. This therefore cannot be classed as a rat run as it has been a main route for decades. There are now only 2 ways to get from Littlemore to get to Templars Square by a vehicle, firstly along Oxford Road, Littlemore which already has problems with the volume of vehicles passing along it. It is unfair to these residents that more vehicles are forced to drive along this road to access the area's main shopping centre. Or you can go via Newman Road. It is notoriously difficult to exit Newman Road and turn right onto Rosehill. This will cause more traffic on Newman Road which is also a residential area. Traffic is being forced from the perceived 'well to do' Cowley residents through Rosehill, one of the deprived communities within the city, is this a kind of discrimination? The impact on climate change. Anyone who needs to use a vehicle to negotiate the area will be increasing their mileage dramatically, this will have an impact on global emissions of carbon dioxide to the atmosphere. It may be nice for residents in the LTN area to have quiet streets and local air quality may improve slightly but it will rapidly increase in other streets where there is an increase in traffic. This is wrong and unfair.
Concerns - Church Cowley	when we finally get back to normal and everyone is back at work it is going to be a nightmare trying to get to work/school etc. the roads will be gridlocked and more likely to cause accidents, Oxford will end up like a bottleneck think far too many roads have been incorporated into the LTNs. I can understand the side roads but Bartholomew and Littlemore road are like main roads.
Concerns - Church Cowley	Since closing 2 main roads linking me to Cowley centre, you have made the traffic a lot worse for me, and I will now be shopping out of my local area, and also I object to the teachers of the school parking on Bartholomew Road blocking road signs and bringing their cars when they could get the bus to work.

Concerns - Church Cowley	On Tuesday 9th March a [delivery] driver and a car both drive on the pavement to pass the Cowley Rd Ltn. A pedestrian was just walking out of Gaisford Rd!! I and other residents have noticed an increase of traffic on the Oxford Road and this has made it difficult to leave our Rd. Also crossing the road with children is becoming harder. Crossing by Newman Rd, after coming under the cycle path is increasingly difficult as traffic has increased and we are also dealing with cyclists using the same space. 16 March We are also still in Lockdown, so the measures we currently have will not be a true reflection of car numbers, pollution or any of the other factors that are a usual part of life. What will happen when Lockdown ends? How are objective measures of car numbers going to be recorded? For those areas used as rat runs it probably has greatly improved. However, traffic has been steadily increasing on the Oxford Rd, Littlemore, as has the speed used by some drivers. We are starting to get more queues of traffic and cars can't pass each other causing blockages. As we don't have a crossing it is becoming more difficult and dangerous to cross. I'm lucky as I don't need to regularly use a car but can see why drivers are getting frustrated. Shopping can be heavy and it's not always possible to carry it home. Residents from a Herschel Crescent area can now only leave Littlemore via Newman Rd and Oxford Rd Littlemore. How many extra cars is that? Lots more new building developments coming, all with road access from Littlemore only via Oxford Rd. 16 Mar We are also still in Lockdown, so the measures we currently have will not be a true reflection of car numbers, pollution or any of the other factors that are a usual part of life. What will happen when Lockdown ends? How are objective measures of car numbers going to be recorded? For those areas used as rat runs it probably has greatly improved. However, traffic has been steadily increasing on the Oxford Rd, Littlemore, as has the speed used by some drivers. We are starting to get more queues of traffic and cars can't pass each other causing blockages. As we don't have a crossing it is becoming more difficult and dangerous to cross. I'm lucky as I don't need to regularly use a car but can see why drivers are getting frustrated. Shopping can be heavy and it's not always possible to carry it home. Residents from a Herschel Crescent area can now only leave Littlemore via Newman Rd and Oxford Rd Littlemore. How many extra cars is that? Lots more new building developments coming, all with road access from Littlemore only via Oxford Rd. 17 March Cars speeding down Oxford Rd. Well above 20mph. Taking longer to cross the Rd most days on the school run. Occasionally, drivers stopping to let us cross. 19 March Moped drove through Beauchamp Lane Ltn. White van speeding well above 20mph on Crowell Road. Other cars too.

	Cars parked on LTN double yellow. How is this being enforced? Will cameras be added? Mayfair Road area seems a lot better to walk around. 29th March Another concern is that now access from and to Littlemore is Oxford Road and Newman Road what will happen when the Rosehill Roundabout gets blocked by traffic on the ring rd? This will cause huge delays and queues increasing traffic and pollution with no other way to bypass the problem as Sandford Rd is only useful if you are heading away from the Cowley area. 19/20 apr Traffic evening and morning very heavy. Cyclists having to use pavements putting pedestrians at risk. Pavements are narrow. Cars sometimes parked on both sides making the road even more narrow. Mopeds - I still see at least one moped go through the LTN when I am walking to Cowley centre.
Concerns - Church Cowley	I'm pretty disappointed that the large area of Littlemore which is outside the ring road was not made aware of the plans by a simple letter through the door. We seem to have been completely forgotten about in all this - the 'Littlemore' that is mentioned in everything I've read just seems to mean Littlemore Road and all the roads off that. However, due to the location of Minchery Farm (for example and to save confusion with the inside-ring-road Littlemore), the residents are probably going to be far more reliant on their cars than other areas of East Oxford - we have limited shops, no doctor or dentist, and buses are not plentiful nor fast nor affordable. So as lovely as it would be for us to all to jump on our bikes and cycle down to Templars Square or to work, for many it is probably just not feasible. In this area we are already fairly cut off from the rest of Oxford, and so the barrier bisecting Littlemore Road in particular feels like a bit of a slap in the face - we are now even more cut off than before and expected to clog up our own tiny roads (Oxford Road leading to the Littlemore Roundabout, for example) just to go about our daily business. As just mentioned, the roads in and out of this area (Oxford Road and Cowley/Newman Roads) are already very small and have big parking problems, so now that more cars have been pushed onto them it's not exactly going to please people, or improve their quality of life. I feel like the issues - for those who live outside the ring road - with this whole project are going to be very different to issues that those who live inside are going to have. And yet at least they were warned about it - we were not and are probably going to suffer more for it!
Concerns - Church Cowley	- This trial period has been implemented during the covid pandemic meaning there is lower than usual traffic therefore making the trial inaccurate. - This is not really a viable solution, this is just increasing travel time in cars and causing further traffic on main roads which in effect creates an additional problem elsewhere. - The road closures have been overkill, some of these roads for example Littlemore/Crowell Road provide access to Littlemore from Cowley and vice versa. This road also provides access to the local co-op who's business I am guessing will be effected by these road closures. Surely a fair compromise can be achieved, instead of road closures we could potentially add speed humps and cameras if that road is really a problem? - The roads in the Church Cowley area (where I have lived all my life) is in my experience never busy enough to warrant all these road closures or controlled parking.

Concerns - Church Cowley	Having lived in Liddell Road for nearly 44 years I can say that it was not a rat run until the barriers were put in in Littlemore Road & Bartholomew Road. I can understand the thinking behind the LTNs but I feel that blocking 2 link roads ie Littlemore Road & Bartholomew Road are causing more problems. Whilst I can see that the residents of these 2 roads may be happy with the barriers I feel sure that the residents of Newman Road Church Cowley Road possibly even Barns Road & the residents of Littlemore are not. You say that all the residents of the 3 affected areas were sent a questionnaire I can say that I have yet to find anyone who received one & maybe this is why only 1000 or so people responded out of 5500+ households. The barrier in Liddell Road & the ones in Mayfair Road etc can stay but I would urge you to remove the Littlemore & Bartholomew Road ones
Concerns - Church Cowley	Although information was sent out, this was far from clear about the levels of disruption to local travel, the impacts on services such as police/ambulance response and the likely significant increase in traffic volumes on the few roads left for residents to use in order to travel outside the city. In the pandemic, the increased traffic on roads such as Church Cowley Road, Cowley Road and Iffley Road/Rose Hill have made it more difficult to maintain safe distance from other pedestrians - it is more hazardous to step into the road to distance and much more challenging to try to cross the road to avoid oncoming pedestrians (and illegal pavement cyclists).
Concerns - Church Cowley	The barriers on Littlemore Road Cowley are inappropriate and should be taken down. The Bus gate in Bartholomew Road should be at peak times only and fully open during off peak hours.
Concerns - Church Cowley	Whilst I am happy to see this experiment on 6 month trial the one road I feel very concerned about is Littlemore road in Cowley. Whilst the other roads in the 3 trial neighbourhoods are side roads, this road is a connection to Littlemore and has effectively cut off Littlemore from Cowley other than a huge diversionary route via ring road or rose hill. The barrier cuts off car drivers from a shopping centre which residents may need a car to use and get their shopping home. I feel this barrier should be removed as it is not in the same type of road as all other barriers. [shops] on Bartholomew road junction will lose business.

Concerns - Church Cowley	We live in Westbury Crescent south. Since the LTN implementation the traffic has tripled at busy times of day. For the rest of the time it's at least doubled and is not settling. Lots of cars are speeding. Residents are worried about safely getting in and out of their drives as cars are speeding round the corners. Some residents have had near-misses on their bikes and cars due to traffic volume and speeds. Others have had cars damaged by passing vehicles. From 7- until now (9:25) this morning for example, there has been a constant flow of traffic past the house. That's now usual. This used to be a fairly quiet residential road but it is no longer. It feels like living on a main road. There are lots of delivery vehicles/vans/lorries etc which are noisy and we never used to have this many before. It is completely unacceptable that we have been put in this position and many of the residents are deeply unhappy that we are left much worse off than before. Someone is going to have an accident or be knocked off their bike sooner or later and that will be due to this situation those implementing the LTN have created. Notwithstanding the effect on our health due to the constant traffic, noise and air pollution. PLEASE come and meet with us. We are incredibly fed up and upset at the effect on our lives. Thank you UPDATE 7/5/21- traffic not settling. 102 cars passed through 9:30-10:30am today v 25-30 pre-LTN. Still significantly increased especially at peak times and weekend and now much worse most of the evening since April 12th. Still lots of cars speeding. Really unpleasant. Needs to change. Please move the location of the Mayfair Rd filter. UPDATE 8/5/21- first accident this week at the entrance to the S branch of WC. Sadly predictable when too much traffic is forced down a road not designed for this volume or speed. I'm sure there will be more. UPDATE 18/5/21- traffic volumes increasing at all times of day since Covid restrictions easing and people going out /having visitors etc. Not a situation we should be forced to live with. Why will none of you meet with us to discuss tweaking the scheme? UPDATE 1/7/21- still no better. Traffic volumes static averaging 100-120 cars per hour during the day -EVERY hour and then around 150-180 (sometimes more) in peak time. Evenings much busier than pre-pandemic and weekends as well. Loads of vans/HGV etc. Really unpleasant. Again, why will no one discuss this with us? UPDATE 31.8.21 Please can this street be looked at? Still large traffic volumes (though a little better in school holidays) but cars speeding and many local cars do very short journeys (probably to the shops). They whizz along the road and whizz back again a few minutes later. If the traffic could be split between the North and South branches more equitably that would seem much fairer and greatly improve our quality of life. The speed also needs addressing.
Concerns - Church Cowley	According to today's BBC News there was already a case of delayed arrival of an ambulance into restricted LTN area. Patient died, ambulance services said delay was not a primary cause of death though. Further investigation expected... https://www.bbc.co.uk/news/uk-england-oxfordshire-56590849 This is really shocking! Council has put in place these blockages without proper consultation with emergency services? How many deaths are you waiting for? That's the purpose of the "experiment"?

Concerns - Church Cowley	Having looked at the statistics produce to say the residence of Church Cowley support the LTNs, i find it hard to agree with the 59% being in favour of them. Surley its only 46% fully supported as 13% had reservations seems to me that the figures were twisted to fit what the Council wanted. As a resident of Littlemore i feel we should have been consulted on the LTN on Oxford/Crowell Road. This is the main route for us to get to Cowley. I now have 2 option, either join The Rose Hill Road via Newman Road, which is a badly thought out junction or join via the Rose Hill roundabout, which again is badly thought out when trying to cross over. Yet again today i have been cut up twice by cars using the middle lane to go straight across and not realise someone was in the left lane. Eventually there will be an accident, hopefully it wont be fatal. How are the people of Littlemore expected to get into to Cowley from 27th July until 31st August when you are closing the Oxford Road off for this period of time according to the County councils website???? Yet more delays for those effected by these LTNs. No consideration for those of us whi unable to walk or cycle due to health reasons or need a car for work. Again anti car council taking it out on the motorists.
Concerns - Church Cowley	More traffic on Rose Hill roundabout about has made the roundabout dangerous, not enough space for cars to wait for the lights to turn green to enter Sandford road, very serious accident waiting to happen. Yellow hatching needs to be installed or roundabout resigned.
Concerns - Church Cowley	Increased traffic on Hollow Way has now significantly increased traffic on Fern Hill road and Wilkins road, via Horsepath road
Concerns - Church Cowley	Longer journey times
Concerns - Church Cowley	The delivery times for home deliveries in Cowley area more then doubled we loosing money and customers because of that traffic jam on Cowley road starting from between towns road and end before Saunders road.
Concerns - Church Cowley	I have concerns regarding the amount of traffic now redirected on to church cowley road and via Between towns as a result of the surrounding LTNs at rush hours and particularly at weekends with the easing of lockdown and the opening up of the Temple Cowley/John Allen shopping centre. Also concerns over the poor implementation of the LTNs there are some without central bollards in place and bus gates. It is therefore impossible to assess the full impacts without all the LTNs being fully installed and without traffic being at peak levels. Somewhat disappointed that the LTNs couldn't come with a push for more people to use public transport but understandable given covid situation. A lot of people are driving to Florence park so a promotion of local cycle routes is a bit of missed opportunity.
Concerns - Church Cowley	I'm concerned about the obstructions put in place at Littlemore Road. I can understand the need to reduce traffic using side roads as rat runs but Littlemore Road is main road in my opinion not a rat run.
Concerns - Church Cowley	Vehicles having to travel further to get to where they are going will be causing extra emissions and main roads are already gridlocked at busy times of day
Concerns - Church Cowley	Danger of cars driving through bus gates
Concerns - Church Cowley	Main concern is ltn on cowley road/littlemore road which cuts off Herschel crescent to temple Cowley shopping centre and means a longer journey around and a dangerous right hand turn off Newman road. I feel the main issue is the overall traffic coming in to oxford. Surely measures to reduce traffic should focus on this first such as congestion charges. I have a community nhs job and I am concerned about how the ltn's will affect the amount of people I can see in one day as there will be increased journey times. A car is required for the job.
Concerns - Church Cowley	My concern is that it has made matter worse longer routes to get where we going stuck in traffic not very helpful as my daughter goes school Tution not happy with it ,

Concerns - Church Cowley	The traffic has always been problematic on my street but since the road closures in Church Cowley and elsewhere since the end of lockdown, I feel it has worsened. Littlemore has a psychiatric hospital, old people's homes, and schools as well as many disadvantaged residents yet despite having a vulnerable population, we are subjected to more traffic than the quieter residential streets in the area. For a vulnerable population, it's almost insulting to be told we can only cycle or walk to the amenities in Cowley Centre - not everyone can do this especially if they are old or sick. I do not think the population in Littlemore and its needs and problems have been considered at all in these traffic changes. While I feel all traffic needs to be reduced, to have such a polarised solution, with some areas having no through traffic while less than half a mile away another population is subjected to increased traffic, is blatantly unfair. Not only this, but new development in Littlemore will create even more traffic and there seems no plan from the authorities to protect the population of our village from this increased burden and risk. Something really needs to be done generally about the problem of traffic in Littlemore Village and it really should be considered far more in the plans to regulated traffic circulation in the area; I don't believe it has been considered at all thus far. I can only wonder if it is precisely because it is a more deprived and vulnerable population, with fewer home owners and less voice than the more gentrified areas that have been protected? And if Littlemore is just seen as a lucrative place to be exploited for development which supersedes the welfare of Littlemore's population? As a resident here it certainly seems we have not been considered at all in the recent traffic changes.
Concerns - Church Cowley	I am a care worker and may visit the areas (not just the one indicated) up to 4 times a day. New arrangements add time and petrol to my journeys into and out of the area. Newman Road junction has become particularly hard to navigate esp to turn right to Rose Hill / Iffley. There will be a nasty accident there especially with the pedestrians and cyclists crossing at the bollards as well and the fast traffic coming off the dual carriageway. Why not use the money to enforce the 20mph speed limit across the city which would benefit everyone.
Concerns - Church Cowley	I am completely in favour of the LTN even though it impacts my routes, meaning I have to use alternative routes. My main concern is the intense traffic congestion for those trying to access the Cowley shopping centre. My son runs a studio and teaching business from there and has lost customers due to the traffic congestion. While I think the majority of the residential roads currently closed to traffic should remain so, if Littlemore Road was to be opened again it would make it easier for shoppers and customers to access the John Allen shopping centre and other shops, without spoiling the beneficial impacts of the LTN for the vast majority of people living within its boundaries, It is East Oxford's main shopping destination for a huge number of people.
Concerns - Church Cowley	I would like to give feedback regarding the traffic calming in the Cowley area. I live in Trinity Court and there is so much traffic on Between Towns Road now that it is impossible for us to exit from our carpark driveway at peak times. To add to this when the traffic lights do turn green onto Cowley Road the timing has changed and only about 3 cars can get thru, which makes it even harder for us to exit our shared driveway. Would it be possible to get clearway road markings to help with this. Alternatively can an inspector please come and assess the situation between 8.15 and 9.00am to see what we have to deal with on a daily basis? The other issue is outside the primary school on Bartholomew Road. I drop my grandson to school each morning and the bollards there make no difference at all. There is just as much throughway traffic and people parking on double yellow lines as before and if anything it is even more dangerous at drop off and pick up times. To date there have been no visible inspectors monitoring the chaos. Can you please advise how you plan to move forward with these issues?

Concerns - Church Cowley	In principle they have improved my boys route to school by bike to church Cowley school however no apparent thought seems to be have given to the impact the traffic squeezed / pushed on to Oxford road Littlemore and some other surrounding roads Since then in a matter of a week we have experienced 3 resident cars damaged(insurance claims) by the volume of cars drivers are very angry / abusive and pollution of petrol intensified. Luckily there hasn't been any accidents involving pedestrians.. the LTN have in many ways have isolated further Littlemore centre from services in Oxford .. we need to be included and the impact considered when making plans that affect Cowley and Littlemore As a whole ..
Concerns - Church Cowley	I support LTN as the streets around my sons school are much quieter and safer for his cycle ride to and from school My concern is that more traffic is now using the already very busy Oxford road which has inadequate Road calming in place
Concerns - Church Cowley	Because the proposals that have been put in place are impacting me and my family directly . A lot more cars sitting for a long time with engines on causing far more pollution . My grandchildren have been on occasions an hour late for school because they can't get through the traffic. There should have been alternatives put in place. My daughter who has three small children has tried to take the bus but was told she couldn't take the pushchair on as there was already one on there and not enough room . She has a one year old and a six month old plus a primary school age child and has to travel three miles to get to school. I am all for traffic calming but there need to be good alternatives in place- better public transport or even school buses at park and rides . It is just total chaos in the Cowley area at the moment which is incredibly polluting .
Concerns - Church Cowley	Not a local resident , but a daily visitor to Templars. I am not therefore in a position to judge the situation from a residents point of view. However , the thing that absolutely screams out to me with all the additional traffic in Between Towns Road and Church Cowley Road is the enormous amount of illegal parking causing huge delays to the increased traffic flow. Double parking on Church Cowley Road is one issue, but there are also numerous cars parked on double yellows on Between Towns Road . It is not occasional but regular and there are no parking wardens to be seen . If you clear illegal and inconsiderate parking then the LTN could possibly work
Concerns - Church Cowley	Has increased traffic & in fact created traffic jams ,extended journey miles & journey times & increased pollution . To many Ltns in place - in particular the ones on littlemore rd and west bury crescent are completely unnecessary.
Concerns - Church Cowley	LTN introduction has hindered the essential business of delivering home care to vulnerable and elderly people locally. Home care is run on a tight timeline to ensure people receive their care and support at the right time (getting up/ meals/ going to bed), which often includes assisted medication. It is essential for many clients that medication is taken at the same time each day. The longer routes caused by bollards and restrictions also mean additional business costs to home care agencies.
Concerns - Church Cowley	I agree with reducing traffic & emissions but I see so much increased traffic on my road and especially on in between towns road. I think not enough has been done to ensure smooth flow of traffic on the outside of the LTN. eg. cars park on double yellows in front of the row of shops & block everything or Barns road 20 zone is starting too late. I can hardly get off my drive because so many more cars zoom past now. It feels like emissions have just shifted to the more main roads and are affecting a lot of houses that don't have the privilege of a garden that people can escape to, whilst all the nice expensive semi detached houses inside the zone get quiet streets and fresher air.
Concerns - Church Cowley	Poor flow of traffic, rush hour traffic is unbearable, ambulance/emergency access limitations.
Concerns - Church Cowley	It suppose to be a good thing, but it's taking me around 15 minutes to go between my place and the police station. I work some hours in the morning on town, some hours on the very late evening on town as well, I can't go all the time by foot or bike as I get late and tired, so sometimes we go by car, and it's a absolute nightmare and have no more another way to cut down the traffic jam as now every where around my place is LTN.

Concerns - Church Cowley	Due to my child disability I do not have the option to walk or cycle with my children to school, my children are split between different schools because of my child disability, As a mum with small children this has just added to the stress A car is not an option but a lifeline with the increased cost of everything that goes with car tax, insurance, MOT, servicing, fuel costs and residential parking permits, we have been pushed into poverty. Work with the community not against us, those with disability should not be penalised or discriminated against.
Concerns - Church Cowley	Traffic all the time, busy road dangerous for residents to cross the streets. As a resident we don't have space to park our cars, traffic all day long.
Concerns - Church Cowley	I have lived and worked in Oxford for most of my life and never have I seen such stupidity displayed by the council. Journey times are absolutely ridiculous now and is near on impossible to get anywhere in the city due to the congestion. As a serving police officer in Oxford I have great concerns for the response times and have had personal experiences of trying to get to serious incidents that is taking place and being unable to get there within a reasonable time due to these bollards and the congestion they have created across the city. I really can not see any benefits to this trial and believe that this should be removed immediately.
Concerns - Church Cowley	We use to live in cowley and visit family in cowley a lot, family members are now wanting to leave the area. since any of these road closures have gone in, cowley has become an absolute nightmare for traffic and getting around the area, the only places it had a positive impact are the roads that are no longer usable all other roads are now having to deal with more traffic than ever, 45 minutes from Tesco to Don Bosco close is an absolute joke and how you can see this as a positive is beyond me
Concerns - Church Cowley	I own a house in Beauchamp Lane which is tenanted. As you will be aware the two large wooden planters that have been placed towards the top end of Beauchamp Lane are positioned right outside No 24. While I understand the reasons behind the LTN please may I request that these planters are moved so that they are right at the junction of Beauchamp Lane and Littlemore Road, in order to stop people turning into Beauchamp Lane from Littlemore Rd (as they do not see that it is blocked off) and then having to do a U-turn right outside the house. It will also mean that those cars that mistakenly come up Beauchamp Lane will also not do a U-turn right outside the house but at the end of the front garden. At the moment there is constant U-turning, (cars coming from both directions) with noise and emissions, outside the sitting-room and bedroom windows. This happens not only during the day but at all hours of the night. If this could happen I would be very grateful. And then could the single yellow line beside the house be re-instated so that when my tenants have visitors they can park legally at the weekend and evenings. One other comment...Why was the parking on Littlemore Road removed? There is now nowhere nearby for tradesmen to park when they need to come to the house to do repairs.
Concerns - Church Cowley	I work in the cowley area and these restriction make travelling through cowley difficult. It does not solve the traffic problem, it seems to just be moving the issue onto other streets which are also busy made busier. What a shortsighted ill thought out project. Perhaps traffic calming measures rather than blocking the roads may be a better option to still allow access/through traffic. As far as I have experienced and heard from others. This is making people's journeys longer and causing traffic problems and pollution to other streets in the areas.
Concerns - Church Cowley	I am objecting to the LTN on Crowell Road which is just before the carpark entrance when approaching from Littlemore. You are now pushing all traffic along Between Towns Road and when exiting the carpark it is on Beachamps Lane which is also blocked due to another LTN. Crowell Road has traffic lights, but not accessible when exiting the car park. This means when exiting the car park I have to turn right on to Between Towns Road from Beachamps Lane, (this is impossible because of traffic). It also doesn't help when you approve major roadworks on nearly all the exits from the ring road at the same time.

Concerns - Church Cowley	During peak hours pollution increases in main roads where more traffic has been squeezed into I.e. Between towns road, Church Cowley Road and Barns road, the traffic lights at the Swan junction allow more relief to traffic coming from Oxford Road than from Templar Square and barns road. The parking in Hockmore Street doesn't serve the residents, and furthermore the design is an obstacle and has caused drivers to race the short stretch where cars are parked in order to beat the opposing vehicles including, mounting the pavement to do so, my next door neighbour was almost hit stepping onto the pavement from her property.. sadly we are living in a society where everything has to be done at 100mph and people have to commute using a car, we are far from changing the mentality which comes with all the pressures of daily living, by adding more frustration and obstacles only serves to exacerbate, it needs more thought.
Concerns - Church Cowley	It has created more traffic on main road out of Rosehill estate, it was hard to get out of the estate before, now it's virtually impossible at times, also its creating more traffic pollution where cars are at a standstill moving very slowly along our roads on the estate and the main road !
Concerns - Church Cowley	Whilst in agreement with certain roads, I think Littlemore Road and Crowell Road should be open to through traffic. Also think that something should be done for the amount of vehicles that are constantly parked on Church Cowley Road. There is, on frequent occasions cars parked completely on the pavement making it difficult for pedestrians, wheelchair users and pushchairs to pass by.
Concerns - Church Cowley	I support the LTNs in principle and mostly they have improved the area. However, they have made my road (Westbury Crescent South) much busier, since all the traffic from the closed-off area enter and exit along the road. In particular, many cars are speeding along Westbury Crescent South, so it feels less safe as well as busier than before the LTNs were put in.
Concerns - Florence Park	3 Points: 1. The proposals benefit mainly the residents of Cornwallis Road by preventing 'rat-running'. Similar measures in, say, Holland or Germany, would include more extensive improvements to street landscaping, planting, etc, to enhance the whole environment. 2. The safety of streets for residents may actually be reduced by having less through traffic and natural surveillance. 3. Resident's vehicles should be included as 'authorised vehicles' (by pre-registration of car registration numbers if necessary). Having only one access/egress point to/from Between Towns Road unnecessarily adds to journey times and to traffic congestion on that road.
Concerns - Florence Park	Signage at Iffley Road end of Cornwallis Road is misleading, directs traffic into Cornwallis Close rather than to do a U-turn. Probably need clearer signage at the junction with Iffley Road as well. It's hard to assess the overall impact of the LTN because everyone knows that the camera isn't installed yet, so a lot of people just drive through.
Concerns - Florence Park	The LTN have reduced traffic on Rymers Lane, and improved my regular cycling route into the city. However, in terms of air pollution, it appears to be a 'not-on-my-doorstep' solution, simply increasing traffic levels, and idling pollution on Cowley and Iffley road. I think for the LTN's to truly work, there needs to be improved accompanying schemes. E.g. subsidies for bus journeys, priority for car sharing, increased security for bikes in the city. Without these, people will continue to drive, and the LTN just shift traffic to another route. They have also been hugely divisive for the local community, there should be more done to repair this segregation of opinion.
Concerns - Florence Park	I support the Florence Park LTN which has made the streets much safer. I'm concerned that the bus gate on Cornwallis Road is still not implemented. My greatest concern is the increase in traffic, tailbacks, noise and fumes on Church Cowley Road which takes a lot of the displaced vehicles.
Concerns - Florence Park	Blocking roads for emergency services is very dangerous. Blocking delivery vehicles is a big problems for businesses.
Concerns - Florence Park	Don't feel they have improved things, and have made congestion worse in other areas

Concerns - Florence Park	Traffic increase in roads surrounding, no viable alternatives for most people. Buses are caught in the same traffic. It's nice to cycle through the LTN (how I can get to work) but main roads into town that I used to cycle on now feel worse and worse especially Donnington lights and Church Cowley Road. Journeys are longer and creating more emissions if I do drive somewhere (I am already a low car user). When will a fit for purpose traffic system in Oxford be implemented? It's all over town but this corner is now more grim than ever for anyone near Iffley Road and Henley Avenue.
Concerns - Florence Park	The increase of traffic on Henley Avenue as a result of the LTNs
Concerns - Florence Park	Although the short stretch of road where I live has benefitted from slightly reduced traffic, the knock on effect seems disastrous, with constant huge queues of traffic along Church Cowley Road and Oxford Road, creating pollution and long delays.
Concerns - Florence Park	The traffic and pollution have increased in some parts. The Cowley Rd and Oxford roads are busy all the time often with traffic queueing. Motorists feel punished. There have been no incentives to stop driving eg better pavements; cheaper bus fares. I have to drive further most of the time to get out of the estate and back in - using more fuel and creating pollution. The planters and signage are ugly. There have been no neighborhood improvements.
Concerns - Florence Park	Blocking some roads leads to increased traffic on other roads, leading to longer car journeys and increasing pollution for these residents. I believe traffic should be slowed down and trees planted at every corner in residential areas. I'm also responding to this because of reports that my area might be the next to be LTN'd with plans to make Howard Street 2-way so that cyclists wouldn't have to walk the very short distance between continuing cycleways into the city centre. Personally I use my car very little and sometimes cycle, often walk, but I resent certain groups demanding that our lives should be restricted this way just so that their cycling can be made easier - dismissing concerns of people who have to transport children, the elderly and disabled by car. All houses need direct access for tradesmen, deliveries, emergency vehicles and rubbish collection and to suggest otherwise is not compatible with life.
Concerns - Florence Park	Concerns - increased traffic on available routes, leading to much road trouble, some angry drivers and difficulties for council vehicles, in particular emergency service vehicles. This is a current big problems and it is not just on the major roads that traffic has increased, for example it has increased on Westbury Crescent a lot which is a residential road. There seems no overall reduction in traffic, just new problems created with flow of traffic. Florence Park itself is obviously slightly quieter and so feels safer for kids on bikes on the roads. I don't actually know if there is any reduction of accidents - perhaps the council has the stats for this? Maybe it just feels quieter for the cyclists, but maybe it statistically isn't any safer?
Concerns - Florence Park	All of the LTN proposals will turn the area between Cowley and Iffley Roads into a large roundabout, which will add to pollution and increase the amount of time traffic will be on the roads, which will delay ALL traffic movement, including cycles & buses. I agree there is a need to reduce traffic and pollution but this is too extreme. Open other roads e.g. Cornwallis Road and Howard Street/Magdalen Street/Bullingdon Road to allow alternative movement when necessary
Concerns - Florence Park	I like that the flo park estate is quieter however as a resident of church cowley road I am concerned re increase of traffic on this boundary road, in particular pavement parking on south side of church cowley rd in peak times, as well as speeding card when road is quieter
Concerns - Florence Park	I personally support the Flo Park LTN. I think this particular LTN is perhaps one of the least controversial. Yes it is slightly more inconvenient to have to travel up to the lights at Iffley turn or travel along between town road, but personally for me it is not a major problem. I feel it is safer for pedestrians and cyclists at the Littlehay / Rhymers interection. Where previously I have seen several near misses and experienced hostility from drivers when driving, walking and cycling. However I have concerns about the overall plans in thi rea of Oxford and don't see how they can be considered individually, whether this is supported or objected to. They need to be considered holistically. Looking at the overall impact to safety, congestion, pollution. Not based on people's own personal feelings. I want to see a comprehensive evaluation published for the pilot phase. I'm sure this is the next phase of the plan and that gathering people's opinions will be taken into consideration.

Concerns - Florence Park	Cowley Road has the worst congestion it's had for the 40 years I have lived on it more pollution as traffic travels slower and vehicles are less efficient. ...more dangerous for cyclists as travelling the same speed as vehicles especially bus companies. overall a very poor solution to pollution control. ...
Concerns - Florence Park	Amount/speed of traffic on Henley Avenue. Need for bike lane. Also think Cornwallis/church Cowley road should be open to traffic one way in opposite directions with wide bike lane on other side of road. Closure of Cornwallis causing too many jams on church Cowley road
Concerns - Florence Park	Increased and noisy traffic in Henley Avenue, not respect in the 30 mph limit
Concerns - Florence Park	I have concerns about cars, taxis and motorbikes / mopeds using the modal filter. There is still no active enforcement of the LTN eight months after the initial installation. I understand that the cameras are finally to be installed later in November. However taxis will turn Cornwallis Road into a clear route for taxis, who generally do not respect the speed limit. Taxis should not be exempt. They are often empty. I have read that there is increasing pressure to add blue badges to the exemption list. These should remain prohibited through the modal filters. It is the same as an able bodied journey. I also have grave concerns about the increased use of mopeds through the LTNs which have bollards. They travel at speed are going to cause a serious injury very soon. These roads with bollards should also have some kind of monitoring.
Concerns - Florence Park	I fully support the intentions of this project. But as someone who earns their living by working in Oxford the consequences of the scheme on my ability to travel to work are significant. The length of the commute is becoming untenable. I would be very happy to leave my car outside Oxford in secure parking and to cycle the remainder of the route. However there is no availability of such parking from the A4074 and other roads between the two park & ride car parks. This could lead to on-street parking higher up the Iffley Road and environs. Please remedy this in an eco-friendly innovative way. This is an opportunity. Oxford is a County Town - many of us who commute to Oxford do so because we can't afford to live in Oxford. I want safe streets, I want clean air, but Oxford City & surrounding District Councils need to join up thinking to avoid a deep negative impact on economic development and the lives of individuals who are just trying to get by. As development in the areas surrounding Oxford increases, eg the new housing at the top of the A4074, new housing in Benson, Wallingford, Cholsey and Didcot - more people will want to access Oxford. The city cannot just shut its roads, the city and its neighbours must work together for all of us.
Concerns - Florence Park	I actually support the ltms but they have caused unintended knock effects such as changing people's parking behaviour. Church Cowley road now has traffic jams on it as well as vehicles parked on both sides of the road. This makes it more dangerous for cyclists and less pleasant for residents. As a cyclist, I love cycling through the Florence park and temple Cowley ltms on my way to work, and I see and hear plenty of school children enjoying the car free environment too.
Concerns - Florence Park	Oxford needs more roads not less. Traffic is already impossible and it will get worse
Concerns - Florence Park	I am a local and i travel to work. I work in a school and it would normally take me 15 mins to get to work in the mornings but because of the closures it can take me up to 50 minutes because I am stuck in traffic every morning. Every one is using the same route and they are all trying to get to work. These closures have caused more traffic. My students are often late to school because they get dropped off and parents find it hard to get through the traffic. it costs me more fuel and time waiting in the traffic, than it did before.

Concerns - Florence Park	Longer traffic queues every around Cowley causing major chaos at peak times and now pollution in one particular area - rather than keeping the traffic moving in this small highly already congested part of the city.
Concerns - Florence Park	traffic has increased a lot in oxford due to this bad planning!
Concerns - Florence Park	The LTN has reduced through traffic on our road however it is not practical to drive a further mile everytime I want to leave the house, when the main road I want to use is only 150 meters away. The problem is only being pushed on to another road. I don't support the cameras on Cornwallis Rd or Bartholemew Rd at all, however if they do end up going up, they should give access to residents, taxis and emergency services.
Concerns - Florence Park	I really support the concept of drastically reducing the traffic on the roads in Florence Park, but it has had a very big impact on the arterial roads either side. Henley Avenue is very noisy due to additional cars using it and is polluted by the car engine exhaust as motorists queue with engines idling throughout the morning and afternoon traffic. It's not pleasant.
Concerns - Florence Park	The traffic is funnelled onto my road and standing traffic up to half a kilometer is now the norm. Even on Sundays it backs up from the lights by cowley police station. I am a cyclist but also do need car at times. The current system is polluting my area/road. Journey times are extended. How can this be better for the environment...more standing traffic. I request air pollution checks done on cowley and iffley road. My health and wellbeing along with journey times is being negatively impacted for the benefit of a few within a small area. I want to support traffic reduction but this doesn't work. The areas where this works are all in London.....and have a tube station. Whilst we have busses.....they are now trapped in this traffic..... I can't support this. Also the only people being made aware of the survey are the local residents. I suggest it is advertised to those who now face longer daily commutes... Maybe signs at the lights!
Concerns - Florence Park	The Florence Park LTN (and perhaps the other two have contributed somewhat) has made Howard Street a traffic nightmare with unacceptable levels of noise and air pollution, not to mention speeding cars. I have lived on Howard St since 2005 and it has always been on the busy side during peak times but never like this. I'm guessing the traffic has at least doubled this year. In addition to a steady stream of vehicles all day and into the night, by 4 or 5 pm the traffic is regularly backed up to Catherine, Golden and sometimes even Silver Rd. This almost never happened before the three LTNs were implemented. It was obvious this would be the impact. I can only conclude that policy-makers decided they were willing to ruin quality of life for those living on Howard St for the benefit of those living on the nearby streets around Florence Park. Shame on you. I am all for LTNs, but you should have trialled them across East Oxford at the same time. How else can you obtain meaningful results about their impact? In the very least you should do something to stop the Howard St rat run now, not in Spring 2022. I am sure I am not the only Howard St resident calling for urgent action.
Concerns - Florence Park	I live on Howard Street (right by Cricket Road) and am only permitted parking in the RH zone. If you block the road at Silver Road, please could you extend our short part that would be left (if at all) into the CM zone. We would have a huge drive around to come back in the other direction - on the opposite side of the road block for our permit to be allowed. This is of great concern. I hope you will consider this fact.

Concerns - Florence Park	Following the installation of the Florence park LTN there are several indicators of increased traffic on Howard Street: A Howard Street resident's Google nest doorbell recorded an increase in motion detections of 250-300%. When queuing traffic on Iffley Rd prevents Howard St traffic from progressing onto Iffley Rd, a queue builds up on Howard St. The queue used to last as long as 30 mins; this has increased to last as long as 120 mins (15:15-17:15) = 300% Increase. The queue would stretch to around No.40; this has increased to as far as No.158 = 295% increase. Please follow this link https://youtu.be/zvYhY7KyRPA to watch a recording of this traffic, and see it for yourselves. The recording shows more congestion on Howard Street than on the much wider south end of Iffley road. Please can I ask this link is not shared outside the team? I want to illustrate traffic on Howard Street is bad, and not the principle of LTNs working together. Increased traffic has made for poorer air quality and safety for cyclists/pedestrians and parked vehicles on the street. Howard Street residents are calling for the installation of quality monitoring on the street similar to other monitors in the city https://oxfordshire.air-quality.info/. The long, narrow, terraced street, with steep speed humps that increase braking and accelerating, connecting the busy Iffley Rd and Cowley Rd stands to be one of the most polluted side streets in the city... Following the installation of Florence Park LTN. It's been reassuring for county councillors to acknowledge Howard Street has been 'hardest hit'. It's reassuring that a Green party traffic count confirmed 325 cars passed down the street in one hour (https://www.oxfordshirelive.co.uk/news/oxfordshire-news/oxford-low-traffic-neighbourhoods-residents-6087030). The recent Green party meeting specifically about Howard Street traffic was also very gratefully received. It was said in that meeting to try and increase awareness around the issue and that is why I include a link to the video. Currently there's a traffic counter on the street, if the East Oxford LTN team is running this then I thank them for monitoring the traffic levels, and for arranging the East Oxford LTN.
Concerns - Florence Park	As these controls increase journey time and distance, also cause congestion on main roads in the area. Which will surely increase pollution as a result.
Concerns - Florence Park	Iffley road now has very heaving traffic from early morning till late night, that causes lots of pollution to our street, and it is not helping reduce pollution its just moving it on to the main street.
Concerns - Florence Park	I object to this as the ones on rhymers lane are now going to push traffic to the cowley road and to access my sons school i will have to go down shelley road along with hundreds of other parents which is a smaller road to have so much traffic coming up and down as this will be are only access to the school
Concerns - Florence Park	I am a little concerned for the safety of our daughters, granddaughters, in general women walking at night in light of recent events in London. Most of the roads in my area are now no through roads so no passing traffic. And long walks from bus stops. In the dark. Also all the traffic is now pushed on to three roads eg Cowley rd Iffley rd & between towns road which will have an impact on children crossing the road to schools. Not a problem if you live in Florence park. But for children travelling from Rose Hill. And areas outside the triangle they all have major road to cross now to get to school.
Concerns - Florence Park	This inconveniences me everyday. The local people are being penalised for a problem that wasn't even there. There was no issue with traffic in Florence park, even before lockdown. As someone who cycles as well as using a car, the very slight reduction in traffic has no effect on the safety of my journey but instead inconveniences me when I need to make long trips in the car! Furthermore I have concerned surrounding safety as it takes much longer for emergency services to reach the people within the area. Scrap the scheme!

Concerns - Florence Park	In general I agree with the LTNs but not the positioning in Florence Park. If you wanted to stop through traffic the Cowley Road end of Littlehay and Havelock Roads would be a better option. Leaving Florence Park residents including our side of Rymers Lane to access Church Cowley Road as an way in and out instead of forcing us onto an already busy road. We now have delivery vans reversing up and down our road, difficult access for ambulances, dustbin collections. Cars and motor bikes totally ignoring them and driving round or through them. Come on County Council you can do better than this.
Concerns - Florence Park	As a result of the Flo Park LTN, the traffic on Howard Street has increased significantly. The road is gridlocked from around 3pm to 5pm pretty much every weekday. And we're still in a partial lockdown! I am in favour of reducing traffic on our roads; I am largely in favour of LTNs, IF they do what they are supposed to do. I would love for Howard Street to not be a rat run, and I am aware of the upcoming consultation for an LTN on this road. What the past few weeks have shown me is that if the Flo Park LTN stays, it is imperative that Howard Street (and other, similar streets) are also included in wider plans to limit traffic. And in a considered way that doesn't simply shift the problem elsewhere and exacerbate it. Because, at the moment, I feel Howard Street is suffering from double the volume of traffic compared to before, with all the safety and health implications that carries. The traffic problem has been shifted; it has not been resolved.
Concerns - Florence Park	Why, why, why do the council make things difficult. What an absolute disgrace these ltns are. The traffic up my road is unbelievable, unbearable most nights, after a long day at work. Passed from one part of Oxford to another. Just open up all roads to let traffic flow and for people to manoeuvre around our city. Firstly I have to pay £65 to park outside my house, know I have to sit in traffic for an hour, just to get home. This was never like this before, please sort this terrible terrible mess out
Concerns - Florence Park	I am concerned about the amount of traffic now using church-Cowley road as the air quality must have gone though the floor my wife has got low grade asthma and since the beginning of the so called experiment she has been continually coughing. my car is always covered in dust a day after I have cleaned it and lately I struggle to get out of my driveway.
Concerns - Florence Park	It's bring too much traffic on to main roads it's not easy to make sure e kids can get to school on time or other sport activities
Concerns - Florence Park	I work at St Gregory the Great Catholic School and my journey time has increased from 30-40 minutes to 75 minutes on a good day and 100 on a bad day of which there are many! I support the school as a consultant and when I go in now I can see the impact this travel time is having on staff. The staff are talking of finding alternate employment as they never signed up to over an hours commute. St Gregory's is on an upward trajectory but I don't think you understand the issue this is causing. If we cannot keep or employ new staff of quality the education of the local community suffers and this then impacts massively. The price of living in Oxfordshire is already a significant barrier as it is without having to commute for over an hour each way. Staying later or starting earlier within reason makes little difference. Whilst being an environmentalist myself I do not really see how the LTN as they are placed are helping the neighbourhood.
Concerns - Florence Park	The LTN measures are causing misery to drivers, causing delays and increased air pollution. Oxford is a busy working city, not a country village. If people want to live here they should expect traffic. Having said that, alternatives to driving to work are feasible, but only when there are regular bus services available to all areas including Littlemore (one bus per hour and frequently late buses is not a workable solution). Cycling is ok too and would be better if there were more cycle routes and pedestrian areas and fewer pot holes in the roads.

Concerns - Florence Park	You have locked out the whole cowley area implementing an LTN which is one 100% unjustified. You have put other public living on main roads like oxford road under heavy traffic flow for 24 hours. We cannot get out from our home onto the road as always there is a traffic que. Can you justify why LTN area people drive on the roads which are in our residential area while we cannot drive through in to their areas. HOW THIS IS NONSENSE. We cannot drop and or pick our children anymore from school in bad weather. You have copied and paste this implementation from other country, which is designed to this, but oxford is not designed to this implementation. We will request the responsible team who implemented this nonsense and unjustified idea to scrap asap to avoid other residents health damage and major disturbing. Ideally, I want to discuss this in face to face, so if you visit me or at least call me that will be appreciated. CRITICAL HEALTH DEMAGE - Pollution level has increased significantly in our area due to LTN implementation. This can impact our health badly especially of our children.
Concerns - Florence Park	While I am in favour of the LTNs, I do think the way they have been implemented has effectively blocked any traffic going through the Florence park roads. this has resulted in ALL the cars and traffic using Howard street to move between the Cowley roads, which has meant long queues as cars then wait to turn onto Iffley Road. Bicycles often using Howard street in both directions, making it dangerous for pedestrians as bicycles use the pavement as the cars are on the road and not moving. while I agree with the LTNs in principle, I would encourage you to also consider putting an LTN in place on Howard street, so only residents use the street as the traffic and pollution is now terrible and dangerous.
Concerns - Florence Park	It causes severe traffic leading to pollution and a lot of very upset people. Awful idea.
Concerns - Florence Park	As district nurses in the city of Oxford we already struggled with traffic getting around to see our ever growing list of patients. We are under massive time pressures due to the amount of visits we have to complete each day and get paid mileage "as the crow flies". Since the LTNs have been implemented it has taken me an extra hour each day even getting to Manzil Way and at least another hour during the day whilst visiting patients. Some patients that are next to each other on parallel streets we used to be able to fly between in a couple of minutes, now we are having to divert into main road traffic and delaying patient care. We are also not getting paid for these extra miles and struggle with vehicle maintenance on our already poor wages. I have also got concerns over paramedics attending my patients when they are required in a matter of urgency, but also the environmental impact due to the traffic. My quality of life is being affected and patients aren't receiving the best care possible due to the time constraints we are under now due to diversions, and we are unable to visit as many patients as we used to, which also delays care.

Concerns - Florence Park	There doesn't seem to have been any thought as to the impact on surrounding streets and how it's increasing the traffic problem in other neighbourhoods. It's moving the problem around and increasing it to worse levels for other people instead. Henley Avenue junction, Iffley Road, Donnington Bridge were horrible for traffic but now even worse, so residents there are now simply suffering more. This means also that if I want to cycle to town from Iffley Village or anywhere next to the Florence Park LTN it is EVEN WORSE than before. Cornwallis used to take some of the traffic at peak times. The more this is expanded the more and more pressure will happen to these trunk roads through and out of the city. Another problem is that I am a local resident, and on the odd occasion I need to take a car I use streetcar Co wheels. If I want to take a route through from Henley Street to say Temple Cowley, or some other place nearby I also have to join the throng of compacted traffic and take much longer journeys. If the LTNs continue, and I say get a Divinity Road area car I won't be able to get back to my own home 2 streets away any longer. If I need to drive to my sisters on East Avenue, the journey becomes ridiculous. How would I get to Summertown? Is the idea eventually that I would have to find my way out of the Iffley Road area onto the ring road and go all the way around to the north to come back down into Summertown? I walk and cycle most of the time, but you cannot always avoid driving. It's a nice idea for a few people but doesn't solve the overall problem. I'm quite depressed at the thought of moving to Iffley Turn now the the LTNs are there. Great for them, but not so much everyone just outside of them. It needs to be done as a linked up plan for the whole city with proper cycling infrastructure, better thoughts about main roads within the city, and consideration for how locals move within their own city, not just how people get in and out of town but across local neighbourhoods as well. The LTNs in Amsterdam and other places are totally different within the city as a whole, with better transport links like trams and a full cycle road network. This LTN is a half way house and environmentally less friendly by extending car journeys, and bad for residents other than the few. One idea would be that if you live in Oxford, you have a car pass to go wherever you need to and enable you to use the services in the city that you need, GP, clinics, schools, all normal life essentials - sort of like how the taxi's and buses are allowed onto the High Street but no others or like the Congestion Charge zone. Resident Permits could be linked up to this. Anyone from outside the city are only allowed on certain roads eg Botley Road, and to the West Gate and to the Park and rides, to the hospitals, train station, or have to have permits for specific reasons. At the same time have proper travel options and cycle network so traffic levels can actually reduce.
Concerns - Florence Park	I am broadly in favour of the low traffic neighbourhoods scheme, but I feel its implementation has had a strong negative impact on the traffic and pollution on Church Cowley Road, which is sandwiched between the Florence Park and Church Cowley LTNs. Traffic on our street has become noisy and the extra pollution is noticeable. Crossing the road to get to the park now feels much more dangerous. It seems much of the traffic on Church Cowley Road is passing to and from the Templar's Square shopping centre and the Templar's retail park. I would ask that you consider whether this traffic might be better routed via the primarily commercial Between Towns Road/Garsington Road than on the primarily residential Church Cowley Road. I would welcome measures that discourage drivers from using Church Cowley Road as a cut-through, such as a reduced speed limit to 20mph, speed enforcement measures, or a LTN road block at or near the junction of Church Cowley Road with Between Towns Road. I feel that the chief aims of the LTN, to promote active transport and to reduce congestion and pollution, are laudable but ought to be achieved without simply shifting the burden onto other residential neighbourhoods. I hope you will not abandon the scheme, but rather seek to modify it to better achieve its goals.

Concerns - Florence Park	My biggest concern with this LTN is the amount of standing/queuing traffic there is on the Cowley and Iffley Roads due to these closures. It also doesn't seem to make any sense to me that a journey that would normally take two minutes now takes at least 10 minutes as I need to go all round the houses to get from one place to the next. Extra time on the road means extra pollution, I'm sure that can't have been the councils intended outcome of these LTN's. As with many businesses I simply can't run my business without a vehicle, it's all very well saying that people should be using other modes of transport but it's not always possible. If the LTNs are that important to Oxford, why not implement them sensibly with cameras or rising bollards that only operate at the times of the day where rat running is a problem for residents.
Concerns - Florence Park	The LTN has increased the amount of traffic on Oxford Road, Cowley Road and Iffley Road. The traffic queues can be lengthy at times, which in turn are creating more air pollution. The smaller side roads that you are forced to use cannot accommodate the increased traffic either due to parked cars or damaged road surfaces. The road surfaces of these smaller roads are rapidly declining. Then when any works are carried out on one of the main roads it causing even more traffic queues on the other main road.
Concerns - Florence Park	These LTN are simply aggravating. There was nothing wrong with the streets prior. They push more traffic onto Cowley and Iffley Road. The roads that have signs for no cars are ignored and cause drivers to rush through as not to be seen. My 12 minute journey is now 40 minutes I cannot understand how this reduces pollution. I think they are a waste of money, motor bikes speed through daily and even when the police see them nothing is done. I have seen several Ambulances have to reverse back out just to have to face the road works on Cowley Road. I have also noticed a rise in antisocial behaviour since they were installed as unsavoury people feel more at liberty to act out with less people to see. Please return our streets back to normal.
Concerns - Florence Park	The LTN around the school that I work at in Cowley prevent easy access, this therefore adds additional time to and from my work place regardless of the time. There is news that there is a chance of additional LTN on Howard Street which is ridiculous. This will mean only 1 exit from the school, which will be leading onto the Cowley Road. All traffic will be sent up Shelley Road causing more traffic as turning right onto the Cowley Road is difficult.
Concerns - Florence Park	Whilst I strongly support the reduction of traffic in the whole City, I am concerned about the current arrangements on the following grounds - 1. The introduction of the LTNs has led to a far greater level of traffic on the main access roads - including Church Cowley Road. I have seen over recent weeks - a higher volume of traffic - including cars gridlocked in both directions. This has both noise and pollution impact on residents - from idling engines and large delivery lorries. The greater distances travelled to get from one place to another (when cars cannot be avoided) must surely also be taken into account. 2. As a regular cyclist (and a confident one, well used to road cycling) I have routinely taken to pavements (despite pedestrian unpleasantness!) rather than cycle on my own road at times. My view is that there has been insufficient investment in the main roads to support this additional traffic. This is compounded by the significant increase in parked cars on Church Cowley Road on both sides - day and night. I think this may be because of a CPZ in another area? 3. The introduction of the LTN is divisive and unfair and is significantly polarising the community. Feelings run very high. Steps need to be taken to reduce the car throughout the whole neighbourhood, not just divert all traffic to particular roads. I would also support CPZ and restricted parking + cycle lanes (please!) on Church Cowley Road.

Concerns - Florence Park	The access to my home is now so restricted that I struggle to get out of the estate. I have to turn right on to between towns road and can't get out. I have been in 3 near misses now at that junction. I also find it hard when turning right from Henley Ave onto Between Towns Road, there are so many cars parked by the lights that it is dangerous. I don't use the car every day and I love cycling in the quiet roads. I just think the LtNs have gone too far and the impact on bigger roads hasn't been sufficiently considered. It adds a lot of time to my journey and I now sit in traffic, whereas before I just turned right on to Cornwallis and then to the main road. Surely there is a balance where the LtNs make life difficult for people wanting to cut through by not so restricted for those who live there
Concerns - Florence Park	Reducing traffic is good but pushing it from some roads onto others is not. I oppose these LtNs and will do so until reliable and valid data is presented to show they are effective across E Oxford not just the streets where traffic has been stopped.
Concerns - Florence Park	I am concerned about how much longer my journeys are for work-related activities that require visits to customers homes; about how much more pollution is created on main roads that A LOT of children walk to/from school on & how this will affect their health; as well as the fact that a trial can't really take place fully when the council haven't bothered to fully implement the LTNs in relation to bus gates as they haven't installed the appropriate cameras in Bartholomew's Rd & Cornwallis Rd - no point trialling half job! Finally, emergency vehicles should be able to press a button for bollards to work properly and sink into ground, so they can use their usual routes to get to emergency situations more quickly! Don't hold them up having to stop, get out, unlock, return to vehicle - that's a ridiculous plan!
Concerns - Florence Park	Made cowley road so busy no cars can go through cowley only use cowley road when 3 kids in Oxford spires and they now have to leave a hour early is disgusting and they can't use taxis now as there double the price no bus runs direct and there so much traffic on cowley road now there going to be a accident before to long as everyone is trying to rush but getting no were
Concerns - Florence Park	I work in Oxford and have many friends who visit frequently. Because of this experimental, the traffic is chaotic, the whole flow is going to Cowley or Ifley Road. It's impossible to get around by car between the streets, a way that used to take 5 minutes, now is taking 15 minutes because you have to take huge turns to get to where you need to. This experiment is ridiculous!!
Concerns - Florence Park	Blocking Cornwallis Road pushes traffic through the junction of cowley road and Between towns road. This causes the junction to gridlock and Hollow way to gridlock completely, making the traffic stress for resident on Hollow way even more extreme. Mental health is suffering not to mention the blatant increase in pollution. This needs urgent action. Make the top exit of crescent hill a one way to hollow way Do the same for temple road to cowley road instead of the planters. This will allow traffic that does use the roads to flow and improve the efficiency of delivery routes. Do the same on Cornwallis Road at the cowley road entrance allowing traffic to flow to Ifley road and back via between towns road which is a left turn back to cowley road and rarely blocks. This will allow traffic flow while limiting poorly planned journeys. It improves safety also. Bring forward the bus gate for the slade to push Headington traffic onto the ring road.

Concerns - Florence Park	Our situation has been heavily impacted by the change. Many more vehicles drive down Church Cowley Road and many more of them are stuck in traffic jams creating much more air pollution and noise pollution and danger. I am very supportive of the idea of reducing traffic, but moving it to just a few roads is extremely unfair. Some rebalancing is needed. Best perhaps to include much more serious restrictions or a full traffic barrier on Church Cowley Road so we get some benefit, not just all the negatives. It is the council's duty to look after all citizens in the community. The scheme as currently implemented sacrifices the quality of air and life of some residents in favour of others - an absolute dereliction of duty. I also worry that this is the thin end of the wedge and what was a quiet road, safe for children, pets and all residents is becoming a major thoroughfare. We cannot be expected to accept that. Your monitoring results will be interesting, but I think very very careful analysis will be required to establish what levels were before, and what impacts coronavirus has had in tandem. More pilots will be good. This time with some attention paid to those of us on Church Cowley Road please. It is only fair.
Concerns - Florence Park	In general I want to support the LTNs as I feel they have made the area surrounding Florence Park safer for walking with young children, and for cycling, and I appreciate the need to redirect traffic. However, the added traffic to Church Cowley Road is so dangerous I am now scared to walk my child along our own street. Problems include: Vehicles speeding on Church Cowley Road - Clearly annoyed they are having to go the long way around, and likely due to the road feeling wider than most, cars speed much faster than 30mph. I feel 30mph is too fast when there are so many children nearby. It's also now unsafe to cross the road on Church Cowley Road on foot. I suggest, if LTNs are to remain, that speed cameras and/or a reduction in speed limit to 20mph is implemented. Increased traffic - At peak commuter times (or if there is an accident elsewhere), Church Cowley Road is gridlocked. Reckless driving and near stationary traffic means I have regularly been unable to pull in or out of my own drive. I have been forced to park on the street elsewhere, and carry my child to our house - and we have a drive so should be reducing on-street parking by keeping our vehicle off the streets! General unsafe number of cars on Church Cowley Road - The road is residential, but with the number of cars and lorries, the speed most motorists are travelling at, and the rushed attitude of drivers, I no longer feel the road is safe to cycle along. Normally a keen cyclist, I now refuse to cycle along my own street as I believe it is far too dangerous. This is leading to people cycling on the pavements, or increased car use: the opposite of the intentions of the LTNs. I am struggling to navigate my own street safely with a toddler in tow, and am increasingly worried about how I will manage when my next child arrives. The introduction of the LTNs has led us to consider moving away from Cowley (likely outside Oxford meaning we will have to drive in, adding to the congestion issue) as I no longer feel that the area is safe for families. If LTNs are to remain, there needs to be significant change to how they are run if the area is to remain safe.
Concerns - Temple Cowley	Former resident in Temple Cowley- I still found a lot of traffic movement in junction and temple road - so maybe more by residents and school, run parents - not as many rat runners ?

Concerns - Temple Cowley	Serious bottlenecks of traffic from Between Towns Road junction with Oxford Road, down to Marsh Road turning, which is the sole access point for Old Temple Cowley residents. We have no other options other than Marsh Road. While I have enjoyed quieter residential streets and less speeding vans, the resulting high density traffic along Oxford Road is hideous and far more polluting for the residents along there. Pollution/traffic volume is not solved, just relocated.
Concerns - Temple Cowley	Traffic on Holloway is much worse
Concerns - Temple Cowley	Longer journey times due to disruption Greater traffic congestion moved on to other routes Increased pollution (noise and air) in those neighbourhoods where traffic is accumulated Poor planning and assessment of long term impact
Concerns - Temple Cowley	Additional traffic created on main roads is causing traffic build-up. Benefits for those of us living on quieter road is not worth the additional travel time for regular road users.
Concerns - Temple Cowley	I'm very concerned for the residents of the roads which took all the traffic (e.g. Newman road, Between Towns rd, Henley rd, Iffley rd), the traffic there has increased massively after implementation of LTN. I'm also very concerned about pollution caused by driving much longer distances, e.g when going Est, I would normally use Bartholomer rd, now I need to go around much longer distances. Access to Templar shopping centre - I walk if I can, but in winter when it is dark it doesn't feel safe, also not possible with heavy shopping. Again, driving a much longer distance. With only one exit (via Newman rd) instead of 3 exits before LTN, there is no contingency for traffic accidents, road works. At the moment there are road works on Newman road causing massive pollution - cars staying with engines on waiting for 4 way traffic lights. Briefly, my main concern is environmental pollution caused by LTN - longer distances to drive, lots of stationary traffic with engines on.
Concerns - Temple Cowley	Chaos on roads with only people benefiting are LTN residents
Concerns - Temple Cowley	Other than closing roads it would appear that no other action has been taken. From my point of view my road is much quieter however the volume of traffic has not be reduced just diverted to different paths. My big concern is air pollution has gone up as a result. Standing traffic is the worst for air pollution, at least if a vehicle is moving there is a level of efficiency to the pollution but vehicle caught in stationary traffic gets low journey efficiency for the pollution. Example of my point The traffic light phases at the top of Oxford road by the Swan pub and police station are inefficient. All the volume of traffic from the Temple Cowley 'rat runs' have now been directed through these traffic lights. There is a time when the right filter Go light is on but the straight ahead lane is on Stop. There is no safety reason why the RH filter and Straight away could not be phased together. I get the fact that there is a pedestrian crossing tied with these lights but how all of Temple cowley is a pedestrian zone, surely at the new traffic arteries traffic flow should be prioritised. Just closing roads without introducing a system just makes a mess. It doesn't even give an opportunity to evaluate correctly because no part of the system is working
Concerns - Temple Cowley	I feel most the LTNs are a good idea. However Littlemore Road is a main road between Cowley/Littlemore so having it closed just means more pollution/congestion on Iffley Road and Between Towns Road
Concerns - Temple Cowley	The result of the LTN moving traffic onto neighbouring roads.
Concerns - Temple Cowley	It is not helping. It is terrible, traffic is piled up, congestion is terrible. The new rat runs are Wilkins rd and fern hill rd. Cars are backed up, traffic lights let through about 3 cars. Cars keep their ignition on they don't turn off. Same emissions and pollution. Its become a nightmare to travel round cowley. People are so cross and frustrated tempers spill over lots of road rage. Terrible decision needs to be reversed o ly having a detrimental affect. It is adding on so much time to a journey for no good reason.

Concerns - Temple Cowley	I strongly support the theory of LTNs, and see several benefits of the trial LTNs in operation. I'm concerned about the daily stationary traffic on Cowley Road/Oxford Road which has resulted, though, with car emissions impacting homeowners, pedestrians and cyclists in the area. Would like to know if the traffic lights at the junction with Between Towns Road can be adjusted to see if different timings help the traffic flow. Additionally, the use of cars to drop children at St Christopher's School Temple Road doesn't seem to have reduced, and represents a danger to the children and adults in the mornings.
Concerns - Temple Cowley	Disregard by moped learner users plus other motorcycle users
Concerns - Temple Cowley	The streets feel safer, it's more comfortable to cycle and walk. The only concern is regarding ambulance.
Concerns - Temple Cowley	Every day I face sitting in the traffic getting home. It's get bad day by day.
Concerns - Temple Cowley	Crescent Road is now quieter, BUT, at busy times, there are long queues in the Cowley Rd and Hollow Way that must waste a LOT of petrol and time
Concerns - Temple Cowley	Lots of extra traffic and gridlock caused. It's horrific and infuriating.
Concerns - Temple Cowley	Huge tailbacks on the Cowley Road. Increase in traffic, noise and pollution along the Cowley Rd. Added danger to cyclists.
Concerns - Temple Cowley	Causes gridlock on Oxford Road. Impossible to turn right out of Cleveland Drive. Gridlock/idling engines on Oxford road surely can't be good for residents/pedestrians
Concerns - Temple Cowley	The LTN's do not support pollution levels, congestions is so much worse on the road now. A 15 minute journey now takes well over double if not treble the time. Before the LTN's were introduced, there was no issue on Cowley Road moving traffic through. Now parts are at a standstill. To ensure the side roads are safe, why not add speed bumps to ensure cars are going the correct speed but also to help the congestion. LTN's are not the answer.
Concerns - Temple Cowley	All of the traffic from these LTN's is spilling out, since these have been introduced the traffic on Holloway and Oxford has gone out of control
Concerns - Temple Cowley	Not happy with LTN
Concerns - Temple Cowley	The traffic has been condensed onto the main roads. It takes forever to get anywhere
Concerns - Temple Cowley	Traffic causing more pollution, journeys taking up to 30 minutes longer, ambulance times longer
Concerns - Temple Cowley	Because of closing off roads, it increases more traffic on main roads and more pressure on rush hours
Concerns - Temple Cowley	It seems to have moved traffic elsewhere. I find that Cowley Road is very congested and hard to cross when collecting my child from the childminders.
Concerns - Temple Cowley	Footfall is important to our business / but traffic is more important as we cannot be far from a road and loading area

Concerns - Temple Cowley	I think it is absolutely ridiculous LTNs have forced residents of my area to only have Newman rd as a way in and out of the area. Newman rd is one that a few years back was recently narrowed as part of a traffic calming process and now you send all the traffic down this way, including buses!! I presume who ever decided this system did not try to turn right onto Iffley road?! Crowell rd is a much wider rd yet this has been blocked. Can you please see some kind of common sense and if you are insisting on LTNs use them with a combination of one way streets so residents are not trapped. Crowell rd should be reopened in at least one direction. Some LTNs I can see may be beneficial but I severely doubt whoever planned all the current ones had any idea of how much traffic they actually are causing on some bottle necks. Yes you have managed to reduce rat runs but you have also trapped locals. Well done! Please look into removing some of the ones on the main rds and find an alternative to preventing them being rat runs that does not trap residents. Also I do think whoever thought of the Newman rd idea whilst rd works are happening also deserves a round of applause or maybe they should be forced to live and drive on that rd!
Concerns - Temple Cowley	I've seen two ambulances get caught in the LTNs cutting off access to my road from Rose Hill. Similarly, I've seen two cyclists knocked off their bikes descending rose hill/Henley ave due to increased inconsiderate traffic. Trying to get in and out of Newman road is disastrous and dangerous. People get frustrated and make rash decisions, which resulted in an elderly woman nearly getting knocked down. It adds to congestion on Rose Hill and in Temple Cowley. It's one of the less intelligent choices I've seen a council make, and I've lived in a lot of places. Ill informed, poorly executed, poorly thought out. People will not stop using cars. You are forcing a lot of lower income and stressed people into a smaller space. What do you think will happen? Try it out in Summertown and Headington instead where the congestion is an actual hazard?
Concerns - Temple Cowley	This creates awful traffic situations, more congestion and makes no real sense. What about carers who need to get to disabled residents. This increases the commute to and from work for little benefit.
Concerns - Temple Cowley	Didn't work in London doesn't work here I sit in queues of traffic costs me money and pollutes the area thought out be people who don't live here. Businesses and taxis suffering buses late people exasperated affects the wider community particularly elderly Waste of money
Concerns - Temple Cowley	I do my weekly shopping in Temple Cowley, reaching it via Littlemore Rd/Crowell Rd. While many of the shops are closed, I normally walk there because I am picking up only a few items. Prior to the pandemic, I used to drive, because the shopping I was purchasing was greater in quantity and too heavy to carry. It is a more pleasant walk now that the LTN is in place, because it was a very busy road - however, it is a main road, and it is therefore meant to be busy. I previously chose to shop there because the shops were easy to reach. Now they are not, the result is that I will drive elsewhere to do big shopping instead, because I can't be sure that I will be able to get my purchases home on foot. It was a peculiar choice to close off such a main road, where traffic calming measures might have been more appropriate.
Concerns - Temple Cowley	This area has 2 brilliant schools, and many parents travel from different areas of Cowley to take their children to St Christopher, Our Lady Catholic School and Tyndale community primary. so if there is only Holloway left...actually, the traffic is going to be more horrendous than it should. More petition is needed

Concerns - Temple Cowley	Since the introduction of the new zones, access to Littlemore has been cut off. We have a disabled child (next door) and since the implementation, there has been a delay getting the ambulance to the house (as they can only access Littlemore via the ring road). I also suffer with a weak heart and if there was a major delay in medical treatment, I would die. Please note that Littlemore has no doctors or dental surgeries, we need to access Cowley for these services. I am not sure what would happen if there was an accident on the ring road, we could be stuck in traffic trying to get home, or find we are unable to leave Littlemore. The council needs to remove one of the new zones to allow access to Cowley and Littlemore. As this policy increases the poverty in Littlemore, as we are being restricted from access to medical and dental services.
Concerns - Temple Cowley	Increased traffic on other roads that have to avoid LTNs Problems accessing my own street
Concerns - Temple Cowley	Many problems related to traffic and coffin company on the crescent road. Trucks stopped at all times block residents from leaving. A lot of noise every day in the garbage collection of that company. Company with many vans and cars removes the park from residents. In my opinion, prohibit access to trucks to the residential area. A street goes up the traffic (crescent road). Another street (Temple Road), the traffic going down. Access can be controlled with cameras Traffic allowed only for residents, with permission for other cars only at certain hours. Temple road, schools, cars limited to hours of arrival and departure of students. I can provide pictures of various problems. Only with access by Cowley Road to this area, the Cowley road has a lot of traffic. The choice made for traffic in our area is not the best, it has reduced car traffic but does not solve the problems of residents and students in the area. The percentage of pollution in the Cowley area has doubled with stopped traffic. The best result for the area would be to create a system like a roundabout. Solutions, One street going up, (Crescent Road), another one going down, (Temple Road). Limit traffic to residents and emergency cars and council cars... Do not allow cars to circulate at certain times for students to enter and leave schools. Oxford benefits from good traffic changes. The crescent road coffin company has many cars and trucks, and they block the street, making more cars pass the temple road. This company should be removed from this residential area. I have many photos that can see how the population, (students), traffic and parking for local residents is affected by this company.
Concerns - Temple Cowley	I am writing to object to the proposed LTN areas that are proposed in East Oxford. I feel that these will cripple Oxford with traffic congestion due to all traffic being forced down the Cowley and Iffley roads. The Cowley road already resembles a toboggan run with the amount of lumps, bumps and pot holes in it, it's clearly not able to carry the weight of traffic currently using it in a pandemic let alone after such a hair-brained scheme is put into action. Plus there are also my concerns about the safety issues this gives rise to. How are the emergency services meant to be able to get through such obstructions in time to save lives?!
Concerns - Temple Cowley	I'm happy with the scheme as a whole. My concern is that you must provide space for traffic to do a U-turn if they do encounter a barrier. (E.g. (Not the areas where I live) there is no turning space at the barrier in Rymers Lane at Florence Park.)
Concerns - Temple Cowley	Living close to the Temple Cowley LTN there have been problems since its implementation as it has driven traffic into the surrounding streets, particularly Hollow Way which is already quite congested. My concern is that when lockdown ends and traffic returns to more normal levels due to commuting there will be traffic jams. If plans go ahead for the bus gates on Hollow Way then local residents will be adversely affected and struggle to get in and out of the area. I'm worried that plans haven't been fully thought through and joined up.

Concerns - Temple Cowley	Long queues of traffic on already busy & congested roads with lots of pollution have caused length of time of journeys to double at the very least & yet we are not fully out of lockdown and traffic isn't back to full capacity. I dread to think how much longer my journeys for work will be after May/June. It is such a shame that children walking to/from school have to inhale more fumes for a longer period of time because of lengthy queues of traffic. It is a real shame that everyone has been tarred with the same brush - not all drivers used local roads & shortcuts as rat runs! I cannot believe that engineers & project planners couldn't come up with a better idea than bollards, foldable/removable or not?! Why are 'we' making things more difficult for emergency services? They need to get somewhere quickly, yet supporters & installers of LTNs seem to think it's okay to ask emergency vehicles to stop, unlock/lock bollards & then continue their journey - who in their right mind thinks this is acceptable?!?! Because it is NOT okay. I saw the LTN on Rymer's Lane by Florence Park for the first time on Monday - what a joke... Who thought it was a good idea to place a planter on top of a speed hump in between a chicane? Hope it doesn't fall off and cause injury to anyone.
Concerns - Temple Cowley	My wife is disabled and needs to attend hospital frequently and irregularly due to erratic heart problems. She also needs to access local pharmacist and struggles to walk that far. She is classed as highly vulnerable and is living in isolation (except for me) due to need to avoid Covid, hence is not using public transport. Since barrier on Crescent Rd was installed access to Holloway by car is impossible which is adding very lengthy journey times for access to John Radcliffe and local pharmacy. What were 5 and 15 minute journeys (one way) recently took in excess of 20 and 40 mins respectively (one way) due to the additional distance and severe congestion on Cowley Rd accessed from Marsh Lane. We believe the objective of LTN could be achieved while maintaining residents' access to Holloway by the installation of a rising bollard that local residents could activate. This would still prevent the roads being used as a rat run without contributing to the traffic problems. It would also facilitate rapid emergency vehicle access which is another concern as we have had to call ambulance before and are frightened by the prospect of significant delays due to the current permanent road blockage method of enforcing the LTNs.
Concerns - Temple Cowley	We are objecting to the proposal as we believe the LTN is causing the following issues: - reduced access to emergency vehicles - increased traffic congestion in Hollow Way
Concerns - Temple Cowley	There is far too much traffic on Cowley Rd and Hollow Way. It has increased because of the LTN and nothing has been done to address the problem. There are regular tailbacks at the traffic lights which stretch back far e.g. at about 5 or 6 PM in the Oxford outwards to the ring-road direction. Pollution has increased here as a result of the LTN.
Concerns - Temple Cowley	Consuming more fuel and this leads to more emissions in the atmosphere. In case of emergency could lead to loss of life and making my journey to work very stressful as I suffer with anxiety.
Concerns - Temple Cowley	Make more traffic Absolutely disgrace if I stay like this I will move my house from this area have to stop
Concerns - Temple Cowley	This scheme does not work because of the now more traffic generated by these measures and vehicles at a standstill will produce greater emissions in the future. And for emerging services this will greatly impact the response time to get to and treat time sensitive injuries.

Concerns - Temple Cowley	Since the LTNs have been introduced traffic volumes and congestion along the Oxford road have become unbearable for residents, traffic routinely queues for three to four hours from 13:00. The associated noise and pollution from idling traffic has forced residents to keep windows and doors closed. Pollution monitoring has only been introduced after the LTNs were introduced and baseline traffic volumes are not available. Continuing with the current LTN filter set up and no decrease if traffic volume cannot continue. Residents on the perimeter roads had been kept in the dark right up until the implementation and are being drowned out by the pro LTN supporters who have everything to gain and nothing to lose, unlike perimeter residents who are on a lose lose trajectory. Individual road traffic counts need to be recorded and not as an average, the Waltham forest LTN has shown that on certain perimeter roads traffic increased by 7%, the fear is that traffic evaporation will not occur and the Oxford road will become Oxford's Coldharbour road. I urge you to reconsider.
Concerns - Temple Cowley	Do not agree with the changes, we need to drive around which takes much longer and the traffic is heavier. Does not make sense. It creates even more delays and confusion.
Concerns - Temple Cowley	Much heavier congestion and have to drive around which takes much longer. Been stuck in so much traffic already and this will get worse post COVID. Do not see any benefit as other roads are much busier now as a result of this.
Concerns - Temple Cowley	I am writing this because it is just making the main roads more congested, they have made normal every day tasks which used to take 5/10 minutes an hour long. The main roads have become way more busier even the bypass has been effected by this as it has gone busier. Holloway road is always full of cars now and is at a standstill the majority of the day.
Concerns - Temple Cowley	The LTNs have delayed my commute to work almost 3x the normal time. I have to leave extra early now and therefore takes away time at home. I see no reason to keep the LTNs up as they only displace the traffic onto the main road, which were already busy before.
Concerns - Temple Cowley	The congestion created is awful. You have blocked off access away from Holloway a major bus route with this scheme. Introducing it as lockdown eases, coupled with major roadworks makes no sense, the resurfacing of major routes after April 12th made no sense when the roads have been quiet for months? This just added to the problem, surely it would make more sense to resurface before you block all the roads off? Anyone using the bus gets stuck in traffic, the buses are slower due to the fact everyone is stuck on the same stretch of road. It's a clear way but constantly blocked with parking issues. It's actually quicker for me to drive into the city than get the bus now. Since the introduction of these huge road blocking pots, I have decided to drive everywhere, it's quicker it's less time consuming. Surely this defeats the object of what you are trying to achieve? There is no reduction in use or traffic, all this has done is create a big polluting bottleneck of problems
Concerns - Temple Cowley	I am an elderly person who travels by bus and car to do my shopping and attend art classes at Sunningwell College of Art, and SOCA on the Abingdon Rd, where I lead an art group. I can no longer travel to the shops at Temple Cowley without great stress. I have to set out at 8am in order to do the shop, for myself and my neighbour aged 95, then get home as rapidly as possible before the traffic builds up. Getting to SOCA on the Abingdon Rd is worse, owing to the added pressure of the Westgate carpark. I have to run my whole life now according to the possibility of traffic build up. Recently we had to get off the number 3 bus on the Iffley Rd because of gridlock. A friend aged 85 has had the same. It now seems that the small side roads eased the congestion greatly.

Concerns - Temple Cowley	I am writing you to provide a feedback on LTN program. I am a resident of Temple Road and I am extremely unhappy with its middle road closure! Every morning I drive my kids to the school, which is far away from here. I used to use Temple Road (road where I am a local resident in!) to join Cowley Road on the hill, it took me 2 minutes to get joined and continue my way. Now, I must wake my kids up earlier in order not to be late at school as Cowley Road is completely stuck this time. Moreover, after school drop off it takes me 15 - 20 mins to get home from the Swan to Marsh road as it is again completely stuck, while I could turn to Temple Road and be at home in 2 minutes. Exactly the same road situation is before schools pickup. I have to leave home at least 20 mins earlier (to spend this time in a traffic) in order to arrive on time. After pickup, with hungry and tired kind in a car we must spend in this traffic for at least 20 mins and go around. After many times being late to kids after school activities, I have to take sport clothes with me and kids have to change their uniform in a car. With that road closure we do not have time to get home, have snack and go again to activities as it used to be. Otherwise we are stuck in Cowley Road in both directions. It is absolutely waste of time and fuel!! It is deciduous to be a resident of this road and do not use it!! I completely disagree to give a green light to this program. I hope for your understanding.
Concerns - Temple Cowley	Concerned about how emergency services get to those houses that are blocked by LTNs. How are people who live in those streets accessing their homes. Seems to create more traffic on other roads because everyone is having to use the same roads
Concerns - Temple Cowley	The volume of traffic on Hollow Way and Wilkins Road has gone up tremendously. Wilkins Road and Fernhill now has much more traffic as cars are trying to avoid jams on Hollow Way. Low Traffic in one neighbourhood means more traffic in others.

Concerns - Temple Cowley	In theory I support the implementation of schemes that encourage cycling/walking and decrease car use. I fully support the benefit of active travel on people's health and the environment. However the LTN schemes have been very poorly implemented — they are a half-baked effort at best, which will actively damage the perception of future initiatives. It is idiotic to implement the schemes without concurrently improving cycling infrastructure. The road surfaces (for example on Beauchamp road, within the LTN zone) are lethal for cyclists, littered with potholes and tracks. On the nearby main roads (eg between towns rd, church Cowley rd, Cowley rd) there is little (or no) cycle path — and where there is some, it does mad things like come out around rows of parking bays, forcing cyclists to pull out into the extremely busy traffic. The middle of road islands on Cowley road are hugely obstructive - and force cars to pass between the island and cyclists without a safe distant (clearly they are not supposed to do this, but they do regularly). Add in to that the idiotic cycle paths which jump between the road and the pavement, disappear at bus stops, expect cars to give way to them when they're not marked across side roads, have lampposts in them (headington hill!!) etc etc....Cowley road was, in large parts, re-surfaced recently — but you didn't even bother moving the parked cars and just repaved around them — so there is a line of joining tarmac by the cars, already cracking, right where you just cycle. It is no wonder whatsoever that a lot of people are reluctant to cycle in Oxford — the signs stating "Oxford - a cycling city" are a joke — it is the worst place I have ever lived for cycling infrastructure. Additionally - implementing the LTNs without ANY increase in public transport provision is bound to fail. How is someone supposed to get from the A4074 corridor to the major work areas of Oxford, such as Headington, without a car? There are NO bus links. There is NO park and ride. There is NO parallel, separated cycle/scooter path. It is fantastical thinking that putting a few barriers up will stop car use, when you have provided absolutely no alternative — all it has done is push more traffic into the ring road and other larger roads, making it unsafer for cyclists and residents in those areas. My friend lives on Windmill Road with her two small children — but clearly their right to have a safer neighbourhood and clearer air is of no object to the council. So whilst in principle I support LTNs, I do not support their current implementation because no alternative provisions have been provided. The cart has been put before the horse. In my opinion before LTNs can be successful in Oxford the following changes need to be made - extensive road resurfacing (not just patching a few potholes) - creation of SEPARATED cycle lanes on the major arterial roads (Cowley rd, Sandford rd, Iffley rd, between towns rd, London rd, Marston rd etc) similar to the cycle superhighways in London - suspension of parking on the major arterial roads to allow the cycle paths ; double red lines - more cycle racks throughout the city - cycle box/lane cameras - implementation of frequent, reliable bus routes across the city (not just to and from station....) - pedestrianisation of entire city centre to allow the buses to move at a sensible speed - A4074 corridor park&ride with bus routes connecting to science park, Headington universities/hospitals, city centre, other major work areas - free parking at park and ride, with sensible bus fares (see Cambridge's success with P&R — free to park all day so as not to penalise people who drive to the p&r and then cycle/walk to work)
Concerns - Temple Cowley	concern about the location of the LTN on the top of Crescent Road. I think it should be put at the bottom of Marsh Road just in front of the Marsh Harrier Pub. Currently all the traffic is directed toward Oxford road causing congestion. I personally forced to drive through Divinity Road to reach Headington. Opening up the top of Crescent Road I think make much more sense and should help local residents to reach quickly the ring road, hospital and shops

Concerns - Temple Cowley	My humble opinion! If it's to do with environmental impact reducing carbon emissions!! I don't think this would work as All the traffic going in one direction and idling for too long impacts the environment as well as noise pollution, much more than moving traffic in my opinion. How about the people who lives on main Roads!? What about there life? And diverting traffic to various directions minimise the carbon emission.. (not many drivers know the short cuts only people who know the area uses the short cuts and the commuters who follow navigation system just reach the destination on time or quicker no one does the joy riding at least not many these days in these areas) diverting all the traffic on to main roads is not a sound idea as main roads are flooded with all kind of vehicles (specially on narrow Oxford roads) create more carbon emissions which means environmental damage, noise pollution, commuting people's mental health impact is next big thing , anxiety due to heavy traffic kills many peoples mental health trust me I stop driving in Oxford as the roads closures not helping my recovery from depression the frustration and anxiety is very difficult to cope with because of heavy traffic on main roads. council should think all the aspects not only reducing traffic from few roads because of few selfish residents complains, council should be thinking about how this impact peoples (commuters) mental health too , we need physically mentally sound people in our beautiful city , people like me go for a drive as part of recovery mechanism which help to rebuild our confidence, reduce our anxiety level. What is the point having physical health and healthy environment when your road closures give people mental health issues!. Please do reconsider ! stop this road closures. You can reduce traffic by adding more practical speed humps. Ps: if you try to make people to use public transport, you need to give more cost effective public transport system, bus ticket prices are ridiculously high in Oxford taking a taxi or driving own car is cheaper. Consider giving people more cheaper way and frequent public transport. Hope to see some sensible decisions. Many thanks for the opportunity to contribute my thoughts.
Concerns - Temple Cowley	I have spoke to numerous ambulance and police staff, they are unhappy that in a case of emergency they have to take much more time reaching someone around this area and the little hay road area, I suggest that you look at the map and create a one way system extinguishing the blockades and creating a simple system which can be carried out in many ltn areas as the main road is flooded with people creating a major traffic area all over the main roads spreading across cowley
Concerns - Temple Cowley	The gates are in the wrong place. All traffic should be directed to the ring road as quickly as possible, to minimise local traffic. Currently the gates force people to drive towards the centre of Oxford before they can access the ring road and further afield. This just adds to the local traffic. The gates should be reposition between the council dept and the print works. If the gates are repositioned I would be supportive of the LTN
Concerns - Temple Cowley	It has made the area quieter which is nice but also adds to time my journeys. My biggest concern is that it is not mimising the amount of traffic but is making it more stationary which is worse for the environment.

Concerns - Temple Cowley	The LTN has dramatically increased traffic congestion around the "Swan" junction and Hollow way, The standing traffic from Shelly Road to the only way in to this enclave creates significant pollution and access inconvenience for the residents on Oxford road. If Salegate lane was "one Way" easterly the Temple Road residents would have an alternative exit when the Oxford road junction is regularly choked with school car traffic. This would not allow any increased "through traffic". The LTN here needs a rethink ,all areas need an alternative vehicle exit for emergencies. I note that Cowley Road AND Iffley Road are described as "quickways" on the latest proposals for St Marys LTN .They will be totally choked. to a standstill . It took me nearly half an hour from Magdalen Road to Temple road /Swan last week.
Concerns - Temple Cowley	I think that theLTNs cause many more issues than they solve. Traffic is constantly backed up around Cowley Road and the placement of theLTNs means access to Owens Way is limited to just Marsh Lane/Cowley Road. This causes huge delays getting home for my partner who needs to commute to Woodstock and causes issues for myself when cycling as there's more impatient drivers who don't pass safely. These issues were amplified when roadworks were present at the entrance to Marsh Lane. WhilstLTNs may be appealing to local residents as there's less traffic, Oxford is ultimately a city full of commuter's. Even those who use public transport are affected as Cowley Road is a popular bus route which is hit hard by excess traffic.
Concerns - Temple Cowley	Creates a lot unnecessary of traffic on Cowley road. It seems to increase overall pollution which is my main concern.
Concerns - Temple Cowley	I have huge concerns about the impact of LTN on key workers who cannot afford to live in Oxford and have to travel by private car as public transport is not an option. They may have a journey that involves dropping off younger children at childcare. I have concerns about my own commute to work in cold and wet weather. While I try to cycle to work, because I can, I often have bulky items or books to mark that I need to take home, so cycling is difficult in wet conditions. I work in Temple Road and the impact of closing off several side roads has increased traffic on Cowley/Oxford Road, meaning that I can be sitting in stationary traffic, creating more pollution and impacting the residents who live in the many homes on Cowley and Oxford Roads. Many of our families do not live in the area and have no choice but to drive their children to school on their way to their place of work. There are also families who do live locally and could walk, but drive. One or two families leave early to arrive at school to avoid the closure of Temple Road. As you do not give a suggestions option in your survey, I will put my suggestion here. Make public transport so inexpensive that it simply is not worth going by car. Public transport should not be privately owned.
Concerns - Temple Cowley	The traffic has become awful The roads cut off has stopped my learning to drive as roads are closed or shut off
Concerns - Temple Cowley	LTNs only work when the infrastructure is already in place to withstand them. They have created more traffic, which means more pollution. Not everyone is able to walk or cycle or take the bus, especially when buses will also be in the same traffic, cost quite a lot of money and are always late. Residents living in neighborhoods with LTNs are also subject to only being able to enter and exit their street one way leading to a bottle neck and again an increase in pollution. This was a failed experiment.
Concerns - Temple Cowley	I was initially in favoue of the scheme but, in practice, I have concerns as someone who uses a car. The scheme has increased the time it takes for me to drive to Headington and Marston, which I do regularly. Because traffic from side-roads is all converging on to Oxford Road, there are more delays and longer queues to negotiate. Hollow Way, in particular, is a bottle-neck at times because of parked cars preventing a free flow of traffic (which has increased because cars cannot turn into Crescent Road). On returniung from church one Sunday morning, I was stuck in a queue for 20 minutes waiting to turn right from Hollow Way to The Swan. This increases air pollution and is preventable if cars were allowed on to the side roads.

Concerns - Temple Cowley	The location of the Crescent road LTN is in the wrong place. It needs to be further down the hill roughly outside the Kumars shop. My understanding is that a resident density study was done and the LTN was placed halfway in terms of residents on Crescent Road. The problem is that due to the Oxford Brookes accommodation at Crescent Hall - it makes the numbers of people too heavy at the top of the road. But many Brookes students don't have cars. it would make more logical sense to have the LTN half way down the hill to allow equal access. I also find that the Cowley Road has become a traffic nightmare. by equalising this out a bit further it would split the traffic from crescent road, Marsh road and the a-joining roads onto Hollow Way and the Cowley road, giving Cowley road a bit more relief.
Concerns - Temple Cowley	Congestion on Cowley Road and surrounding roads due to the Temple Cowley LTN. It is causing more pollution with cars sat in stationary on the Cowley Road in peak traffic. It causes issues for pedestrians having to cross the road and it is much more difficult for the police to pull out from the police station onto Cowley Road. Since the LTN has started it has been travel chaos. All it takes is for road works or an accident and the whole of Cowley becomes grid locked. I have serious concerns that there will be a major accident one of these days and emergency services will struggle to respond due to the grid lock around Cowley.
Concerns - Temple Cowley	Because it takes me longer to get to school longer time in the car as my disabled daughter
Concerns - Temple Cowley	I work for Oxford Direct Services which is part of Oxford City Council as a Gas Engineer. I can't understand how making a 2 minute journey into a 30 minute journey is lowering the emissions in the city? It's putting people coming to Oxford as all the main roads are congested
Concerns - Temple Cowley	I feel the LTNs are causing more traffic on the main roads and make the journeys much longer resulting in more air pollution. They will also cause major issues when the main roads need repair/maintenance works doing, as there will be no alternative routes because they are blocked by LTNs!
Concerns - Temple Cowley	I am concerned that there are so many planned housing in the area but without any consideration to traffic and roads. We already getting so much traffic because of the LTN and the roads are already narrow and in need of repairs and all the council doing is closing the road in Littlemore for 5 weeks to add speed bump and some structure work. What we need is better roads and more ways to get the new housing development to reach the main ring roads. It seems like Littlemore is ignored and not really dealt with as other areas.
Concerns - Temple Cowley	I am really angry at the thoughtless way these have been implemented. The effects were utterly predictable and look to have simply shoved traffic from more affluent neighbourhoods to already traffic impacted lower cost areas I would love to have less traffic in Oxford in a functional transport system. All this does is exaggerate traffic impact inequality. Hollow Way is even more grid locked and dangerous than ever. Plans for traffic calming, speeding enforcement have been ignored. Cheap LTN's introduced to benefit already low traffic areas. How is this a sane or rational approach to traffic management?
Concerns - Temple Cowley	Although I can see the benefit of the LTNs for the areas within them, I am finding that we actually have more traffic and more pollution on Fern Hill Road than before.
Object - Church Cowley	The roadblocks that have been put in place are on main roads. They have resulted in traffic from the Littlemore and Sandford direction being cut off from accessing Cowley. The roadblocks do nothing to address people's use of cars. The roadblocks actually increase the distance people have to drive, concentrate traffic and increase everyone's journey time. They are counter-productive and completely illogical. They have been badly thought through and poorly implemented. The road network is designed for the movement of people and has evolved to meet the needs of the population. Obstructing the roads is a backwards step.

Object - Church Cowley	Stopping traffic from driving through Cowley is pushing the traffic on to the main roads and causing more congestion and pollution on them. I use the buses to get to and from work every day and it has added an extra 90 minutes there and back on my journey every day because we are sat in traffic. Oxford is hard enough to travel round but with the LTN's in place it's making it unbearable. I absolutely object to this scheme, I am a driver as well and pay my car tax and am unable to use the roads. Are we going to get a rebate on that?? Course not! All the LTN's are doing is killing Oxford.
Object - Church Cowley	Complete waste of time and money, I feel so sorry for the residents of Westbury Crescent as, ever morning & evening they are subject to traffic from - Kelbourne Road, Hisborough Road, Hislborough Crescent, Fairley Road and Wycombe Crescent, driving down their road, creating chaos. I have to use this road during the weekdays for work and if more than 1 or 2 cars are trying to turn right onto the A4128 - Rose Hill, I can sit there for up to 15 mins!! Also this turning is on the brow of a very nasty hill. These LTN's were put in as part of a 'use it or lose it' money from the government and has been poorly thought out, and a complete waste of money which could have been to put to much better use!!
Object - Church Cowley	The queue to get out of Newman road is horrendous. On 28th August there was an accident And the road was closed. So was Oxford road-roadworks so I could not get home because every access road was blocked by a LTN. A complaint to OCC by email went unanswered. I cannot walk to work in the winter as it's not safe to walk home in the dark you only have to read about the numerous women murdered recently. I cannot get to Cowley or Blackbird leys without joining the Newman Road queue. My Elderly parents have to risk the junction on Newman Road to turn right. It is making everything more difficult and when I am walking to work I breathe all the traffic fumes on Between Towns Road and Hollow Way because of the LTNs there! Please listen to the people of Littlemore. I've lived here since I married at 23 but am seriously considering moving out of Oxford after 33 years. All my friends family and work colleagues feel the same that the LTN are not fit for purpose. Remove them
Object - Church Cowley	I am objecting because this LTN causes an extreme amount of traffic build up around Oxford, especially Newman road and driving there and turning right is extremely dangerous for road users and pedestrians. The amount of pollution has severely increased for the people who live along those roads as well as noise and traffic. It is not safe.
Object - Church Cowley	I strongly object to the LTN's in Littlemore Road and Bartholomew Road. The Littlemore Road is a main road to Templars Square and not a rat run and the blockade of this road should be removed as soon as possible. Living in Bodley Road, we now have only one exit route, this is via Newman Road junction and this is an extremely dangerous junction to navigate. I'm certain there will be a serious accident there before too long and then the idiots who thought this would be a good idea can hang their heads in shame. If the powers that be think that these LTN's are going to force residents to walk or cycle, they are very much mistaken and it will have been a complete waste of tax payers money....yet again. ☹
Object - Church Cowley	The volume of traffic the LTN has displaced is clogging the main roads of the city. These main routes are busier and more congested, making them a worse place for people to live, commute, cycles, walk.
Object - Church Cowley	This has done nothing except cut Littlemore off and increase traffic every where else As I thought this has just pushed the traffic to other places, ie Oxford road Littlemore has become so much busier and Newman road is dangerous to turn right out off. Addison drive, bodley road and Hershel Crescent have seen so much more traffic coming through them, I walk or cycle to templars square when I can because I can but many elderly people can not, like my neighbors and grandmother and this has cut them off. Rose hill road has actually got worse for cycling as it has much busier and a nightmare to get out of Westbury Crescent I personally have seen so many people crossing the roads without looking and stepping out in front of cars since the ltn has been installed, wish people would use common sense. Now I do agree that roads should be safer for people to cross over or cycle but this is not the way to do it. What would be much better is to make littlemore road narrower with cycle lanes, wider paths and pedestrian crossing there for slowing the traffic.

Object - Church Cowley	I have multiple concerns about the LTNs in principle and I fundamentally do not believe (nor have I seen convincing evidence) that they will encourage more residents to choose active, healthy and sustainable forms of travel. These alternatives should be in place first, before implementing such restrictive measures. To be frank, you are experimenting with people at the worst possible time. I believe residents will continue to make car journeys, because in many cases they have to, and I believe the LTNs as conceived actively discriminate against people who do not have other options for getting to work, for visiting friends and relatives, for going about their daily lives. On a more specific note, I object strongly to the planned restrictions on Bartholomew Road - it is disproportionate to use a bus gate to stop cars from driving down this road at all hours of the day. A much better measure would be to implement restrictions that only apply at peak school drop-off times ('School Streets', as has been done in other parts of Oxford). What you are planning to do on Bartholomew Road has simply not been tested during the 'consultation period', because the bus gate cameras have not been active and cars have continued to drive through. You therefore have no data to evaluate about the impact that this gate will have on traffic flows elsewhere, or the impact this blockage will have on people's day to day journeys. Bartholomew Road is used by a very large number of vehicles because it provides access from the Eastern Bypass Road (via Newman Road, Cowley/Littlemore Road, then Bartholomew Road) to the whole of Blackbird Leys, as well as the main Cowley Road (via Barns Road). It is a main arterial road, not a local street, and it needs to remain open to cars. To close it off effectively creates a 'gated community' in Church Cowley and shuts off access for people who live in Blackbird Leys etc - the alternative routes are much longer drives, and will inevitably worsen traffic and pollution problems on e.g. Between Towns Road. I think you should abandon the bus gate and trial a time-limited (school drop-off peak hours) scheme, if the problem that you are trying to resolve in this particular area is in any way meant to be a helpful measure for Church Cowley St James Primary School. As a former governor of the school, I know that the school has struggled for years to effectively police the build-up of cars around its frontage at drop-off/pick-up times - that is a genuine problem that could be more effectively addressed with a specific, proportionate approach, one which would continue to allow cars to drive along this arterial route at other times, including commuting hours.
Object - Church Cowley	Many reasons to object which I have submitted previously on oxon County council website prior to becoming letstalk - am completing again in case it hasn't transferred. This scheme discriminates against elderly, vulnerable and those not fit enough to walk or cycle far. It pushes traffic elsewhere increasing journey times, idling traffic and pollution. Very poor bus service from littlemore and many still reluctant to use public transport due to covid, so dividing communities and making our access to services much more difficult. Problems and delays for emergency services, carers, deliver drivers. Traffic on roads that are now less busy is going faster so more dangerous. Safety issues for those having to walk at night in quieter areas where crime rates have soared in some areas. It's typically females that have to juggle many tasks in a day such as taking children to nursery/school (often different schools), dashing to work, shopping, caring responsibilities. Their day is made so much more stressful negotiating traffic jams caused by the LTNs. These schemes benefit very few people at the expense of many many others which is not fair. The full impact has not been felt yet as ANPR cameras still not in place so things will become much worse, especially as the weather changes and 'newly converted' cyclists will resort to using their cars.
Object - Church Cowley	I strongly object because it is causing more problems in our area. There are more emissions from cars in this area where cars are turning around coming back and driving through our street. The build up of traffic on Barns road mainly in rush hour is bad, which again is causing more emissions in this area. When talking about air pollution a 5 minute trip will now take 15 minutes. I only use my car twice a week and would like them gone.
Object - Church Cowley	It is just pushing all the traffic on to already busy ring road and also the smaller roads that are still open are taking the blunt of the rest of the traffic and making it very unfair on people that live in Church Cowley Road. Come the winter and bad weather don't think people will be so keen to get on their bikes so the roads will be even busier.
Object - Church Cowley	moves traffic onto other roads and increases pollution
Object - Church Cowley	It is not solving the traffic problem just moving it to another area my granddaughter walks home along Newman Road breathing in car fumes from the cars all along the road we no longer use temple square shops because of the traffic

Object - Church Cowley	Because it is making life very difficult to get to do my job on the community
Object - Church Cowley	Build up of traffic in surrounding area. Residents only have one way in and out of the estate now.
Object - Church Cowley	First of all why can I only comment on one? I travel around all 3 areas. LTN displace traffic and cause pollution on other roads. They discriminate against disabled, businesses, carers and anyone who is not able to cycle or walk to their jobs, caring duties or daily life. You are just causing pollution by clogging up other roads. I cycled along Cowley Road on Thursday and the traffic at 3:30pm was backed up to the Plain. This is not normally so. It is blinkered of people to think that everyone can walk or cycle. What about the disabled people that rely on their cars and can't use public transport? This is a ludicrous supposed green solution that is causing more problems!
Object - Church Cowley	My concerns are with the closure of Crowell Road and Gaisford Road. To actively support business in the Cowley Centre area. Traffic was already bad made worse by your actions.
Object - Church Cowley	It's put far more traffic on main roads than before and is causing more congestion which is causing more pollution as traffic keeps coming to a standstill. It was a stupid idea and should be taken away ASAP.
Object - Church Cowley	The Oxford Rd and Bartholomew Rd LTN'S are causing traffic onto surrounding roads drastically causing traffic jams and pollution. These are main roads that link Littlemore, Cowley and Blackbird Leys to each other, these areas seem more separated and isolated than ever.
Object - Church Cowley	Leading to longer trips round closed roads and longer queues on alternative routes (more pollution). Disabled badge holder in family so not helpful. Also safety concerns for emergency service vehicles, leading to life threatening delays in response.
Object - Church Cowley	Traffic is being routed to other parts of Cowley causing traffic jams and long delays. Journeys are longer and all that's happened is other residential roads in Cowley and Littlemore are seeing larger numbers of vehicles. Public transport is not the answer when buses are delayed due to the traffic queues created by the LTN's.
Object - Church Cowley	As a resident of Rahere Road the LTN's are a nightmare! They have forced me as a resident to make every journey via Newman Road to join the ring road or make the dangerous turning right at the junction to go towards Iffley. As someone who needs to drive to get to work I only have one route to go and come home via which is Newman Road and the traffic is horrendous because you have forced all traffic to do the same. Bartholomew road needs to be open to residents or a school gate so traffic can access Cowley and all other areas without joining the ring road. The Oxford Road LTN removed as this will allow access to Cowley centre and the John Allen centre which have businesses that are suffering since people cannot get to the car parks to shop easily. To get to our Church St James as my father cannot walk what used to be a 5 minute journey is now 20 mins as I have to drive all the way around. Even longer for appointments at the doctor's surgery. The LTN's have only gone to increase traffic on the main roads, increase travel time therefore increase air pollution whilst waiting in traffic or driving for longer. Business's are suffering. They have not taken into account residents who cannot walk or cycle.
Object - Church Cowley	I have a 3 month old baby and a 2 year old child. Our road has become so much busier that I find getting out of my car difficult. When I need to put my child in their car seat I am often beeped by drivers waiting to go past. I often have to park across the road from my house and have to cross the busy road carrying children. Some drivers go so fast it terrifies me. If the LTNs stay we are going to move house. This really saddens me as the house is very sentimental to us and our support network is local who we would be moving away from.
Object - Church Cowley	The closure of some roads has effectively cut us off from accessing local areas without an extended journey. The traffic has increased on our road especially at peak times increasing traffic pollution considerably and making it difficult to leave our drive. The turn from Rose Hill at the war memorial to turn right where there is no filter creates major queues, pollution and hazardous when walking or trying to cross with children.
Object - Church Cowley	Causing traffic to back up everywhere else

Object - Church Cowley	I completely object this LTN idea because it has build up more traffic then before generating more Co2 and noise level too. For my self going about cost more petrol and time which dose not bring down Co2. Also most of area not giving parking it should have at list 2 hour limit. Visiting friend and family now have more difficult. Hope this helps and have better solutions.
Object - Church Cowley	I strongly object to the LTN's which have not taken into account residents who have to live with these measures. As a resident of Rahere Road my only access in and out of my home is via Newman Road which is severely congested and a very dangerous turning turn to the right towards Iffley. I have an increased journey time wherever I am going and is certainly not reducing air pollution. Whilst I understand what your are trying to achieve you need to make improvements or completely remove. The LTN in Bartholomew Road should have access for residents or be a school gate so the road can be used at all other times and allow access to Blackbird Leys or Cowley via that route. I cannot access my doctors, church or shops without having to go all around the ring road. The Oxford Road LTN should be removed to allow access to the Cowley Centre car parks and the John Allen Centre where businesses have been affected by people avoiding coming into Cowley due to the LTN's. It will also give another route to head into Oxford or the Cowley Road. The changes have not taken into account people who cannot walk far or cannot cycle or the residents who have to live with the increased journey times to get to work and increased costs as well as the pollution we are contributing to whilst sat in traffic.
Object - Church Cowley	I strongly object to the changes made in following the introduction of the LTN's in Cowley, particularly the Church Cowley and Florence Park area. Church Cowley road has experienced a massive increase in traffic throughout all times of the day and night. At peak times the traffic can be at a standstill on Church Cowley Road and Rosehill (this was never the case prior to the introduction of the LTNs). The poor air quality and higher noise levels caused by the increase in traffic is detrimental to all the residents located on the now major route into Cowley. The increase in traffic using Church Cowley Road causes congestion at the Iffley Turn junction (at the war memorial), with emergency vehicles often struggling to find a way through the queuing traffic. The junction at Newman Road, turning right into Oxford Road and Rosehill is very dangerous. The increase in traffic from the Rosehill roundabout, along Oxford Road, Rosehill and into Church Cowley presents pedestrians trying to cross roads with problems as there are very limited safe, or controlled crossing points. This scheme may have benefited some roads - where there was already less traffic, but it has had a detrimental affect on the health and lives of people living on or near to the more major roads eg. Oxford Road, Rosehill and Church Cowley Road.
Object - Church Cowley	The traffic is being forced into other roads like Hollow Way and Garsington Road and making it more difficult to move around especially at rush hour, increasing pollution in those areas. It just moves the problem to other areas rather than solving it.
Object - Church Cowley	These obstructions are totally ridiculous, they force me to make longer journeys to get to my destination causing more pollution, they force more cars on to roads that are already busy causing more traffic jams which in turn creates more pollution due to the slow moving or stationary traffic in busy periods, this can only be detrimental to the air quality around these areas. All these obstacles do is make things worse on another route. what you should be doing is easing traffic flow, making it easier to get in and out of built-up areas thus reducing the time a car is on the road which in turn reduces overall pollution and improves air quality.
Object - Church Cowley	Disabled drivers are expected to go the longer route, to get to shops, health services and education. Where was that inclusive - in the disision - to put them in place. With prices rising on fuel everywhere it's hitting taxi drivers as well.

Object - Church Cowley	Both my wife and I are disabled can only get to shopping centre by car or to doctors dentist, chemist, banks. Can see most of this from my house but now have to drive to Littlemore in opposite direction to get to Newman road queue to cross the road by roundabout travel down rose hill to get to Church Cowley road then to centre, if you want more pollution you are certainly getting it now. Formerly five minute journey to drive and park now anything up to 25 minutes this is not good for anything at all. People just five houses round corner have access to all we have nothing.
Object - Church Cowley	Is absolutely disposable you experimenting with our money. this scam don't work and only has created more traffic. me personally, my work is all around Cowley as well as my GP and dentist in greater leys and have to go back on by pass tesco roundabout or ifflay turn through Cowley centre unable to use any other transport. All the delivery drivers and residents have to do the same. how can it be good for the environment more traffic more miles. Who are you to lock up community's like this. this roads where buildup where they are for a reason and you have no legal right to close them. what you doing is unnecessary and benefits no one.
Object - Church Cowley	This stupid idea just chokes up our roads. Takes longer to get anywhere, and is not good for the environment or the people who now live on busier roads. I object to all LTNs all over Oxford. Give us back the freedom to drive where we like.
Object - Church Cowley	The LTN in Church Cowley creates much longer journeys for local residents. There are now queues of traffic on Newman Road (a dangerous junction) Church Cowley Road and Cowley Road as the same amount of traffic is rerouted. It also cuts off a direct route for me from Littlemore to Blackbird Leys (via Bartholomew Road) and Littlemore to Templars Square (via Crowell Road). Why can't a school street be considered as another option for these LTN's? Also, because the LTN's are creating longer journeys this means an increase in CO2 emissions which is also a concern. Please consider the adverse impact the introduction of these LTN's is having on local residents.
Object - Church Cowley	I think that it's causing more pollution, and cutting people off from where they could go with ease before. I think Cowley center shops will suffer as people will stop going if they are stuck in traffic, on a journey that only used to take half the time and go elsewhere.
Object - Church Cowley	The LTN scheme now says its to prevent traffic from other areas using the roads in my area as a short cut. I understand the original purpose was to encourage cycling, walking and protection of the residents from traffic pollution. It seems that the reason for the implementation of the scheme has changed. Is this to try and achieve support from those that do not drive or permanently work from home who I understand support the scheme especially in Florence Park.? I would also like to know if the decision makers live in any of the areas affected and if they are pleased to get home later due to extra congestion caused by the LTN scheme. The restrictions deny easy access to local shops and travel in my area and for work. Convenience is part of the reason why I live in the area and this is being badly affected. I think that only local people use local roads and any additional traffic is generated to avoid other congested roads that already exist in the area. Therefore reducing the traffic for other residents and reducing pollution in their area. Vehicles are far cleaner with regard to emissions and they are going to get better with more electric vehicles and cleaner engines being introduced. The LTN has successfully made access difficult to my area and made other areas more congested for other Oxford residents. Also it is good that people are being asked for their view of the LTN scheme. The only problem is that not everyone has access to a computer or knowledge of how to complete your survey. If you are seriously asking is the LTN fair you have to receive participation from everyone or a large cross section of residents. May be a survey could be posted to residents written in an honest clear way without loaded questions.
Object - Church Cowley	We are disabled and all the ltns are causing so much traffic Roundtown Cowley Iffley and everywhere else in Oxford accounts and need to fucking sort it out I work in Oxford doing delivery's and it takes me over a hour to do a 10 minute delivery because of the ltns because it causes so much traffic as well as the buss lanes are causing more traffic to it's impossible to work [expletives deleted]
Object - Church Cowley	There have been so many more accidents on Newman Road, the LTNs have created more angry abs less tolerant drivers. This has not reduced traffic, pushed it all onto other areas. As a lone parent, my journey to and from school is taking so much longer and I can't afford that extra time to an already strapped schedule!

Object - Church Cowley	Not only have the LTN restrictions made it incredibly difficult to get around for us that need to use a vehicle for our work, they have extended journey times therefore adding to pollution. The Crowell road and Bartholomew road closures have impacted business in Cowley centre. Also why is the Bartholomew road LTN allowing access to taxi drivers?? They are a business providing a public service as much as I do as a heating engineer. I fully object to Crowell road and Bartholomew road LTN restrictions.
Object - Church Cowley	Main traffic routes should be upgraded first to withstand the additional load. Also it is not fair as residents in these areas have always been aware of the extra traffic. Lastly, it is not fair as LTNs should be in that case built in all neighbourhoods so that the benefits can be shared by as many as possible.
Object - Church Cowley	I am concerned that traffic is being pushed to the main roads and when there is an issue on the Oxford ring road, there is a greater chance of grid lock on the roads around Littlemore and Cowley and Headington
Object - Church Cowley	Hugely increased volume of traffic on our road. Which leads to crawling/standing traffic outside our property at certain times a day and particularly at weekends. This wasn't something we'd ever experienced pre LTN Increased pollution for my family When we occasionally use the car it's become a very scary/dangerous experience getting young children in and out the car. generally making our road a less safe, noisier, more dangerous and less pleasant to live.
Object - Church Cowley	Slows traffic causing extra pollution
Object - Church Cowley	Very poorly designed, only one exit from a large area. No thought for the disabled and those who are vulnerable do not want to use buses filled with people without masks

Object - Church Cowley	The current provisions have caused many issues. The barriers in Bartholomew Road are incomplete hence the traffic flow has increased along our road as many people struggling to get through the traffic displaced by other ltn provisions still use thus Road as a cut through to the barns road/templars square/bbleys area. The introduction of the barriers in Mayfair Road and the barriers, along with cpz in place have seen an increase in parking outside our house (top end of cowley Road running into littlemore road) as residents beyond the barriers use our road to park and jaunt through on foot to their properties. 1) it avoids them having to take a longer route out to travel 2) they avoid any possible cpz charge. We have an extremely large van parked opposite (a beautiful view from our front window now) which hasn't moved in months and is being used as a storage facility with the owner coming and going, loading and unloading at his pleasure. If I open my front window I struggle to hear the television most times. The ONE route we have to leave our area is deadly dangerous. The right turn out of Newman Road is a game of Russian roulette, compounded by the road narrowing/crossing (I'd be petrified to cross there on a blind bend). The cyclists who travel THROUGH our area seem to enjoy riding on the pavements, or 2 or 3 abreast, sometimes without lights at night and often fly off the pavement into the road without looking. The traffic displaced by these barriers has bought nothing but misery to those living on the roads where traffic has been diverted. In effect the barriers have simply shifted traffic which was a lot more free flowing into different streets, heavier traffic and longer delays resulting which surely hasn't reduced the emissions on those roads. Oxford Road, between towns road as examples. Tim Beard needs to resign for his mocking, biased and inaccurate take, via video to the world, of his take on the ltns. How can one trust and respect the views of an individual who shows such personal bias in such a patronising and mocking way? The LTN has divided communities not just emotionally but the physical division means that some of OUR COMMUNITY, not those outsiders who travel in, are forced to be restricted in their daily activities. Example. I needed to make an essential trip, which required a car for transporting something impractical which would not be carried nor bussed nor biked nor scooted. I could, prior to the barriers have completed this trip in 10 minutes completely, door to door. It took AN HOUR AND 40 mins negotiating around LTNS and the massive amount of DISPLACED traffic. I've lived locally all my life bar two or so years. I have never ever had the issues of feeling like an outsider in my own area or city until now. Absolutely incensed that decision makers have not truly listened to those living right in the middle of this utter fiasco.
Object - Church Cowley	This has achieved nothing apart from moving congestion and creating long traffic jams on the A4158. This creates more pollution and noise for those living nearby - most noticeable early morning and late at night. The residential roads around Hillsborough Close have become a car park for commuters, with cars parked dangerously blocking visibility at junctions. People with disabilities & children with mobility problems can no longer get in the car to get to the local shops / school. Blue light services are slowed down in attending emergencies. With only 1 route in and out from Hillsborough Close, Westbury Crescent has become a rat run, with speeding drivers approaching at speed on corners blinded by parked cars. Traffic trying to enter & exit Newman Road are stuck in lengthy traffic due to the limited options and the ridiculous width restriction that should never have been put there. The whole LTN initiative has provided zero benefits to the residents in the area, and only additional and more lengthy car journeys.
Object - Church Cowley	Littlemore neighbours have been marginalised and left with no voice on this consultation. Those LTNs increase pollution, are adding to the climate emergency rather than helping. Why not adding Speed humps?
Object - Church Cowley	Increases travel time/distance, courses traffic jams..
Object - Church Cowley	Having a single route in and out of the area is unacceptable. If you need to get anywhere to attend to urgent issues, travel time is increased. The bypass is often jam packed. See results from this evening 2nd November 2021. I have a son in upper school with special needs, although the bus can sometimes be used when anxious this is not an option, that coupled with a daughter in primary and work to get to, the lack of routes to use is causing unnecessary stress. Bartholomew road could do with a lolly pop lady/man or a controlled crossing putting in for school. The rest of the day this is a quiet road. I don't use Cowley centre as much anymore as the ease of popping there after supper has gone.

Object - Church Cowley	Causing too much disruption to access roads, plus pollution, just ridiculous people pay road tax should be able to use all roads, speed cameras would be better idea
Object - Church Cowley	The position of the LTN's is poor and wasn't based on any statistical analysis of previous traffic volumes. They have divided neighbourhoods with some being adversely affected more than others.
Object - Church Cowley	It caused a lot of congestion in the surrounding roads, it takes me longer to get to work and no buses or bus routes have been implemented but they have also been negatively impacted by this LTN. It appears to me it would not reduce pollution or traffic by any means, it would only benefit people living in a selected couple of roads which decided to live there being aware it was a relatively busy area.
Object - Church Cowley	I'll thought out and causing more pollution than before
Object - Church Cowley	All the routes that traffic used to use are now blocked ensuring that they now end up on one road.(Newman rd). With the absolutely pointless & dangerous chicane now at the top of Newman you have created a perfect storm for our once excellent road system. You don't punish everybody for the speeding crimes of the few. To ensure that you apprehend the perpetrator you simply make every road 20 mph & damn well enforce it with cameras etc. No consequences, nobody changes their behavior. We no longer go to Templars Square as it's easier to drive to Fairacres in Abingdon. We have a hybrid car so we are doing what we can to reduce pollution but the LTN's have made our area a pollution hotspot thank you very much. I am a C>O>P>D> sufferer & the difference to my breathlessness is obviously detrimental when I walk to the Post Office or Chip Shop. I cannot wait to see these LTN's removed
Object - Church Cowley	Causing long queues of traffic which is even more harmful to the environment as vehicles engines are running whilst waiting.
Object - Church Cowley	The extent of the LTNs make it very hard for elderly and disabled people to get to Cowley Centre. They have made Oxford Road Littlemore into even more of a bottle neck. The only people they benefit are those people living inside them, who are close to the shops and doctors and town anyway. They've made other odd busier. Side roads, fine but Crowell Rd needs to be open. This will lessen the bottle neck and give us easier access to what we need. Littlemore has nothing and they cut us off even more
Object - Church Cowley	It is affecting our lives in every way e.g journeys to supermarkets takes longer given people no choice but to shop online which is not good for local business, more unemployment as result creating more pollution, so entire communities dead, etc.
Object - Church Cowley	Pushing traffic to other local areas. Environmental impact due to more traffic jams.
Object - Church Cowley	LTN create traffic jam which increases pollution not good for the environment
Object - Church Cowley	The LTNs should be removed. They have moved the majority of traffic onto other roads making a 5 min journey well over 30mins. They have physically divided the community within Cowley. I feel the community spirit has gone. The area is like a ghost town. I have seen drug deals conducted on roads in the middle of the day as there is no one around. I will not walk in the dark as I do not feel safe. The divide on Bartholomew road should be removed as well as the one on Littlemore road asap. To allow the traffic to flow freely. I have to use my car as my daughter is disabled, I do not have a choice. My journey is longer and so uses more fuel. Which I struggle to afford.
Object - Church Cowley	I have caring responsibility for my brother who lives in Littlemore, whilst working full time, the LTN's are affecting the amount of support I can provide him as I spend so much time in traffic due to the diversions. Barns Road is already a busy main road, but since these LTNs have been installed in Bartholomew Road, Littlemore Road it has created a great deal more traffic on Barns Road. You have also enforced Car Parking Permits for Barns Road, which is also a nightmare as: 1. there is not sufficient number of parking spaces - for the amount of houses, and 2. with the extra traffic that these LTNs are created, this could/can make it dangerous to pull out of a parking space - as cars traveling through from Cowley Centre to Blackbird Leys don't want to stop to let you out, as they are fed up having to drive miles completely out of their way, in order to either go home or shop.

Object - Church Cowley	I object as it will cause more traffic and other issues on our roads and streets.
Object - Church Cowley	For us and where we live we can use Newman road to get out which is more busy now or go all though little more that way to blackbird leys to get to parents houses like if they are taking ill we want to use car to get there plus at night both are neatly and not in best of health. We also are finding traffic build up is worth round rest of area like Newman road rose hill church Cowley road Oxford road are more busy as well as ring road. Roads that are block we seem motorbikes scooters racing in them just used roads still plus people on bikes with no lights on now it dark and going fast. Only thing it done is stop cars as roads not safe when you got bikes etc going fast in them and making roads that not blocked more busy we feel sorry for the people who roads are more busy as one lady we know said to us she can't open front windows because of traffic and noise.
Object - Church Cowley	Causing a lot of unnecessary well being and mental health concerns in regards to us all
Object - Church Cowley	All these schemes makes moving round Oxford extremely difficult. Pushing more traffic into other roads making them more polluted and congested than they need to be. Who ever thought this was a good idea obviously doesn't live or work in these areas because all it has done is cause Chaos in over areas of the city.
Object - Church Cowley	Difficult to commute with so many roads closed, access is very poor, worried about the amount of crime going on, every time there's road works your stuck. Buses and lorries using Newman road make it dangerous now. Mopeds use it like a race circuit. Cut off, pollution going up in other areas as well as congestion (takes longer to get home).
Object - Church Cowley	I live on Church hill rd/Church Cowley rd...since the start of the scheme the traffic has increased considerably on Church Cowley rd...at peak times there is stationary traffic in both directions outside our garden, it almost makes it a no go area with constant noise and traffic fumes....also crossing Church Cowley rd has become much more dangerous (please consider pedestrian crossings of some sort) All very nice in Church Hill rd..Westbury Cres etc...BUT the traffic has increased to a horrendous level in Church Cowley rd.... at weekends especially the noise and pollution from stationary and slow moving vehicles is unbearable...We are hoping this will eventually decrease but have our reservations!..... PS..the temporary LTN road signs tend to spend most of the time laying facedown in the road
Object - Church Cowley	The intention is to reduce traffic and encourage people to use transport other than cars - To get to Temple Cowley retail park I have to drive further - this is not a journey I would do in anything other than a car - so the traffic and journey time is increased - on ifley road and the traffic queuing onto the littlemore roundabout is increased. The LTN's should be at certain times only - e.g. in the morning and afternoon - there is no need for them to be in place at night when traffic is reduced. cyclists, and e-scooters should be permitted at all times.
Object - Church Cowley	Church Cowley road is now almost constantly backed up and busy. Also roadside parking (resident or other is almost impossible and requires assertive driving to ensure following cars do not prevent parallel parking).
Object - Church Cowley	The LTN has taken traffic off roads that were already fairly quiet and made them even quieter while drastically increasing the traffic congestion, noise and air pollution in roads such as mine. I know the aim is to discourage driving and reduce traffic overall but the vehicles using Church Cowley Road seem not to be unnecessary traffic but a lot of delivery vehicles, taxis, etc. or people who will just continue driving because no alternative e.g. things to carry, disabilities etc. I am disappointed at lack of monitoring as there was no monitoring pre-implementation for comparison and also even now it is too early to see full impact as bus gates in Cornwallis Rd and Bartholomew Rd not yet operational so traffic still using those routes. Once they aren't there will be even more in my road.
Object - Church Cowley	More traffic has been moved onto other roads.
Object - Church Cowley	My elderly mother has COPD and to take her to the shops or GP surgery means taking a much longer route to pick up and take home. This adds more pollution and time. Public transport doesn't get close enough or run frequently enough. Im also concerned if emergency vehicles needed access

Object - Church Cowley	I feel that Littlemore Road is a main road leading to the bypass and should be accessible. Because of this closure there is only one way in and out of my road thus leading me to sit in long traffic queues along Church Cowley Road which is only going to get worse with the run up to Christmas with people visiting The John Allen Centre.
Object - Church Cowley	For me to get to my SEN pupils It now takes me double the time & double the petrol, it is having a direct impact on my business as I cannot teach as many children (I'm having to add the extra travelling time). It is inconvenient & frustrating for all involved. I am trying to help improve children's lives so that in some cases they can be reintegrated into school. I feel that these LTNs are making that much more difficult as I cant teach as often as I'd like to.
Object - Church Cowley	too much traffic due to LTNs. now all traffic goes through Church cowley road, our children also have the right to be without population and without traffic or noise
Object - Church Cowley	I have to care for 2 elderly people and these LTNs make what was a short journey into a long journey (time wise). Littlemore Road should NEVER be closed as it's a main route to and from the ring road. This journey used to take 40 Seconds in a car, but can now take over 20 minutes due to the long queues on Church Cowley Road and Between Towns Road. The traffic lights at this junction has insufficient filters, which makes it DANGEROUS turning right from Crowell Road into Between Towns Road, and turning right from Church Cowley Road into Crowell Road. I always used to avoid these traffic lights due to the congestion and dangers of this junction. Bartholomew Road should NOT have an LTN either, as this is also a main route. Parking along Church Cowley Road needs to be stopped due to the extra traffic.
Object - Church Cowley	Only one way in to where I live, should a problem occur I will be stuck in traffic. More emissions due to longer queues to get on to main roads which are now very busy. Planters are full of weeds and are unsightly as well as inconvenient. Emergency vehicles are held up, and have to re-route. More fuel consumption for travel, especially where held up. Takes longer to get anywhere. Overall badly thought out.
Object - Church Cowley	It's displacing traffic across Oxford, takes far longer to get from a to b destinations. The increased traffic is flowing over to Rose hill outside my house causing heavy congestion and pollution. I do not see any positive impact of this trial
Object - Church Cowley	Objecting due to our customers and delivery drivers having to use various roads around Oxford
Object - Church Cowley	Generally increased traffic congestion on Cowley/London Road during peak hours (themselves extended) and chaos when any roadworks/accidents/other disruptions in Cowley take place. Increased pollution on Between Towns Road and a generally unpleasant experience as a cyclist or pedestrian on the Cowley Road/Between Towns Road
Object - Church Cowley	This has created a situation which is causing elderly and disabled people difficulty in making journeys. This is preventing people from easily accessing parts of their local area.
Object - Church Cowley	3 out of 4 exits from my house have been closed
Object - Church Cowley	Just doesn't work. Impractical
Object - Church Cowley	Collecting grandchildren from school now takes twice as long as before LTN and moving anywhere within east Oxford involves long queues whether using Hollow Way and Cowley Road or travelling around the ring road towards Rose Hill.
Object - Church Cowley	The barrier at Littlemore Road / Cromwell Road is absolutely ridiculous. It just diverts traffic to other areas it doesn't actually stop/help with emissions! It leaves Long Lane constantly congested and with the ridiculous addition of a cycle gate at the top of this road it's even more stressful and may I add from what I've seen this is very rarely used by cyclists anyway.

Object - Church Cowley	It's making me very stressed about being cut off from Cowley I have to drive down Newman Road now to get to the ring road to go to work. The first 30 seconds of my journey are very scary and I have already been nearly hit by another vehicle. When I turn left at the top of Addison Drive and drive down to the mini roundabout there is a sign in the middle of the road on the opposite side about the road being closed. Vehicles cannot see it until they turn the corner and then abruptly turn to avoid it making them cross onto the wrong side of the road. If there is a vehicle travelling on the opposite side, as I was, you risk being crashed into. Also when you get to the end of Newman Road the traffic calming measure there is causing bottle necks. I used to go down Littlemore Road and past the centre to get to my sister who lives in the Grates and my father who lives in Horspath Road. Obviously I am referring to journeys where I need to travel with them in the car. The LTN in Littlemore Road has made this impossible so now journey is very stressful. The LTN were supposed to make residents lives more pleasant but I feel really stressed by my now much longer and difficult journeys.
Object - Church Cowley	Only one way in and out stuck traffic half my day trying to get in and out and half my day going round Oxford before these LTN was 15 to 20 minutes go around Oxford
Object - Church Cowley	You have divided littlemore from Cowley we have longer journey and stuck in traffic cause to pollution and more petrol we have to plan time to get anywhere as we are always stuck in traffic everywhere in oxford it is one of the worst areas now
Object - Church Cowley	Takes longer to travel anywhere in the area. I commute out of the area for work and now have no alternative routes to get home if the ring road is busy, have to sit in the traffic. Few months back there was a traffic incident and police had blocked off junction in to Newman Road so could not get home. I walk whenever it is convenient to me to do so but the reality is that car travel is required. One question is does the person who made the decision to trial LTN's actually live in any of these areas. Chicane at Newman Rd junction also is not helping with traffic flow
Object - Church Cowley	I object to all of the areas but I'm only allowed to object to one!! Why?!! By closing the roads to cars mean I am sat in a traffic jam on a road I probably wouldn't be on if I had another way to get to my next appointment. It costs me more money in fuel and late for appointments because I'm stuck in a traffic jam and that's before you take into account any road works!! The people who live on the roads with all the traffic jams must hate it as the fumes can't be doing them any good and business who are on roads that have no through traffic are losing a lot of money!! The sooner this stupid idea is stopped the better things will be. 1000 cars will produce the same amount of emissions so you're just putting it into certain areas and not helping anyone trying to get on with their normal life. Perhaps the money would be better spent on catching cycles/illegal scooter riders etc instead of spending the money on road blocks etc which aren't even voted for by the public!! You should send a recorded letter to everyone in Oxford to get a proper view as trying to get on these council sites and the way they are worded is a nightmare so most people will give up unless they have an agenda they want!!! So much for democracy!! I would love to hear your views on my comment.
Object - Church Cowley	We are trapped. There is only one way in and one way out. Newman road was already an appalling design. Now we have no choice but to go that way. It is an accident waiting to happen. It is now easier for me to go Heyford Hill Sainsbury's than my local shops which are much closer. You are killing local business. My family visit each other less because the journey is now three times further than it was, sitting in traffic jams the whole time. When I went to get vaccinated it took me twice as long as I can no longer go directly to blackbird leys. this is MY local community and you are breaking us up, herding us like sheep and soon you will start your revenue making fines. Your actions are immoral. I have not spoken to anyone who is less than furious about this scheme. Give us our freedom back and let us go about our business in peace.

Object - Church Cowley	Closure of the roads is resulting in horrendous traffic jams...Newman Road in particular...now positively dangerous. More fuel used trips are longer, busier roads leading to more pollution given trips are longer..main roads more dangerous to cross by foot or vehicle....Littlemore isolated from Cowley. elderly can't hop on scooters or bikes to shop. some can't even get on a bus...causing isolation....Needs to be removed
Object - Church Cowley	Firstly I would of been happier if I could chose all 3 objections on l t n I totally disagree with this new l t n law because it made alot more traffic jams i dont see any less traffic anywhere its made our lifes hard dropping kids to school is a mission doing simple shop has become a hard chore having a bizzy life with 5 kids there is always somewhere someone need to go like hospital doctors dentist clubs an always getting late because of this new l t n traffic please to ease everyone's lifes remove these good for nothing l t n and we can all feel some what normality in our lives and not feel so bad always when stuck in traffic for no reason Thank you
Object - Church Cowley	Its not good for local traffic
Object - Church Cowley	More traffic Less parking Congestion No benefit to having LTN
Object - Church Cowley	The LTNs in practice are causing me to drive many additional miles and spend more time in the car. These are journeys that I have to do!
Object - Church Cowley	Makes more traffic and will be more pollution within them areas!
Object - Church Cowley	The scheme is not working and is causing gridlock across the city
Object - Church Cowley	I am a busy grandmother doing the school run for two families and two different schools and closing Crowell Rd and Bartholomew Rd is ridiculous. Traffic is terrible and trying to get from Cowley to Bodley Rd and then back to Headington is a nightmare. Surely one of theses roads should be open for Littlemore. I also feel very sorry for anyone living in Newman Rd which is the only way to get out.
Object - Church Cowley	Traffic got a lot worse on the main roads. It's only getting worse.
Object - Church Cowley	Main road I use to care for my mother
Object - Church Cowley	Blocking access to Cowley centre
Object - Church Cowley	Causing traffic on main roads. Unnecessary, money wasting and not helping environment.
Object - Church Cowley	These LTNs create way more traffic and with that more pollution. Please remove them as soon as possible.
Object - Church Cowley	Too much traffic on the main roads
Object - Church Cowley	Traffic in the main roads has increased dramatically since the LTNs have been implemented. Any journey through these areas has to go through Newman road causing huge travel congestion.
Object - Church Cowley	It has increased traffic and congestion onto the main roads left open and has increased traffic noise pollution on these roads. Whilst I understand the need by some to make their streets safer and less polluted it can't be at the detriment of everyone else, these low traffic schemes have seen increased journey times around cowley and increased pollution on the roads left open. I think a better approach is to make people more aware of not automatically getting in the car fir short journeys and to make public transport cheaper, more reliable. Also what happened to the idea of opening up the train line between cowley, Littlemore and Oxford surely this would help with shorter journeys into the city.
Object - Church Cowley	Very busy traffic and lots of congestion/ pollution
Object - Church Cowley	Object ... 3 out of 4 exits of mine closed

Object - Church Cowley	Local residents are not rat runners! Since the LTNs, the only way to get from my address onto the ring road is to go down to Templars Square, where we almost always have to sit idling at the traffic lights. (Traffic there will be much worse in the run up to Christmas - it always is.) Then, left onto Church Cowley road where we idle at the traffic lights onto Rose Hill. There are then two more pedestrian crossings on Rose Hill where we often have to wait, pumping out more fumes. Also, the increased volume of traffic has put me off walking my dog to Florence Park. Church Cowley road is always so busy it's really difficult to cross at most times of the day and I really feel as though I'm breathing in a lot of air pollution walking along that road now, whereas it used to be quite a pleasant walk to the park. Forcing people to drive these congested routes seems to have increased air pollution in those areas. I've lived on Gaisford Road for 10 years and never felt it was being used as a rat run. The only dangerous road, in my opinion was Bartholemew road.
Object - Church Cowley	Appalling traffic issues, especially slow and exceptionally dangerous exit from Newman road. Increased commute time. Dissuasion from heading into Oxford/Templars square for any reason by any method
Object - Church Cowley	Have to queue to get out or into my road as now only one entrance, meaning much more congestion and time which causes more pollution. Only way to elderly parents is through Newman Road which is dangerous and congested. Have to queue to take elderly relative hot food. Now too dangerous to cycle along Church Cowley Road and Iffley Road, so no longer use bike.
Object - Church Cowley	It's caused More traffic down my road plus I can't use the co op as I'm not aloud to drive up bartholomew rg Evan thigh I'm a disabled driver
Object - Church Cowley	The LTNs are causing a build up of traffic on local roads. Increased Pollution.
Object - Church Cowley	It's affecting my business and It is causing me a great inconvenience due to the closures of the roads.
Object - Church Cowley	This is not right as will be difficult to shop at cowley road plus BUISNESS will be ruined
Object - Church Cowley	'-
Object - Church Cowley	One entrance to church cowley area via Newman road is ludicrous. The congestion in the narrowing of the road and getting out onto rose hill is causing accidents all the time and dangerous. The cowley centre planters should be removed to allow access in and out of the area. There are too many residents who use Newman road so it can't handle the volume.
Object - Church Cowley	3 out of 4 exits out of my road are now blocked. The traffic this is causing is AWFUL. These need to be removed.
Object - Church Cowley	Shopping will be difficult I use for shopping at cowley rd
Object - Church Cowley	This has extended a previously 7 minute school drop off to 15-20 minutes. That has to be terrible for air pollution/carbon emissions.
Object - Church Cowley	Getting to and from my house
Object - Church Cowley	These LTN's are not reducing traffic just causing worse traffic and dangerous roads elsewhere.
Object - Church Cowley	As a resident of Rahere Road the LTN's have made it impossible for me to get to Cowley Centre and my doctors without having to go via Newman Road and take a dangerous turn right. I cannot walk well and have health issues so walking and cycling is not an option. Bartholomew road should be a school gate or residents only. The Co op LTN should be removed to all free access to Cowley centre car parks so the businesses there can once again thrive.
Object - Church Cowley	Cut off from vital services causing isolation, increased traffic and pollution in Littlemore, constant queues in Newman Road and on Cowley Road through narrow village.
Object - Church Cowley	My business has been affected by over 40% reductions in sales.
Object - Church Cowley	Simple travel has become virtually impossible without adding fuel costs and pollution. Increased travel times and pollution pushed to other residents and traffic jams. Also my husband has a underlying heath problem and is unable to walk long distances and will not be getting on a bicycle any time soon. I STRONGLY OBJECT TO THE LTNS

Object - Church Cowley	I strongly object to this scheme as the impact it has had on my families daily lives has been awful, I have a lung disorder & had to isolate at the start of the pandemic, a prisoner in my home for over six months, it was hell! My son was doing our weekly shop & errands, never saw any other family for six months. When we finally came out of lock down I could not believe what the council had done with these LTNs. Daily travel became a nightmare, a simple trip to the shopping centre turned into a nightmare journey, sitting in traffic for ages & taking your life in your hands crossing the Rosehill junction. This has worsened with people gradually returning to work & more traffic. My health condition has definitely worsened through lock down, with the lack of exercise but, the isolation caused by the LTN scheme for us is far worse! The only person that helped us through lockdown was my son who now says if we go into another, he would not have the time to help us due to the LTN scheme.
Object - Church Cowley	Traffic build up on all routes I need to take to now get to work because I can't go straight through where ltns now are. Ridiculous idea!
Object - Church Cowley	I do not support the Cowley LTN as it has completely closed on the Littlemore community. We have been left with no option to use Newman road as our main route, which is a busy and unsafe junction to come out of. It was suggested the LTN's were going to close off rat runs, however Oxford road and Bartholomew road are not rat runs and in fact main roads which connect the community of Littlemore. My families journey times are longer and the roads are busier, therefore I cannot see how the LTN's are having any positive impact on the environment. Walking and cycling are not options for everyone and for residents who rely on cars for their daily commutes are having their concerns ignored. This is unfair and something needs to be done to create more of a balance for the Cowley LTN's.
Object - Church Cowley	I object to LTNs, especially in the Church Cowley area. The Oxford road LTN is understandable, but the others cut off large parts of the community. The pollution they try to reduce is being moved elsewhere to busier roads, such as Newman road and Barns road.
Object - Church Cowley	Traffic is displaced and Newman road has become a dangerous bottleneck. The ambulance for our daughter was delayed there. The junction is constantly backed up and causing dangerous entries and exits at the junction to Rose Hill. I have witnessed several near misses there as everyone battles the same junction. It has not reduced traffic, just displaced it and it is a serious accident waiting to happen.
Object - Church Cowley	Our business vehicles take up to a half hour to an hour, depending on how heavy traffic is, to get back to yard to load and unload. This makes our drivers late every time when trying to get home.
Object - Church Cowley	I can't turn right out of my road when it's busy in Church Cowley Rd. Saturday is a terrible day and Lidl opening soon will make the volume worse. People are walking on the road in my road and it's not a cul de sac, it's a road that residents use, internet shopping traffic use and motor bike delivery drivers use as a short cut. So it's an accident waiting to happen.
Object - Church Cowley	it is VEERY INCONVENANT
Object - Church Cowley	It's making our life hell as we are getting late to school everyday emergency services can't get through too much traffic around Cowley center
Object - Church Cowley	As elderly people the LTN have made getting to Cowley Centre or to the Barbers shop for my disabled husband very difficult. You have just diverted the problem of noise and pollution to other areas. I do not know one person who thinks they are a good idea. Blocking Cowley Road Littlemore to Cowley Centre is costing us more in petrol and taking longer in the car. You are actually increasing pollution. The delays caused by drivers using less routes creates a traffic build up and INCREASES pollution for those living on the main routes
Object - Church Cowley	Because it takes 10 times as long, using ten times the amount of fuel producing ten times the amount of pollution whenever we make local journeys for health reasons, doctor etc. I wonder whoever thought this up was paid by an oil company. It has the opposite effect that we want. In any case I've paid for the roads and expect to be able to use them, or have a good percentage of that tax refunded as compensation. The whole issue has been handled in too high handed a way. You can only govern by consent. This will cost you my votes until these barriers are removed.

Object - Church Cowley	Lengthen journey times, cause extra displaced traffic on arterial roads and also increase pollution there. Cut people off from family and friends.
Object - Church Cowley	Just pushes the congestion into other areas; no one is walking or cycling where the LTN's are in place
Object - Church Cowley	Strain on travelling to and from work and also getting to other schools to collect children
Object - Church Cowley	Extremely inconvenient. Difficult to get to medical health centre without far greater journey.
Object - Church Cowley	All traffic is being pushed onto the Ring road and Emergency Services are taking much longer to reach their destination.
Object - Church Cowley	strongly object to all 3LTNs
Object - Church Cowley	the LTN in Bartholomew Road means that as a disabled driver the 0.25 mile return trip to my nearest store has now become a 2.5 miles return trip. Thus producing a 10 times increase in pollution, fuel costs and all associated issues. including traffic increase etc.
Object - Church Cowley	Traffic diverted where more congestion and pollution is created
Object - Church Cowley	The LTNs have significantly increased traffic on the ring road and main roads resulting in a large increase in my commute to local hospital where I work as a nurse. I bike when possible but have safety concerns around this in the dark winter months as I have previously been attacked on a cycle route. Whilst driving I have seen an increase in driver aggression due to prolonged queues which at times has been frightening. I am also concerned about increased emissions as a results of longer queues on main roads. Local hospitals already struggling to recruit and I have heard staff are thinking of leaving due to increased time to commute.
Object - Church Cowley	Divided community, cut off from shops, banks, dentists, opticians. Cars ignore speed limits more than ever. Created long unnecessary journeys causing traffic jams, pollution. No increase in use by cyclists or pedestrians. On a lesser note planters are an untidy eyesore in the streets.
Object - Church Cowley	Affecting bus services, in-laws unable to leave home in the car because of traffic. Frustrated drivers affect how they treat cyclists. Longer car journeys, more pollution.
Object - Church Cowley	LTN lowers air quality, harms businesses and causes traffic jams
Object - Church Cowley	The LTNs have completely cut myself and my family off from Cowley and meant my morning commute to work in Headington working for the OUH has now grown from around 10-15 minutes to up to over an hour in mornings and evenings. Most of this is spent stuck in traffic which, as a City which is claiming to be trying to reduce pollution, completely negates the point of the LTNs. It feels as though the Council are punishing those who work and live within the city. There are some of the rat-runs which did need to be closed off, for example Beauchamp Lane, however main routes such as Bartholomew Road and Crowell Road have completely shut off the whole of Littlemore from the rest of the city and pushed all the traffic out on to the bypass. Newman Road is diabolical and I feel sorry for the residents who live on and around that road.
Object - Church Cowley	Absolute nightmare to get anywhere
Object - Church Cowley	Littlemore is now cut off from Cowley. Traffic is forced on to other routes causing congestion and increased pollution. It's a disaster.
Object - Church Cowley	Living in Herschel Crescent I have to drive further to get to Cowley, Cowley Centre and Blackbird Leys. I have to drive to the junction of Newman Road with Rose Hill which gets gridlocked and is a dangerous junction. PLEASE HELP by removing the LTRs
Object - Church Cowley	It's causing problems for us as we have to travel longer
Object - Church Cowley	This LTN scheme has NEGATIVELY affected my whole family by creating more traffic on the main roads that our whole family use to travel to work every day. We are stuck in traffic every single day and it takes us 30 minutes longer to get to work. On the whole, the traffic situation is even worse than it was before you decided to introduce this senseless LTN scheme. You have not solved any problems but made them worse.
Object - Church Cowley	Decisive, unnecessary. simply diverts traffic to adjacent road and creates more congestion there

Object - Church Cowley	It's a nightmare getting anywhere without hitting traffic. It's just pushed traffic elsewhere. I couldn't get anywhere fast in an emergency
Object - Church Cowley	I do not agree with the cutting off of Littlemore from Cowley Centre. If you do close Bartholomew Road with a camera you must open the main road between Littlemore and Cowley by removing LTN just past the Co-Op shop.
Object - Church Cowley	A clear strategic plan is needed to reduce car use/carbon at the same time as making access across the city easier and better for residents. All residents need to be listened to and got on side not just residents who already live within walking distance of town. The LTNs are a piecemeal initiative that has not given proper consideration to improving travel for those who live outside them. It seems that there is no consideration of the impact of the road closures on people from B Leys and other estates on the outside of the city who have to travel via LTN areas to work including getting to the city centre. Buses are very slow and take too long for me to use and there are no safe separate cycle tracks to take B Leys residents off the estate let alone to town. There is more congestion in Church Cowley and Iffley Roads which are my usual car route since I can no longer use Cricket Rd to get to Hurst St. Cowley Rd is also congested. There is also more congestion around Hollow Way and Between Towns Rd. I travel to Hurst St to work but now avoid leaving the estate as much as possible because of the traffic. I see little point in trying to go to the City Centre because it's slow and expensive to get/be there. It's not so bad for me because I'm older. Young people and families need affordable easy access from B Leys to all parts of the City via public transport. Without significant changes being made following this consultation the LTNs prohibit this.
Object - Church Cowley	They cause a lot more traffic in other areas, longer journeys which in return causes more pollution.
Object - Church Cowley	I have noticed that traffic has increased in both Dodgson Road and Barnes Lane since the LTN was introduced. It has not solved the problem with the school run for the school in Bartholomew Road, in fact it is now worse as traffic that used to park all down Liddell Road now parks on the double yellow lines at the Bartholomew Road end. Would it be possible for the bus gate in Bartholomew Road to allow resident's vehicles to pass through or only be operational during school times. Traffic was only a problem on this road due to the school run. This has not decreased traffic in our area or made any difference to parking. If anything traffic has increased in our area. I support the proposal to make Bartholomew Road and school street as this would prevent people from outside the area using this during school times but allow local residents access. The current situation cuts us off from accessing our street from the ring road when returning from all direction except east. We would usually use the Littlemore roundabout for this but the bus gate in Bartholomew Road would prevent this happening.
Object - Church Cowley	Since the LTN has been introduced traffic has increased in front of our house, there are more tailbacks and the air quality has suffered greatly. Whilst I am generally in favour of traffic reduction I feel that this has had the opposite effect here as we are a relatively main road. I would hate for Church Cowley Road to become a main road, as I have enjoyed its relative quiet in the period before the LTNs were introduced. This is not something I can enjoy currently as it is usually full of cars waiting for the lights to change.
Object - Church Cowley	Traffic at our end of Liddell Road has become worse since the LTN barriers were installed. Delivery vehicles often park outside our house to deliver to the rest of the road. There are many more vehicles using the Dodgson/Liddell Roads junction as a turning-point. School-run congestion is as bad as ever. The Bartholomew Road bus gate makes it much more difficult to reach our house from the ring road (e.g. when returning from Sainsburys), forcing a much longer journey on busier roads. I would support an alternative proposal to turn Bartholomew Road into a School Road.

Object - Church Cowley	as a elderly resident of over 80 and stuck in the middle of these ltns around church cowley, I rely on my car to be able to go shopping and the doctors it is taking me 20 mins longer to reach cowley centre. for me to get to cowley I now have to go up to Newman road and turning right towards cowley It is extremely dangerous with the amount of traffic from the ring road and cars turning into Newman road the road narrowing scheme at the top of this road does not help. The amount of traffic on Newman road, Rosehill and church cowley road is horrendous at any time of day and for the residents on these roads the air quality and pollution has must have increased. All this seems to have done is divert traffic on to these roads not decreasing traffic as its meant to . I have lived in rahere road for over 60 years and these last 6 months i have seen more traffic using this road and doing more than 20 miles an hour, I never received any of the original correspondence which is very disappointing. My biggest issue with these LTNS is the one in Littlemore road this road was never very busy and has taken away the best route for elderly, disabled and car reliant residents to access local shops, doctors etc, unfortunately not all of us are able to cycle, walk, or even manage the short walk to the bus stop. I don't think that the residents who are either disabled, infirm or just elderly were taken into account when these proposals were undertaken. I would like to see the one in Littlemore road removed.
Object - Church Cowley	The LTNs have divided the community. They have moved the traffic to other areas . They have made my journeys twice as long on busier more dangerous roads While other areas now have. Empty roads The few roads that have been left open are far busier. And far more dangerous
Object - Church Cowley	The LTNs have divided Littlemore from Cowley I am cut off from my Doctor in temple Cowley. The dentist in Cowley. And the shops I am unable to make a direct journey to my daughters house in Broadfields All of our journeys have more than doubled in time and the roads that are left open are busier and far more dangerous I have to cross the busy bypass travel via Iffley just to get back into Littlemore!! Thus cannot be a good idea. The ITNs have made the roads far worse with journeys longer and the roads busier. At rush house the open roads are at a standstill Crowell Hill Littlemore road should be opened This is a main road. Not a rat road. This road should be open
Object - Church Cowley	Creating nightmare traffic jams, which also makes cycling dangerous, increased pollution because of jams. Lack of foresight regarding getting people out of cars. Buses take considerably longer because of the rerouting causing James and no new provision for cycling. It also means emergency services take long to arrive because of jams and blocked roads. I agree we need some LTNs but a little more thought on how it effects locals really needed to be considered, rather than just block so many routes at the same time.

Object - Church Cowley	In my opinion this fails at every level. Laudable as it is to try and reduce car usage for local journeys. Environmentally this is just rearranging the deckchairs on the titanic. This LTN has increased all my necessary car journeys external to the LTN in both time and distance (no other transport is available for these journeys). Depending on where I am going to or coming back from there is now one point of entry compared to the six previously available so I must always join queues to get to my assigned entrance. I sit on the ring road in traffic to get to the Newman road entrance or gamble that it is quicker to proceed anticlockwise round the LTN to approach Newman road from the north. possibly catching queues on the church Cowley/Inbetween towns road and more recently queues to the ring road roundabout going up past Newman Road turn off up and over Rose hill. Previously I could choose to proceed down Bartholomew Road. I notice the failure to enforce the bus "gate/camera" has resulted in a speed increase of the vehicles using Bartholomew Road. It appears as they know they are already doing wrong by using the "gate" they are also no longer heeding the speed limit past the school. There will also be a significant proportion of people in each divided area doing the same and having to circumnavigate the LTN to get to their single entrance; where before they could simply come off the queues on the larger roads at the nearest convenient opportunity. There has been no mitigation for the Disabled and vulnerable. While on low incomes they are now expected to travel longer in their cars and it is expected their visitors to do likewise. It's essentially just an increase in their cost of living that for many is already close to the wire, and no additional support from the LTN scheme to them to mitigate this. Despite various reassurances that emergency services have been consulted and have all the information about where the filters have been placed the amount of their vehicles turning round clearly shows they did not have and continue to not have that information. It appears what little to no actual consultation they had was based on the collection of existing general statements and not active current attempts to engage them over the then proposed LTN filters and their effects. The lack of enforcement at the Bartholomew Road filter also has meant there has been a failure in stopping the allegedly undesirable East to West and vice versa through traffic. Gritting my teeth and keeping to the longer routes when driving home to only then see non bus & taxi traffic speeding along the road ignoring the filter is maddening when I'm out walking to friends / play areas with my child. Pushing traffic from through the LTN to roads that ring it is unjust. People on already busy roads get to suffer more direct and intense air pollution and a reduction in air quality while those more central to the LTN have allegedly better air quality. When there was no proven issue with that air quality. With the increased time and length of vehicle journeys caused by this LTN the overall emitted pollution will have increased but initially displaced still has to drift at points back into the LTN negating the benefit to all but those perhaps right near the middle of the LTN. In short, the LTN creates more pollution than it might remove. The timing is also as bad as it can be. People are loath to cram into public transport during a pandemic. Some simply can't take the risk and you should not be expecting them to. More public transport alongside such a scheme might have been helpful in more non-covid times. but none has arrived as part of the scheme. No additional devices to help those less able to shop more local have been part such a scheme (personal shopping trolleys for example). An extension/adoption of the "Pick Me Up" point to point bus service that stopped might have been useful. The Newman Road junction and associated Pinch -Point/Chicane which seems to be designed to be as awful as possible to Motorists, Cyclists and Pedestrians has just doubled its lethality since the LTN trial went in. I assumed it was an attempt to discourage the use of Newman Road but the LTN has made its use essentially mandatory for a large portion of residents of the LTN trial. Sooner or later a right turn out from it is going to go wrong with someone coming hot off the roundabout and I find it likely to be fatal. Also coming off the ring road roundabout to turn right into Newman Road is now very dangerous: In my experience Every other day I see a vehicle coming south has come round the rest of the queue and has crossed into the northbound lane (that turns right into Newman Road) either partially or fully. It is only a matter of time before that becomes a head on collision.
Object - Church Cowley	The traffic this has created on other routes and roads is a nightmare. People are sat in cars for longer so this is not a greener approach in my opinion. You can't get access to what are main routes. It is clogging up traffic on other roads which for some reason seems to be ok. I have a job and a child to get to school which I am penalised for because I don't have the option of walking or riding a bike.

Object - Church Cowley	Whilst I don't live in any of the areas I love just on the out skirts of the cowley and Florence park ones. The amount of traffic that is constantly outside my house is simply not ok. All these closures have done is increase the amount of traffic and fumes that the people here have to live and deal with
Object - Church Cowley	This is a school run area and has created absolute chaos. Traffic is a complete nightmare. The roads are to be driven on.
Object - Church Cowley	Far too much congestion and fumes for the people where the traffic has been moved
Object - Church Cowley	Once cameras are installed in Bartholomew Road, Newman Road will be the only way to exit this area. This causes more traffic jams particularly because of the chicane at the top of the road. This means more cars idling, contributing to pollution. Local Journeys now take 10-15 minutes longer, depending on density of traffic. For example taking my 94 year old mother to church in Beauchamp Lane can now take up to 15 minutes instead of the 2-3 minutes it took before.
Object - Church Cowley	To close Littlemore Road Crowell road Bartholomew Road is giving residents much longer journeys, Although you have made traffic reduce a little in these areas it has increased in Newman Road Rose Hill Between Towns Road & Church Cowley Road. Liddell Road where I live wasn't a rat run but on the closure of the Littlemore Road would have become a rat run. Sat Navs haven't been updated & we still get a lot of vehicles come down the road each day & find they can't get through. No proper survey was done on where the traffic came from before implementing this scheme. Bartholomew Road could have been improved just by putting a pelican or Zebra crossing by the school. Also have the speed check signs which show the speed of the vehicle.
Object - Church Cowley	Makes journeys much longer. More car time more pollution. Harder for the elderly and disabled in my area. Horrendous traffic on main roads near us.
Object - Church Cowley	Causing unnecessary extra mileage and time spent going to destinations that I have to go to. This leads to additional pollution
Object - Church Cowley	Church Cowley Road is constantly in grid lock. Pollution is high and we can't even cycle safely on our road anymore.
Object - Church Cowley	they do not take into account disabled drivers needs
Object - Church Cowley	The LTNs within Oxford take no account of the mobility needs of older people who use a car to get around. Both I and my husband are in our 80s and require a car to take us to community activities and to get shopping or attend medical appointments. I strongly object to both the existing LTN restrictions within Oxford and the planned 'St Mary's' extension between Cowley road and Iffley road on the grounds that they discriminate against less able bodied people who cannot just walk or cycle instead. Detering and frustrating older drivers will cause social isolation as they put off visiting people or places also.
Object - Church Cowley	Objecting because we are road users. The LTNs have caused extreme traffic conditions which are not green, more fuel, longer car journeys, sat in traffic with fumes being displaced - who is this beneficial to? No thought or consideration given to those who live in Church Cowley Road that now have constant queues and fumes outside their homes. I am not a rat runner, I am a road user.
Object - Church Cowley	Negative impact on my drive to work which is not within cycling distance and inaccessible by public transport. Negative impact on accessibility of several areas by emergency vehicles like fire fighters or ambulances.
Object - Church Cowley	The scheme only moves the traffic onto neighbouring roads, causing gridlock, increased pollution and longer journey times.
Object - Church Cowley	Three of the four roads from our house are blocked off and a causing unnecessary time and money (in fuel) to do necessary journeys. For example, to get to one end of our road (Bartholomew) is now 1.8 miles each way (and can take up to 30mins). The single exit road we have (Newman Road) is a nightmare and quite dangerous at the junction. I already cycle whenever I can but there are many journeys I need the car and the LTM make my life very difficult.

Object - Church Cowley	It has been utter chaos since these have been implemented. There is now one route out where I live & that is on Newman rd. This is now dangerous & gets really congested. A trip that took me a few minutes to Cowley centre now takes me three times that which uses more fuel & creates more pollution. Cars are now parked on church Cowley rd both sides & you cannot even access the path one side. If you are a wheelchair user you would have to go in to the road. It's gridlocked often around the area therefore causing more environmental damage & stress. I have lived in my house 20 years & there has never been an issue like this with traffic problems. We pay a huge amount of council tax & this makes things really difficult & stressful.
Object - Church Cowley	Isignifivant increase emissions, noise and speeding traffic.
Object - Church Cowley	It is essential for some people to drive and not practical or possible to walk or cycle everywhere . The LTNs are forcing all traffic on to main roads Cowley and Iffley Rd and to the ring road . It is trebling travel times at best and causing gridlock on ring roads . It is totally unacceptable to expect commuters to spend 2 hours getting from one side of Oxford to the other. In the 21st century we can not create some ideal little haven where everyone walks cycles or scoots happily about in fresh air. This is not the world we live in and LTNs are preventing the the people of Oxfordshire from getting on with their lives
Object - Church Cowley	I am objecting as It's caused more traffic issues along church cowley road up to rose hill and between towns road countless delivery mopeds are ignoring the LTNs and driving through them causing the grates to have a build up of traffic from people having to turn around and I haven't seen any more cyclists than normal if this is who it's meant to be benefiting in the long run and emergency services are having to keep turning around when they reach the LTNs. Littlemore road should never have had one installed it's a main road not a rat run! I am objecting the littlemore road LTN as this is the main road for us to get to the bypass and into sandford. Crowell road is the only way out of our road now and has caused massive congestion onto church cowley road and between towns road which is already bad at rush hour times but now it's congested all throughout the day with more people going back to work everyone is driving for the winter there is barely any cyclist around this area actually utilising the LTNS and there hasn't been one single child playing in our street so using cyclist who pay nothing towards the roads and pedestrians who it makes no difference too more people own cars and instead of investing money into the infrastructure of our road system in Oxfordshire you are causing more pollution and congestion where it is not needed.
Object - Church Cowley	Makes journeys longer, creates traffic jams
Object - Church Cowley	The ltn has separated Communities from the services that they access. It has increased congestion on the already congested main routes through Oxford. Wait times and standing traffic has increased considerably and this will increase pollution. The ltn has been badly thought out.
Object - Church Cowley	It's created congestion on other routes and increased the level of emissions. Those particular routes are actually more dangerous for cyclists now including pedestrians.

Object - Church Cowley	The Cowley LTN are a nightmare and should be removed !! The area was a lot easier to navigate without them, the changes have actually increased the traffic flow in the areas then before as there are now less routes people can take. The school route I have to use is normally backed up by Cowley centre most days, which it never was before. As a mum of three walking is not always an option due to additional activities my children do as well as my work commitments. Going to see family in neighbouring streets would mean having to now spend more time in the car, travelling further to go round the corner just because the roads have been closed. Additional road works on the two main areas in and out of Littlemore which has lasted for weeks at a time made going out of the areas at certain times if the day impossible, where you would have to sit in traffic for over 40 min just to get to the roundabout. I have also noticed in the evenings certain areas have more moped speeding through the neighbourhoods and in areas where roads are blocked it has become a speedway because no additional traffic coming through those areas. Making it less safe to walk around these areas alone in the evening, particular now that it get dark later.
Object - Church Cowley	I'm objecting because now my car takes more fuel and facing more traffic and because of this usually late for work.
Object - Church Cowley	These proposals affect my access to specialist shopping facilities. As a carer I need to visit these places. My journey takes longer. General traffic on the arterial roads has been compromised.
Object - Church Cowley	The traffic in the area has got a lot worse during the introduction and has also created divisions between the areas stopping travel and access between them
Object - Church Cowley	Increased traffic congestion on roads outside LTNs areas. The affected LTN local areas/roads are actually congested with traffic trying to get out onto even busier roads around, building up queues. LTNs forced affected residents to use only 'one way out' via very dangerous and busy junctions Newman Road / Westbury Crescent, without implementing any safeguards (traffic lights) failing public safety. Roads which became the 'main' roads around the LTNs were not improved or even looked at. Church Cowley Rd / Between Towns Road saw more cars parked by the curb (day and night) blocking pavements, as well as the road creating even more congestions by single line traffic. That is even more dangerous for cyclist! Not to mention not being able to walk down the pavement with a pram with cars being parked. Services became more expensive due to one way in to the affected LTN areas, such as taxi journey, delivery charges etc. The LTNs destabilise working families every day lives, having a schedule for nursery / work arrangements in place for AM/PM journeys - the LTNs mean more time must be allowed for travel, ultimately parents having to request working time changes with employees. Vehicles (drivers) pay less attention within the LTNs assuming it's quieter, not slowing down etc. County Council failed to implement the LTNs / bus gates in the areas as proposed and approved - but not introducing the ANPR on Bartholomew Road, where the filter became a great hazard and public safety concern, having the full knowledge that the road is being used by private vehicles at all times! Cyclists having to 'squeeze' in with cars not permitted to go through the gate.
Object - Church Cowley	traffic, has made my route to and from work/home very long. parking issues.
Object - Church Cowley	LTN Bartholomew Road is failure - cars still go through bus gate, it is too important a road to have this in. Make it a school road (closed 2 hours per day for safety of children). Other closures - I have seen motorbikes still go through the gaps. Council said they would remove if surrounding road congested by accident, but HOW if they are bolted down?

Object - Church Cowley	Longer journeys increasing traffic & congestion in surrounding areas. LTN's have made Bartholomew Road more dangerous, especially when taking my children to school as cars are parked on double yellow lines, on pavement on the corner of Cholsey and Liddell road. They then have to 3-5 point turn when there are hundreds of people around the school. This should be policed, else why am I paying £65 to park in my own street? It seems that the only people who are punished are the locals who live in the LTN areas who need to access the surrounding areas the most. It seems policing this is not sustainable, therefore the idea is not going to work. The bus LTN is my major concern as the catchment area for Church Cowley School is on both sides of the LTN but can only be accessed by one side it. This renders it not fit for purpose as the alternative route is over a 2 mile drive to get to the school. If pollution was truly a concern then this should really be taken in to consideration.
Object - Church Cowley	Traffic situation will only get more worse as more and more people will end up on the main roads in their cars stuck for long periods of time in traffic. We have seen how bad the traffic has got in and around Oxford because of these LTNs. Some could have been maybe ok but there are just too many in the wrong areas, why not traffic humps? Below are listed the affects taking place because of the LTNs on the Oxford's roads. * seen an increase in times stuck in traffic * traffic is more often now than it used to be usually. * fuel pollution has increased in Oxford especially in the City and near City and around like in Marston, London Road Headington, Oxpens Road which is a disaster at busy shopping times as the junction leading to the car park for Westgate Shopping Centre is also a disaster. Expect 30 to 40 minute delays here. High street is very bad especially late afternoons and early evenings. As using a taxi to get somewhere nearby by using Abingdon Road is a no, no, using the High Street is not much better. Maybe the most that can be saved time wise would be 7 to 8 minutes if not even that. * Banbury Road an increase in traffic in recent times. * seen more accidents occurring with cyclists and private hire taxis especially near the City Centre and the High Street. * food delivery drivers on mopeds ride like as if they are monkeys given mopeds and bikes to ride and the road belongs to them, especially moped, scooter drivers who like riding with their legs sticking out. * an increase in fast & dangerous driving and high temper, anger in people with vehicles. This just puts too much load on our emergency services especially the Police. On the whole people from outside Oxford already say that Oxford is a congested city. They have names which they use to describe this great city like, Congested Oxford, No go city, Traffic City, Choca Block Oxford.
Object - Church Cowley	This adds considerable traffic to Between Towns Road and additional time to my work journey which would take 2 hours by public transport hence the need to drive.
Object - Church Cowley	My main objection is to the LTN on Littlemore Road which leads to Templars Square. The word Road means a thoroughfare and it is not a rat run. Our only exit from Bodley Road, is now via Newman Road which is usually heavily congested and leads on to a very busy and dangerous T junction. It takes us longer and we use much more petrol to get to our local shops and doctors and dentists, polluting the air more than ever. We have been residents in the area for many years and this is the worst infringement of our liberty. It is frankly an imbecilic decision and I do wonder whether the council is being run by people from the cyclists lobby who seem to have the loudest voices. Demolish the bloody LTNs.!
Object - Church Cowley	This idea has completely cut part of Littlemore in half and caused chaotic traffic problems for a large section of the community, the hazards are enormous there is no benefits at all especially for the elderly and disabled who cannot walk or ride bikes, terrible idea just chokes other residential area's, one problem on the ring road and it will cause a complete standstill not been thought out properly.
Object - Church Cowley	It's pushed too much traffic onto the main roads, which are now more dangerous. Introducing LTNs won't lead to the reduction in motorised vehicles that you'd like as there are too many people who can't use buses, cycle or walk as you'd like them to do. You will also push people away from supporting their local shops/businesses by making it difficult to get to them.

Object - Church Cowley	Traffic has been displaced onto surrounding main roads causing more congestion, more pollution, longer journey times, more wasteful fuel use
Object - Church Cowley	Funnelling more traffic on to less roads causing chaos. raising emissions on these roads and longer travelling times totally defeating the purpose. it is a back door way of increasing traffic on certain roads so that green or congestion charges will be introduced. it must also affect emergency services badly. the councillors come looking for support and votes the bend over backwards to find ways to make life more difficult and ways to take money from us,
Object - Church Cowley	Takes longer to get children to school and cars racing down our Rd and littlemore/Crowell Rd. Traffic diverted through Newman Rd very dangerous now
Object - Church Cowley	It now takes up to half hour to an hour to get to Templars square or to the doctors. The traffic through sandford is now awful what with all the lorries to the building sites and extra cars due to ltns. I can understand side roads being cut off but to cut both accesses (Beauchamp and bartholmew) is madness.
Object - Church Cowley	I originally raised concerns around the LTN's, they have created congestion and longer journeys by forcing locals onto the main roads. This has made all my essential journeys more difficult, especially the ones I have no option but to use a car for. I also feel that it unfairly disadvantages disabled people or Young families who rely on the use of a car to get around by making their journeys so difficult that they will not leave the house at certain times. The LTN's are too heavily biased toward cyclists, not everyone can cycle or wants to. If the issue is irresponsible driving then install traffic calming measures like speed bumps, give ways or speed enforcement.
Object - Church Cowley	The LTN's have caused more traffic and congestion and unnecessary longer travel times, thus resulting in more pollution. They have not in any way improved matters. I object to all of them, and feel that only allowing one tick box for one area is a means to boost your numbers when inevitably you will probably keep them all regardless of the objections of residents. The one blocking the route to Cowley Centre is the most ludicrous one, the shopping centre is struggling as it is and it's just helping to kill trade completely. None of these areas were high traffic volume in the first place and since the installation have caused absolute mayhem.
Object - Church Cowley	The LTNs are blunt instrument used to try and reduce motor vehicle use. LTNs Cause the following: 1. Divided Communities 2. Displaced traffic 3. Increased noise 4. Increased pollution 5. Increased fuel consumption 6. Increased aggression on the roads 7. Reduced industrial productivity 8. Increased risk of business relocation outside of LTN area. For example outside Oxford.
Object - Church Cowley	It's very hard getting in and out of littlemore just to get to cowley or blackbird leys is a very long journey when it doesn't need to be by having these in place it's causing more pollution and heavy traffic on other roads
Object - Church Cowley	I feel i am a prisoner in my own home as i am one of many people who have to put up with constant traffic. noise, fumes and i dont get visitors much now as it has been a nightmare from day one. LTN,s does not mean cycle or use transport for me and my family, it means trapped in my own house. I have noticed driver's getting impatient and driving on paths to get a few spaces up in the cue and a 5 minute journey for me has tripped.

Object - Church Cowley	I regularly need to drive through from Sandford on Thames to Iffley road and church Cowley road where my elderly mother lives. The road closures have caused absolutely dreadful traffic on Church Cowley road and it is incredibly dangerous now when my kids get out or if the car to visit my mum. Due to having 2 children in different schools I have to drive in the mornings to drop my eldest at South Park so he can get to Cherwell and my youngest to SS Mary school in Iffley road. Since buses for school children are NOT free (they should be free since they are free for pensioners who are much better off financially than single mothers who have children of school age) I do need to drive a lot each day to help get my children to school. The traffic I have encountered when I go to school and return and pick up is just awful. Everywhere I drive that includes Iffley road, Cowley road/Oxford rd especially it is clogged up and back up which only increases pollution and congestion. I am not at all sure how this is helping anyone. It just causes extreme stress and distress as it creates really terrible traffic jams and congestion for the majority of people trying to get around their daily business while allowing others in Florence Park to live in ultra quiet roads as if they are living in private, exclusive gated residences. Where is the justice and fairness in this???? My mother is now scared to and actually unable to reverse out of her drive now on Church Cowley Road as it is now like a motorway and she can only do it when someone watches and stops the traffic for her. I am truly terrified of letting my children out of the car due to volume of traffic on the now ruined road. The LTN's make no sense esp the closures on Cornwallis road, Westbury crescent area and the road that goes from Sainsbury's in Templars Square/John Allen centre up to Littlemore.(? OXFORD RD). This closure is just bonkers! And when Bartholomew road installs cameras I really do not know how I am going to get from Sandford on Thames to Iffley/Cowley when this happens. These LTN's are ridiculous, unfair and have created so much stress and extra traffic and I vehemently OPPOSE them. When full LTN's are installed how on earth are ambulances going to be able to fairly GET patients to hospitals. It is clear that the people who have voted for /run with this bonkers idea either live or have friends in Florence Park and don't care a hoot about people living on the roads adversely affected by this such as those on Church Cowley. Pls feel free to bring in traffic calming measures where there are more cyclists but return the roads back to full use AS IS OUR RIGHT TO USE ALL ROADS IN OXFORD AS CAR TAX PAYERS!!! Also enable school children FREE BUS PASSES (and more buses) to help reduce school traffic.... this IS a much more obvious solution to increased traffic and road safety for cyclists.....
Object - Church Cowley	Will exacerbate traffic on main roads and increase pollution levels in these areas due to tailbacks rather than improving air quality. These roads have more people with lower socio-economic status on due to cheaper housing stock. Increasing pollution in this housing area will discriminate further against these individuals.
Object - Church Cowley	Junction at Newman road dangerous to get out now this is the only way to get to Cowley centre bbl doctors or even my elderly parents absolutely out rages Scooters are dangerous on paths at speed causing accidents
Object - Church Cowley	The introduction of LTNs would make it difficult for me to get to work.
Object - Church Cowley	Longer routes, more cost, more time, more congestion, more air pollution
Object - Church Cowley	Longer journeys, more pollution, more cost, more time
Object - Church Cowley	Pushing more cars on to other roads and causing backlogs
Object - Church Cowley	It is creating more congestion in all other roads, it's nightmare!
Object - Church Cowley	There were no major congestion problems before the installation of the LTns. Now there are many areas of congestion causing more pollution, extra costs & extended travel times. These LTns have also literally cut Littlemore off altogether.
Object - Church Cowley	Too much traffic and a lot of pollution not good for our health
Object - Church Cowley	It's costing us money to park in our own street and I can't drive up the road

Object - Church Cowley	I live down Oliver Road and coming out of fern hill road to come onto Hollow way it can take me 20mins to get out of fern hill then another 15mins just to get to the traffic lights. I work in Wallingford and have to be there for 9. I drop my daughter off at school 8.15 and I spend 35mins just to do a 2minute drive. Getting a bus is not a option as it takes an hour n half on the bus to get to Wallingford. I barely make it on time to work and working local isn't better as I had my car in for MOT and a normal 10min drive took me 45mins. Buses are running late because they sit in traffic down Hollow way. I was stuck in traffic one day down going down hollow way and a lady decided to over take cars heading towards on coming traffic and forced her way back into the traffic. People are getting inpatient and more road rage is happening due to this
Object - Church Cowley	I don't feel it's fair that the problem of pollution is moved from one part of the town and doubled/trebled elsewhere. I have an elderly mother who I care for. It used to take me 5 minutes to get to her it now can take me 20-30 minutes. The traffic prior to lockdown was very bad in some areas, this has made/will make it worse. I feel this will impact the local businesses at Templar Square and the John Allen Centre in a negative way. The traffic will put people off of going there.
Object - Church Cowley	Since there introduction the traffic in Orchard way has risen considerably at times I cannot get out of my driveway due to the constant stream of cars, during the school run parents are now parking their cars in Orchard way and walking the rest due to the bus gate in Bartholemew Road. At peak commuting times Newman Road is often jammed end to end as it is now the only road off of the estate. My disabled Farther who relies on his car can no longer easily drive to cowley center again he has to join the ofter large queue in Newman Road just to get to cowley center for shopping as he is unable to walk far.
Object - Church Cowley	Bartholomew Road is a main road into and out of Littlemore. The purpose of the scheme is to stop side roads from being used then this road has been wrong closed. The pandemic has changed society. People are still predominantly working from home so car use and the usage of public transport has been significant reduced. LTNs have pushes traffic on to main roads and artificially created pockets of congestion. The roads selected for LTNs are for the wealthiest people in the city and are pushing traffic to poorer areas. The aim is force people to cycle or use public transport. This disproportionately affects working class people who are time poor, work shifts and have no ability or flexibility in their life to adapt or change. This disproportionately impacts people of colour. Oxford has the highest population of ethnic minorities in the Southeast outside of London and ethnic minorities are predominantly working class. This means that LTNs are essentially a form of institutional racism. LTNs benefit the middle class elite who are all now benefiting from working from home. Frontline essential workers who are time poor have been overlooked. LTNs do not work. They force traffic to poorer areas and create unnecessary congestion, increase journey times, increase pollution.
Object - Church Cowley	You need to think about what these changes mean for taxi drivers. You'll also increase congestion in the areas that turn into alternative routes, in turn increasing emissions in those areas. Thus reducing air quality.
Object - Church Cowley	I am concerned at the need to apply for a costly parking permit to solve a problem that doesn't exist. Herschel Crescent does not suffer from excessive traffic and based on my observations is not used as a rat run or as unofficial 'park and ride'. The inconvenience and cost of applying for yearly parking permits is not offset by the benefit of this proposed scheme. It is nothing more than a cynical cash grab.
Object - Church Cowley	I am objecting the proposals because in the few days in which the LTN bollards have been implemented, they have caused huge problems trying to get anywhere. Being a resident of Lockheart Crescent I am unable to get to anywhere via Bartholomew Road now. There is so much traffic on Barns Road now because everyone is left with no choice but to go via Barns Road. The bypass is always busy anyway and now will be worse as it is the only way to get to Rose Hill. Why this has been approved I have no idea. I can't see why anyone would support this stupid idea of blocking the shortcuts which allow traffic to flow freely on the main roads. Every single journey of mine has doubled in time. It is ridiculous and unnecessary. An absolutely pathetic idea if I must say so. I hope this will be overturned. Thank you

Object - Church Cowley	its ridiculous that you have blocked a main road that allows residents in my area and others access Templars Square and Cowley. Its all well and good making residential roads LTNs but not at the expense of people that need to drive due to distance/disabilities etc. The bus is not regular in Minchery Farm, like other parts of the area like Blackbird Leys/Rose Hill. It therefore makes all residents now have to either go via Newman Road, Rose Hill and the Church Cowley Road, or the bypass to Cowley to enter this area adding more time to journeys and pollution to those areas as this is then more than a 3 mile round trip. The 'new' Coop on Littlemore Road is also now inaccessible for many, so I fear will lose business as a result.
Object - Church Cowley	A bus gate on Bartholomew Road will result in having to go down Crowell Road, along Between Town Road and then up Barns Road when coming off of the Eastern By Pass Road. Currently we come off the By Pass, and after Newman Road are able to go down Bartholomew Road and are already half way up Barns Road and nearly home. This means by there will be increased emissions from our vehicle, more traffic in an already busy area outside Cowley Centre and longer journey times. The residents of Blackbird Leys and those on Sandy Lane West where Little Field is don't have the option to come off the bypass from South Oxford near to our homes like we do to get onto the bypass, it seems ludicrous to make it even more inconvenient coming off of that road and in turn increasing emissions. A typical food shop to Sainsbury's Heyford Hill takes around 5 minutes to get there along the bypass and usually 10 minutes to get home based on the way we have to go. With this proposal I can foresee it taking 20-30 minutes to get home in stop start traffic as everyone will be stuck on between towns road, just think of the extra emissions this will cause, which goes against what you are aiming for. It is also unreasonable to expect people to walk or cycle everywhere, for example a large food shop, going to B&Q in Abingdon or Botley, pregnant ladies, people with disabilities... etc.
Object - Church Cowley	I don't believe this is going to help, yes the roads that have it are going to be quiet but the roads that road users are going to have to use to get around are going to be busier and think when schools and lockdown are lifted, piles of traffic everywhere causing more pollution in the areas that don't have the road blocks and are being used as a pass through which some cars wouldn't normally use it. Also due to this being mainly for cyclists who don't even pay road tax like car users is a absolute joke!! I am all for changing the environment to a safer air space for future generations but there has to be another way to do so this is not going to encourage people to ride a bike some can't for work purposes and some people physically can't
Object - Church Cowley	We are considering buying our first home on Herschel Crescent The only way of accessing or leaving our new home would be via the pinch point at Newman Road which is dangerous to turn out of onto Iffley Road, when you can get past the queue to use it. Keeping either Mayfair Road or the Cowley Road open would mean locals have more options for leaving their homes in cars when needed without being part of the ring road rush hour problem.
Object - Church Cowley	I am objecting to this scheme because it will only push traffic onto already busy roads, I can understand shutting some of the smaller roads but Littlemore Road and Bartholomew Road should remain open. My commute to work now takes extra time on more heavily congested streets creating more pollution for those people living on them. I don't see the LTN's being a solution just pushing the problem to other areas

Object - Church Cowley	This LTN does not resolve any traffic or pollution issues, just make residents life worst. This area does not have a massive cycle or pedestrian traffic and looking after this was implemented, there is no change. In this area mostly leave active persons who are working and think most of them depends by car. This measure only makes us to do more miles on a busy road, spending more time and consuming more fuel. Now, to talk about myself. I need my car to get to work. I also have my son registered to Church Cowley St James school. I have an agreement at my job to start earlier so I can finish earlier to pick up my son from school. Before covid, I used to leave work and pick him up at 15:30, sometime at 16:00 going directly with the car from work to win time. Now, after this change, I should come home first to leave my car and then walk to school. This needs an extra 20 minutes at least. For pick up school have strict hour, nobody will stay waiting for me. In this situation I have 3 options: 1. Keep school personal in the building making overtime waiting for me to take the child; 2. Try to re-negotiate with employer to start even more earlier which is less probably to be approved because this means I will leave office about 2 pm that is quite middle of the day. Also I will have to wake up every morning at 5 am or earlier; 3. Option 3, quit job or get redundant because I cannot cover company working hours and apply to Universal Credit, stop paying taxes and leave on benefits so I can educate the child. I understand your concern and people should walk more, or cycle or use bus but sometimes none of these is applicable. Thank you for reading my comment.
Object - Church Cowley	The closing of two major roads in and out of cowley (Littlemore and Barthomew Roads) is just ridiculous forcing all the traffic along Rose Hill/Church cowley Road is going to cause gridlock when the world reopens and people return to their workplaces. Although this may reduce emissions within the area closed off it will increase them on the single route into cowley from Littlemore/Sandford and beyond. My wife is a community nurse so has no choice but to use her car daily, she now has her commute to drop kids at school off before heading off to first visit (there is no time to walk there and back and get to first appointments on time) have doubled in distance and time and this is before schools fully reopen on the 8th March and thousands of people returning to workplaces when businesses are opened once more.
Object - Church Cowley	Absolutely ridiculous to cut Littlemore off from a direct route to Cowley centre and Blackbird Leys. Why on earth would an ltn be put right by a school, it's going to be utter chaos and guarantee there will be accidents. My health issues affect my ability to walk or cycle anywhere and solely depend on car to get me places.
Object - Church Cowley	People have not stopped using their cars. You have just shifted traffic. I live at the top end of Church Hill Road and before this experiment - traffic never bothered me. Now it is like Piccadilly Circus with cars spinning back and forth. I still have to use my car. This new scheme will not get me walking more. I have to visit my sister who lives alone in Littlemore and I do not like walking on my own in the dark. The journey has just been extended. I will still have to take my daughter to school when she is late by car. We won't be walking if she is running late. I will still have to take my car for shopping. The journey is just extended. I am just using more petrol and polluting more streets as I go about my journey. My street will get quieter in the next few weeks. We can be assured of that - but this will not stop people using their cars. The problem is just being shifted to another road. One side of Westbury Crescent will permanently have more traffic as that is now the only way out. Well done!!!!

Object - Church Cowley	I just find it laughable that someone actually thought this was a good idea! I'll be blunt. Absolutely no thought for the way that Cowley people live. Imposing such ill - thought out schemes on the residents of what is still a working-class area, is actually insulting. Not everybody cycles. Not everyone can walk far. Channelling everything from Cowley, Florence Park and Temple into Cowley Centre is incredibly short-sighted. The increase in the amount of pollution spread by stationary vehicles in roads such as Church Cowley Road, will be enormous! People will still use their cars. It's just that other roads will be gridlocked. Please confirm that you think that it's a really good idea to massively increase the traffic using Newman Road. In case you didn't know, the junction with the A4158 Rose Hill was already one of the most dangerous junctions in this area. If traffic ever returns to pre-covid levels, the chaos caused by vehicles trying to get in or out of Newman Road will spill back to the roundabout. I did ask for a reply to my original consultation response but didn't get one. Please respond. The lack of clear signage directing diverted traffic is appalling. Have you told the emergency services. Observed an ambulance today, trying to negotiate the maze. Hit one blockage, spun round hit another then spun round again. I hope nobody died.
Object - Church Cowley	When I get of the ring road coming from work (Didcot) I now have to drive over rose hill, down church cowley road and then along Barns road to get home. (adding about a mile or two) That is idiculous. I am local, can I just go home without a sightseeing trip. The bollards on littlemore road and Bartholomew road do not make sense(to me). They are main roads not rat runs. Living on a road like that you can expect traffic. Surely you wouldn't place planters on the main streets but on the side streets.(like e.g. Beauchamp lane which is a rat run) Dont get me wrong , I am all pro cycling and more walking. I am Dutch and hate not feeling safe cycling in Oxford. Get some more good cycling routes. Ones that dont end in.. the middle of nothing and make them easier to find. Thanks
Object - Church Cowley	This does not cut pollution, or decrease traffic it does the complete opposite. Littlemore has been cut-off from Cowley leaving me feeling ostracized from the local shopping centre. My journey distance to & from work and to visit my father multiple times per day have now more than doubled and the journey time will increase to an unmanageable proportions as lockdown eases. Which may mean I can no longer care for my father who lives only 1.3 miles away from me when the roads are open but now that journey is 3.3 miles each way. So I am going to have to consider him going into residential care which i know he does not want and neither do I. So each time you get on your bike consider those whose lives you have ripped apart.
Object - Church Cowley	The road blockage doesn't stop traffic travelling through the area. It just means that alternative and inconvenient routes are found. Causing other roads to have higher traffic. It has made me want to move away from the area. I'm also worried it will devalue my property and deter people from wanting to buy properties in the area.
Object - Church Cowley	I run [a local shop]. I deliver newspapers by car. I deliver papers to those people who are unable to leave their houses to buy newspapers. many of them are old people and rely on me. The introduction of the barriers in the roads in Cowley and Florence Park have made my job very difficult as I am unable to take a direct route. The delivery is taking much longer and I am using more fuel to deliver the papers. My customers will not be paying for this additional expense. Daily I deliver over 100 papers over a large area. It would be beneficial if I was able to go through the bus Gates on Bartholomew Road and Cornwallis road. if these restrictions continue I will consider closing the business and stopping the delivery of papers. The business has been operating for 25 years. A lot of the traffic that is now using Kelburne Road is speeding when the driver's find they cannot get through the road it is very dangerous. The junction at Westbury Crescent and Rosehill is very dangerous because of the increased traffic

Object - Church Cowley	It is completely unreasonable to cut-off access to services in Cowley by creating blockages along main routes, such as Littlemore Road and Bartholomew Road. These are NOT short-cuts, but are main roads linking the Littlemore community to locations such as Cowley and Blackbird Leys. By doing this, OCC are simply increasing the issue of denser traffic conditions to other areas (Rose Hill, Church Cowley Road) which are not suitable to cope with heavy traffic - even at the current levels. There is also the environmental impact to consider; by extending routes to and from Cowley and Blackbird Leys, this will increase the journey time and push emissions into other areas. Whilst I understand the benefits to applying the scheme in neighbouring roads that act as 'short-cuts' (e.g. Beauchamp Lane), it is counter productive to block these other main routes. Surely an alternative approach, such as speedbumps / cameras to slow traffic, increased pedestrian crossings, wider cycle lanes and footpaths and parking restrictions would be a better solution along the main access roads?
Object - Church Cowley	I walk a lot due to working from home and all you see is cars now driving on the pavements to get through. You have now pushed traffic to my road as cars are trying to get round the stupid restrictions. Drivers are now in their cars longer so the purpose of these are not working. They need to be removed. In Littlemore Road a main road you can no longer access completely stupid.
Object - Church Cowley	As a resident of Van Diemens Lane, I was interested to see the detailed support data regarding the scheme in our area. I feel that your interpretation of the results provides a rather disingenuous reflection of the support within the Church Cowley community. The results for Church Cowley are quite clear in my opinion. A minority of people (46%) are unreservedly in support of the scheme, which was higher than the 38% who did not support it. This leaves the "Support with reservations" group key to providing a majority decision. Personally, I would fall in to this category, because I can understand the benefit of encouraging people to seek alternative modes of transport to their car where possible. However, I felt the road layout following the introduction was inadequate for safe movement around the city and could not give my full support to the scheme. Therefore, I am appalled to see that whilst my intention was to engage in dialogue to improve the scheme, I find my feedback has been included within the Total Support numbers, whilst my concerns have not been addressed. Under these conditions I would NOT have supported the scheme. I suspect that a high percentage of the concerns, like mine, relate to the routing of the traffic to Newman Road and those individuals will feel equally disappointed. During consultation the danger of routing all traffic to Newman Road was raised by a number of other parties including Councillor Henwood. As an experienced driver I still prefer not to make a right hand turn out of Newman Road, so consider my concern for the less experienced road users in my household, plus my 86 year old father. I would urge an urgent review of the Cowley LTN decision. I see no logic in the Littlemore Road filter and removing it would easily avoid the risk which occurs when all traffic is routed to Newman Road. I'm extremely disappointed at the handling of this process. In future I will be wary of showing ANY future support, for fear that it will be misused again to justify a predefined outcome.
Object - Church Cowley	We are experiencing an increased amount of traffic along the southern arm of Westbury Crescent

Object - Church Cowley	1 Cowley road is a main road 2 It is our direct access to Cowley Centre 3 You are creating more pollution as we have to drive further now 4 It makes life a whole lot more difficult to get to my clients 5 You are creating a build up in traffic in other areas 6 Why why why ! What a waste of council money improve the paths
Object - Church Cowley	This is a terrible mistake trying to pretend the road from the John Allen centre to Littlemore roundabout is a rat run is ridiculous it is a major route and forcing all the traffic to that turning you have already made worse to Rose Hill roundabout is crazy leave the drivers alone and open these routes back up before an accident happens especially at Littlemore roundabout that is a death waiting to happen there is no help to the environment sending people on longer journeys what were you thinking
Object - Church Cowley	This is a main road and now to get to my house I have to drive an extra 10 mins this is unacceptable as this is causing more traffic and not reducing emissions at all this is an absolutely ridiculous place to put these road blocks.
Object - Church Cowley	One way out of this area by car only. Emergency vehicles obstructed and having to re-route. Wrong time to do this trial due to lockdown less people working etc. Unattractive planters, and yellow lines everywhere are an eyesore. Use more fuel to get around these obstacles therefore more emissions. Time consuming queuing to get out of Westbury Crescent. Dustbin day is a nightmare to get in or out, also when there are delivery vehicles. Post is less frequent. Local shops will not get passing sales. More expensive to use private hire cars or taxis. More traffic in already busy routes. Will adversely affect Templars Sq, shopping centre. Inconvenient to get to the doctors at Temple Cowley, vet, or the dentist, especially if unwell. Deliveries held up, and having to re-route. Added time to commute to/from work. The cost of the whole project should be investigated, as the local pavements and roads are in a dreadful state and should have been prioritised, with what is after all our taxes.
Object - Church Cowley	This will have a detrimental effect on the lives and livelihood of many. I agree that some streets are suited to stop the rat-running of vehicles, however, to push all of the traffic onto perimeter roads is going to increase pollution with cars sitting in traffic. In addition to this local businesses will be affected, be it restaurants, shops or cafes, along with tradespeople trying to earn a living and survive following the most difficult year we've all found ourselves having to endure. In addition to this, there is the concern of emergency services being delayed in response time. This is such a poorly thought out idea and if it would have been made more publicly known to all that it will affect, then you could have saved us all so much money and inconvenience. As soon as the weather starts getting colder and the nights darker you will see more traffic and more crime given these criminals will realise the places to strike based on the delay in response times by the police. Please do the right thing and see sense and introduce traffic calming measures and not turn our city into a standstill that favours only the minority in these LTNs!!
Object - Church Cowley	The route I have taken for the past 25+ years to/from Cowley Centre has now been blocked. This means that the alternative route now has 5 traffic lights, it is 0.7 miles longer than before and takes at least twice the travelling time, thereby adding to traffic in the Oxford Road (Littlemore), Rose Hill Road and Church Cowley Roads. I can no longer just 'pop in' to Cowley Centre (Templars Square) and back in less than 30 minutes, which means that I will use every other alternative to shopping there, including travelling to Botley and even Reading rather than Cowley or Oxford city centre! Crowell road is an artery rather than a capillary that can be blocked off. It is the key route to Cowley Centre for people travelling from Littlemore, Sandford and beyond. As a Blue Badge holder, I don't have the alternative of walking or cycling to please the green brigade. I'm very happy for the side roads between Rose Hill Road and the Littlemore/Cowley road to be LTN zones, but NOT the main route to/from Cowley Centre.

Object - Church Cowley	These are causing a nuisance and traffic is now being concentrated along between towns road the main road into Rose Hill and Church Cowley Road all of these roads were already very busy. Now making them more so. Residents of Cowley and Littlemore are now cut off from each other. With only one route into and out of the area. The junction of Newman Road is now even not backed up due to the very badly based traffic calming measure. There need to be removed.
Object - Church Cowley	I can understand some residential areas would benefit from quieter roads, but Littlemore Road and Bartholomew Road are main thoroughfares. Traffic calming (humps, enforcement of 20 mph etc) should be there instead of these 'road blocks'. [EDIT] As I answered this questionnaire, it would not allow me to answer any other area. Similar arguments regarding the 'road blocks' on Cornwallis Road, Rymers Road (sic) [Rymers Lane] and Littlehay Road. Also, the 'bus gates' that also allows taxis, should also allow vehicles for deliveries (very important as these have increased during the various lockdowns and are likely to remain high afterwards too).
Object - Church Cowley	As a local resident I travel along Littlemore Road to get to Cowley Road area and Oxford and this prolongs my journey considerably and therefore increases the carbon emissions created by the journey
Object - Church Cowley	I had to take my 85 year old mum for her COVID vaccine and due to the closure of numerous roads and having to take a huge detour it made us late, causing her to feel stressed at a time when she really did not need it. This new road system makes no sense. The main roads will be more congested. How can that be good for the environment. Surely the council has better ways of spending money rather than making life more stressful for those that need to travel to care for elderly relatives in a time when they are already feeling very isolated. This project needs rethinking for the sanity of everyone
Object - Church Cowley	It's a nuisance and makes no sense to me, just pushing more traffic on to Church Cowley Road, which is already difficult as residents vehicles parked on the road! And Newman Road junction is always a nightmare thanks to the chicanes that apparently are supposed to make the road safer. What about the people who live on these roads who now have double the vehicles and pollution? The cycle brigade need to realise some people don't have a choice to drive a vehicle. As a working parent of 2, I have two children to drop off and get to work for 9am. This has impacted this already and I've now been late.

Object - Church Cowley	There have been no proper surveys or consultations undertaken. Minimal research would make it obvious that that the siphoning of the traffic through certain roads does not decrease pollution it merely increases it for all the residents in those roads. This whole project is being driven by a minority group of lobbyists who are very vocal on social media and are very blinkered in their views. There is no thought for elderly and infirm residents who may not be registered disabled but are not mobile enough to walk or cycle. This funding would have been much better used improving pavements allowing people to walk easier. A brilliant example of thoughtful planning is Abingdon for its cycle routes and path through the park to the lock which is an excellent surface. Any reasonable discussion was sneered at by the group and was drowned by such remarks as you should do it for the children. As I grew up on Church Cowley Road I think they meant for our children not for the other poor families living in Church Cowley Road. I am appalled at the lies that were shouted at us. For example when I raised concerns about access for emergency vehicles [name deleted as personal information – not an OCC officer] insisted that they would just push the planters out of the way with their vehicles. I have never felt so patronised and despised in my whole life. I have lived in Church Cowley for sixty five years and have never felt this way before but the whole area is ruined. There is no friendly neighbourhood any more and no concern for other just a few nimbys who dictate to the Council what they feel.
Object - Church Cowley	As a Resident of Rose Hill, I find it very difficult to enter and exit Ashhurst Way, due to the increased traffic now using the A4158 because of this scheme. I need to visit Cardinal house at least once a day. If I need to go to Cowley Centre from there my journey is longer and trying to turn right out of Newman Road is a nightmare. The quickest way for me to get there is using Littlemore Road. This road has always been a link from Littlemore to Cowley I don't use it as a RatRun, but as a normal route. The closing of this Road is causing more traffic, more pollution, on other roads, this not acceptable, it appears not a lot of thought of the consequences has been given to this. Yes close side streets, not main traffic routes.
Object - Church Cowley	It's increase my journey time and fuel consumption
Object - Church Cowley	Longer driving times, difficult to get around, not enough signs to say you cant drive through, stops emergency services getting through, increased traffic on other roads
Object - Church Cowley	I think it will encourage more driving....longer distances and just annoy people. I am a cyclist, but don't think this will limit cars at all
Object - Church Cowley	It diverts traffic to other roads, it creates problems where there weren't any and increased mileage and pollution. I feel it disproportionately impacts the elderly, disabled and those who travel for work such as carers, delivery drivers etc who are often on a low income. I am also incredibly concerned as a woman about the quieter streets at night. Already I have to walk the long way around if I get the bus home rather than use the alleyway in Hillsborough Road. [respondent has been a victim of sexual harassment and so finds walking this route very stressful], it's dark and scary. It's even worse now there is the drug dealing and taking in the church yard as well. I can't be the only person intimidated by this. Passing cars make me feel safer. It's troubling that you cannot respond to more of the LTN's as they are interdependent. Florence Park creates the same concerns and adds to the congestion on the same roads. They all need to be removed and just a few roads remain blocked like Beauchamp Lane and Salegate Lane.
Object - Church Cowley	It's horrendous what these things have done to my daily life !!!!!' I have been here for 30 years and I totally object to these hideous things It's totally absurd what the Council are doing. How are we supposed to get about??????? Business's will flop totally
Object - Church Cowley	Since the Rd blocks we have a constant stream of traffic now past my window !

Object - Church Cowley	It is causing havoc and we are not even out of lockdown yet. Imagine when everything back to normal how the main road busy will be. I work in town I will not be able to get on time. Those who live there, when they order taxi, they have to walk all the way to the barrier where taxi can meet. It is like we are playing maze every street you go you come back. I'm totally opposing this.
Object - Church Cowley	I object totally to this. This has not been looked into properly. Majority of the people I know and residents who live in the ltn area also object. I have been driving for a living since the 90s and use all the roads around ltn. Imagine somebody using public transport trying to get home adding an extra few quid probably doubling to their journey cause of traffic. How this has been considered and given an evaluation I don't understand. Looking at this logically after the pandemic has ended and everything goes back to normal everyone who live around there will struggle to leave for work and get home as there is only one option and that is iffley road. Have you ever seen the traffic on iffley Road in the morning and afternoon early evening its very bad and moves at probably 10mph from Rosehill to St Clements and its stop and go traffic. Now think about the same scenario but with the ltn meaning everyone who normally goes through Rymers Lane, Cowley road, Littlehay Road and Cornwallis Road etc are all stuck on iffley Road and cowley road sat in traffic for a lot longer because the ltn.
Object - Church Cowley	I am a home carer and have clients in the area. Now I am always [I]ate as having to take longer route to complete visits
Object - Church Cowley	I object to the closure of Crowell road & Littlemore road. This road is not in anyway a "rat-run" it is a main through road & is very disruptive. I object to the closure of Mayfair road. Traffic in that road has never been a problem, I fail to see the need for closing that road & causing major disruption for the residents that live the other side of that Mayfair road closure Please remove these. You have absolutely no idea what you are doing & many suspect that most of the councillors involved in forcing this hell upon residents do not actually live in these areas. Please also implement in your own neighborhoods & see how it affects your daily lives. One person has already lost their life due to you blocking access to an ambulance that could have made a difference if they had got to that person in time. How many more lives are you willing to sacrifice in pursuit of this madness. I really hope you are all held accountable for the life lost & heaven forbid, any others due to your insanity
Object - Church Cowley	The area does not suffer from excess traffic only at peak times i.e. school runs. Walking, cycling is safe in the area crossing roads is safe. Adding mileage to travel and funneling traffic onto the same roads will increase vehicle pollution on these roads. I will currently in my work van have to travel an additional 800 miles per year to my current work address. I visit building merchants outside the ring road many times a week for supplies normal 10 min journey are now 20 mins journeys and increasing due to sitting in additional traffic and detours. It seems the council are bending over to help environmentalists and cyclists yet it makes things worse. More pollution heavier traffic on major roads would cause cyclists and locals there more harm. A cyclist may find less traffic outside his door but they have to negotiate a busier road at some point. On another point these LTNs were installed without all residents knowledge a letter should have been sent out last year before to discussions on them disgraceful behaviour only advertising it online where no-one would see it apart from those who wanted them.
Object - Church Cowley	The LTNs around Cowley have not stopped traffic but instead diverted traffic to other roads. Journey times have increased as a result of going a longer route which causes more emissions and this is without usual traffic as we are in a lockdown. I can't even imagine the traffic these are going to cause once the lockdown is over. Please remove these LTNs off our roads
Object - Church Cowley	So frustrating, it has made my learning so much longer

Object - Church Cowley	I have lived in Hillsborough for over 30 years and never have i ever experienced any issue with traffic or nuisance caused by cars that has warranted the imposition of these LTNs as they have been installed. The Mayfair Rd one was opposed by County Councillor [name deleted] & both local City Council councillors [names deleted], yet [deleted] over ruled them ! so democratically elected councillors of both 16 years plus standing who know there constituents get rough shod by a individual who has never visited the area or spoken to anyone person. The decision needs to be made by the WHOLE COUNCIL and not just her, the situation at the moment is open to bribery and corruption, i am not saying this is taking place at all, but the consideration that such important decisions rest with one individual leaves the door open to these questions as posed. In the 2 weeks of installation i have seen no cyclists or any increase of walkers at all, so the fallacy that more people will cycle on these streets closed is utter tosh. The other major consideration is that why have these not been delayed until COVID is over and the economy is up and running, cause when it is, the entire road network of Cowley / Iffley, Oxford and bypass will be gridlocked and a utter nightmare. I am already experiencing increased journey times and costs in fuel and my drivers as well. The amendments need to be : 1. remove mayfair ltn 2. remove churchill rd ltn 3. remove the littlemore ltn - replace with speed humps / chicanes and a 20mph speed camera 4. leave beuchamp lane ltn in 5. make the bartholomew rd ltn a timed one like oxford high street - between 8 / 9am. 3/4pm no cars enter for school children - all the others hours it remains fully open, its a integral link between Littlemore / BBL. These are a utter disgrace and should never have been installed.
Object - Church Cowley	I am objecting to this proposal, as this will create unnecessary traffic on the main roads and will increase carbon footprint.
Object - Church Cowley	The one on Liddell road is not a huge problem but the one on littlemore road is causing an issue. Littlemore road is not a 'rat run', it is a main road through Cowley. Having the barriers on Littlemore road is forcing all traffic down to Cowley centre which is making traffic much worse. Also, the barrier on Littlemore road is blocking access to the other side of Cowley and is making journeys much longer to get somewhere that would only take a few minutes if the barrier wasn't there.
Object - Church Cowley	Cowley is the home of the motor car. Proud heritage from William Morris who did so much for the area. Now in 2021 the Oxford City Labour Council is building barriers, blocking roads and splitting communities, i.e. Cars are not welcome. Eventually when people are out of lockdown with money to spend, they will decide to shop elsewhere - where they are wanted and can easily get to. This could lead to the demise of Templars Square. The LTN is killing Cowley metaphorically and, potentially, actually killing people trying to get to the J.R. via vehicles caught up in gridlocked roads. The City Council want to reduce the air pollution in the city centre but are deliberately increasing it where the people live! I have family members living in Cowley hence the need to be in that area. I am also a carer to my 96 year old father.
Object - Church Cowley	The only way I can now reach my elderly parents home is right up barns road around Templars square, this is always choc a block at busy times it will be even worse now that most of the traffic will be redirected this way. I totally disagree with the idea of Bartholomew Rd, Mayfair Rd and Crowell Rd being blocked off. I need to be able to get to my parents urgently quite often. Also I work at Church Cowley St James school, where as I am lucky enough to be able to walk to work most teachers live out of Oxford, not being able to park or drive through certain areas will make it difficult to retain and recruit staff. The LTN in Bartholomew road is already having an impact on already stressed staff as it adds a lot of time on their journey.

Object - Church Cowley	The LTN's have caused chaos and been implemented without proper consultation. We are now forced onto the ring road via Newman Road (a nightmare junction) and go back into Cowley to access our church, the shops, doctors and any facilities. On a personal level the distress it caused me when my mums hearse could not access St James church and us walk behind from our home so close I will never forget! I am extremely concerned how emergency vehicles will be able to reach an emergency. The flippant remark from an Oxford county councillor on a zoom meeting that emergency services are aware of the diverted routes and will only do this once was unbelievable. A mistake once could cause a delay leading to a death. These LTN's have been installed during lockdown and the ring road and roads we are forced onto are now much heavier with traffic leading to increased journey times and therefore more air pollution. Once lockdown is eased the situation is only going to get worse. The businesses which have already been affected by COVID will see less people coming to Cowley as they will want to avoid being stuck in traffic to access the shops and local businesses. This scheme has been badly thought out and needs to be removed ASAP.
Object - Church Cowley	Most of the people I know in this area are elderly and personally I feel I have been treated as a hostage in my own property and it is a pity that that you have nothing better to do with your time. How many of you council people live in this area.
Object - Church Cowley	While I sympathise with the idea of reducing traffic in the city, I think closing these roads does not achieve the intended purpose. It just puts extra load on other roads, making them more unsafe and less environmentally friendly. The problem is that motorists are not provided alternatives: the bus system is terrible and cycle routes are not existent.
Object - Church Cowley	By pandering to the cycling activists you have merely sent traffic to the surrounding areas as was told. Now Iffley Rd, Cowley Rd, Newman Rd, Howard St residents are feeling your folly in peak times. Are the other residents not deserving of a stress free day? You've listened to Waltham Forest way too much - and that's a failed scheme no matter what evidence they produce
Object - Church Cowley	Roads are very busy. blocking major routes such as Cromwell Road does not help this. Emergency services need to get through as do the public. Journey times have now increased to visit the supermarket at Cowley which requires a car etc as the shopping is too heavy to carry. As a cyclist I encourage more cycling but punishing drivers and making car journeys longer, more pollution etc does not help this. Traffic calming would be good and cycle lanes but trying to stop cars driving down major roads is going to increase the amount of time cars spend on the road not decrease it for locals. Remove the scheme now.
Object - Church Cowley	I have to go through cowley centre a long way to go home and when every thing is back to normal the traffic in this area is horrible and side streets is the only way to reach home and wastes a lot of time plus the consultation survey was done in dec 2020 which I was not aware of as who did the survey especially during the pandemic for permit parking area its ok but blocking these street is not the solution to the pedestrian or cyclists issue. We as a owner of the cars pay road tax and insurance for these road to drive on and one more thing cyclists should have a licence to ride pay road tax and insurance because i have seen cyclists more breaking the law as car drivers
Object - Church Cowley	Inconvenience anyone that lives at the top of Church hill road attempting to access ring road/commuting. Splits road in half so constant delivery drivers having to reverse, risk to safety and cars parked in Street. Concerns could be addressed via alternative measures. Add a speed bump/one way system/the objective should be to make the 'ratrun' less efficient than the main road not stop traffic completely. Blocking the road entirely is overkill.

Object - Church Cowley	This is a terrible use of tax payers money. This has been snuck through when the local community was focussing on a pandemic and staying alive. Those in favour are not local residents or work local to the specific area effected. They are damaging to the environment as many people have to travel much further and use their cars to do this. We don't suddenly stop using our vehicles - we just use them more to get round the schemes as the transport system doesn't work for our busy lives. They are damaging to business as key services are spending their budgets on parking permits for staff rather than lose those key staff especially in professions where they are short staffed eg teachers and school staff. The consultation was publicised only in English - not the majority language in this local community. They will cause areas to die - Templars square, for many, will become complicated to get to so not worth the bother, eventually resulting in closure. These schemes do not reduce traffic as transport has not improved - it is all still via the town centre as opposed to to and from other locations (like in London where it flows in all directions), traffic is now being forced into other minor roads as people work different ways around the scheme. This is a very greedy scheme by the council who are profiteering on local communities in a time of great hardship. Most people use their vehicles as a necessity because they are forced to work full time, transport kids on the way to a full time job before bringing more (often heavy) work home to complete at night. I for one will never vote for any member of the political party that votes in favour or does not publically denounce this appalling scheme. Shame on you OCC. the councillors that voted in favour of this, all claim T&E expenses and have tax payers pay for them to get to and from work in taxis so it doesn't effect them when the rest of us are paying out more in fuel to get to and from local places of work or just to get home. This scheme was forced upon the local community by a bullying council. This was not fair or justified but perfectly timed by OCC to force it through. I will not vote this council or any councillor who votes in favour of this scheme again.

Object - Church Cowley	I have serious concerns about the overview of consultations reported on this website. I am not sure how percentage of people totally supporting, supporting with reservations, objecting etc can sum up to more than 100%. This must be mathematically wrong. Although this roadblock seriously affects Littlemore's connection with Cowley Centre, at no point in time our opinion was consulted prior to this implementation. It is mathematically proven that the shortest distance between 2 points is a straight line. The roadblock on Cowley Road essentially blocked Littlemore's access to grocery shopping. The only way people can reach Templar's shopping area is via Iffley Road which considerably extends the journey distance and time. This is not good for carbon emissions and the distance is not short enough such that one can walk to do the grocery shopping. There would be people with mobility issues which cannot do this. Another argument against the current closures is because they are forcing drivers to take the highway while trying to go to work (for example hospitals). However, the Littlemore roundabout is an awfully dangerous place as entries from Littlemore and Iffley side do not have traffic lights and thanks to reckless drivers not using indicators there are so many near misses on this roundabout. If the scheme will stay, there needs to be a safe solution to the roundabouts and all road quality needs to be improved. Finally, there are some residents raising concern about commuters violating the 20 mph speed limit, claiming that LTN would reduce this. However, the solution to this is not closing down the roads as this is a law enforcement issue. One cost effective way could be to introduce few humps on Cowley Road and a speed camera to reduce speed and a zebra crossing to help pedestrians go across in a safer manner. In the greater scheme of things, considering how much the council tax is increasing there needs to be more investment in preventive measures and enforcing fines before resorting to a complete road closure. The other issue is LTN and misuse of statistics. I came across few posts showing "positive" outcomes of LTNs implemented in other cities/councils. These reports show a percentage reduction in the number of cars through the LTN area. However, this is a complete misuse of statistics in evaluating the LTN outcome as a physical roadblock means that cars can no longer be driven through the area, because it creates an unavoidable dependency between 2 things. There are reports showing an increase in traffic in peripheral areas, but it is not possible to judge how wide a circle has been drawn to include any peripheral roads as it might be a biased evaluation. Then we need to ask what kind of outcome measures we need to determine while evaluating the usefulness of LTNs. This is a similar process to what scientists go through while establishing the usefulness of a medicinal product. FOR EXAMPLE: -total number of cars registered to keepers living in south-east Oxford (as a metric of testing whether the availability of additional cycling routes is strong enough to reduce car purchases or sell of one additional car) - miles driven in a given period before and after the "intervention" per car (whether the average driver is driving for longer overall, which would not be good for the emissions and global warming - we really need to start thinking about the bigger picture not just individual neighborhoods). The council can easily work with DVLA and anonymously get this information for the complete south-east Oxford based on registered keeper postcodes and MOT mileage update pre and post intervention. - Change in air quality across south-east Oxford, not only within small select strips of road. -Overall change in respiratory illnesses in south-east Oxford across different age groups or total number of GP visits

	- Overall change in happiness living in one's neighbourhood etc. [the list can be populated more; this is just to illustrate a point] These or any other outcome measure needs to be tested statistically with appropriate tests also including confidence intervals etc. An independent body (eg. Civil Engineering department) can evaluate this scientifically. The important thing is, in year 2021 the decisions need to be made transparently and on a scientific basis. If the benefits are proven for the greater community, I'm sure everyone would be embracing the changes.
Object - Church Cowley	I highly object the Littlemore road ltns. I live on that stand it's a very much nuisance not being able to reach Cowley area , also Cowley centre used to be a few mins drive for me to do shopping and now it's become 10/15 min drive. It's absolutely ridiculous trying to use ring road to make turnings out of Littlemore for school rounds. Drivers are deliberately not giving you way due to these bollards being placed and stopping us drivers from using our own streets. I now have to spend far more time on road trying to squeeze out of traffic for school rounds. The Littlemore LTN just wasn't needed , this road was never used as a rat run it leads all Littlemore residents to Cowley centre and Cowley road.
Object - Church Cowley	This LTN does not have a southern boundary as the boundary was Long Lane connecting to Sandy Lane West UNTIL THE RING ROAD TRUNCATED THAT ROUTE. I suspect strongly (but don't know) that the planning committee for the ring road decided that as traffic from Littlemore to Blackbird Leys could use Bartholomew Road this would obviate the need and expense of constructing a slip road off the ring to connect to Barnes Road. I know that the AA router directs traffic via Bartholomew Road. My strong interest in Climate Change would lead me to allow low volume traffic to be have (applied for) permission to avoid the extra 1.3 miles (going via Between Towns Road) to reduce pollution and carbon dioxide emissions thereby. Please check this extra distance.
Object - Church Cowley	Extra traffic being pushed onto already congested roads making them even more unsafe for families who live on these roads
Object - Church Cowley	To cut Littlemore locals off from Cowley and closest shopping center forces more traffic on to main roads, increasing traffic pollution and hassle already before lockdown restrictions are lifted. I'd like to support traffic restrictions to reduce speed and in turn that would stop people using it as a rat run if the restrictions were of a kind you couldn't speed over. One big objection is the cars that still ignore the restrictions and more so council vehicles still using Bartholomew road like the restrictions don't apply to them
Object - Church Cowley	I object to low traffic barriers making my life inconvenient in daily routine to access to post, bank and shopping centre. It is serious obstacle for ambulance, Police and another services in emergency to get through. Also other street become more busy when drivers try to get through. So it doesn't help in my opinion to reach the common sense they should.
Object - Church Cowley	This mad scheme will do nothing to reduce car journeys. It will simply push all the cars onto already busy junctions, especially at Hollow Way and Between Towns Road. Sitting in traffic jams is not going to make pollution better. Bartholomew Road and Littlemore Road are not rat runs, they are important through roads in Church Cowley. For much of Church Cowley, the only way out to the ring road is now Newman Road, which will cause problems when there is any kind of congestion there. Additionally, the council claims we were consulted - I have no memory of any letter at all. If there had been one, I would have responded negatively. I am not alone, many people at a recent Zoom meeting also claimed that they were not consulted. And those who were consulted, what questions were asked? Were they leading questions designed to get the answer the council wanted?

Object - Church Cowley	I have a disabled child attending CCSJ on Bartholomew Road. We have a Blue Badge for our son. There needs to be reasonable leverage for us to be able to park near the school in order to safely drop off and pick up. Littlemore Road really is senseless as I commute from Hinksey to Cowley to drop both my boys off at school. I drop one at The Oxford Academy, on Long Lane, then up Littlemore Road to get to CCSJ. Now I have to turn back on myself!! There is only 10mins between both school start times!! Please, for the sake of everyone's sanity.... look at Blue Badge Exemptions for us.... But better still.... GET RID OF THIS RIDICULOUS LTN SCHEME!!!
Object - Church Cowley	The LTN has caused about four times as much traffic on Rosehill to the extent it is a nightmare getting out of my road. There was an accident earlier today as a result. I have to drive my autistic son to College in Blackbird Leys where my journey time has doubled. When the shops open at Templars Square I am certain this will be worse. There is no filter from Rosehill to Church Cowley Road so you can be sat at the traffic lights for a long time. There needs to be a slip road from the eastern bypass to Blackbird Leys, or else the filter at the Tesco/Mini roundabout to be sorted to let more than 2 cars through at a time. I also cycle and the traffic on Rosehill is now dangerous for cyclists as the drivers are driving faster to make up time. I was sat for 20 minutes trying to get out of Courtland Road where it is nose to tail with people who would usually turn down Newman Road, finally getting out to realise Red Bridge and Hinksey are grid locked due to the nose to tail extending to both, how is this helping anyone? My journey has over doubled with three quarters of it being nose to tail
Object - Church Cowley	I thought Oxford was encouraging clean air, making us travel at least twice as far and burning more petrol is hardly improving air quality. People who can walk and cycle may love it but my husband is 93 and has difficulty getting from the house to the car. Just getting to a bus stop is impossible. We are supposedly in a deprived area where money is tight, so you put up the council tax and make us pay more to get from A to B. Also we are going to be charged to park outside our own houses. Make the poorer poorer. I bet the affluent side of town isn't having all this extra expense. I know who I'm not voting for in the coming election.
Object - Church Cowley	Longer car journeys, more expensive, more traffic on Oxford Road and Cowley Road, I've a disability and rely on the car. We had no knowledge of this happening until they appeared in the middle of the roads in the area.
Object - Church Cowley	No clear signs about alternate routes. Delivery drivers have got lost trying to get to our road. Bartholomew Road planter is pointless as cars are still driving through. Some roads selected are not rat runs, but big roads. Littlemore Road in particular is an example of this. Don't think the right roads have been selected for this scheme.

Object - Church Cowley	For me to now get home when travelling from Sainsbury's heyford hill - I can either go to the Tesco roundabout (which at off peak times is busy and time consuming) and come back up the bypass or cut back through Blackbird Leys or go via the Grenoble road - on match days this will be hideous. A journey that used to take 5 minutes is now taking 15 minutes minimum. I am now driving through other neighbourhoods that I had never done so before - surely this is not fair on these residents? Bartholomew road and Crowell road are main roads and need to be open to traffic. If they were not then the articulated lorries travelling to Cowley would not use them?? I am also a mobile hairdresser and have clients in these areas - getting to these clients will be awful for me and the cost in time and additional petrol will not make it worth me working here. Since the LTNs have been in place I have stopped visiting Sainsbury's, often I would use the co-op on Bartholomew road too but no more. My husband is a gas engineer and these have added at least an hour on to his day when travelling between jobs. When people start to return normal and when an issue occurs on the ring road the traffic will be even more hideous, I dread to think about when road works happen. I already walk everywhere I can, but when working or shopping this is not possible. Although I am objecting I can see why this scheme is being trialled however I do not believe it is for lower emissions as they are causing so many to drive for longer. Constructively I do think there are things that could be put in place to make this trial work better: Place road signs in an appropriate place i.e. at the top of Newman road rather than just before the LTN. Communicate these changes better - if people can plan journeys they won't be so cross as they can plan better too. The traffic lights on Tesco roundabout need amending - coming off the slip road from Rose Hill direction, the lights let 3 or 4 cars through, so even with minimum traffic it still takes about 5 minutes to actually get to the roundabout! The LTNs need to become accessible to all (with communication) on match days - road works or in case of accidents. They almost need to be part time?
Object - Church Cowley	I believe the scheme is causing unnecessary problems in and around my local area. I understand some residential roads are used for rat runs which the residents do not like. But certain roads such as Bartholomew road, Crowell/Littlemore road and Rymers lane/Cricket road should not be closed. It would be better if no barriers were in place but the mentioned roads I believe should not have barriers in place. This for a few reasons which include adverse consequences to my local area. By closing the said roads traffic increases in around where I live in Rose Hill. This is not fair as I did not sign up to have other roads traffic in my local area. Another reason is I have relations in taxi and food delivery. Both professions have told me their ability and income has now been significantly reduced and for the taxi driver customer are reluctant to pay additional fares for going around the barriers. I believe to overcome the issue of rat runs during peak hours on the smaller residential roads to possibly put restricted time zones where external people cannot drive similar to the one in high street. Also possibly putting in traffic calming features such as speed bumps and chicanes.

Object - Church Cowley	This and all other LTN's have massively impacted travel time to certain parts of Oxford by MORE than 10 minutes. On church hill road cars and trucks constantly try to come through and have to turn around. The turning vehicles mount the footpath and private drives as there is inadequate space to turn around. This is extremely evident when bin lorries have to reverse either onto or off of the main road to travel up this. This is ILLEGAL and a direct result of the poorly planned LTN's. This is also causing frustrated drivers to speed away from turning around creating further hazards in the affected areas. As an alternative suggestion, one way systems in some of the areas would be far more beneficial. If planned CORRECTLY this could drastically reduce the traffic flow with a greatly reduced effect on traffic flow in other areas of Oxford as well as a low cost to implement. This also removes emergency service restrictions and avoids the issues pointed out above. For example church hill road most cars travel up the hill, setting a one way down the hill could reduce the traffic as much as 80% (figures to be verified however accurate from observations of living on the road). Alternating direction on parallel roads would prevent any traffic jamming from contra-flow and bring many of the benefits without most of the downsides and is seriously worth considering if pursuing the LTN's
Object - Church Cowley	I oppose everything put in place by the System. There are no exceptions. Either you're a citizen or a fascist, power-pushing PIG.
Object - Church Cowley	Because I live on the Hillsborough Road and this is my only street to go home is very disappointing what County councils they do! I am not agree with this mess what they do.
Object - Church Cowley	It is taking my husband twice as long to go anywhere and that is without heavy traffic on the road as currently much lower than usual. We use Bartholomew Road frequently as a way of getting our shopping and for my husband to travel to work. We shop for my elderly mother as well as for ourselves so the extra time that is added on to our journeys be it work, shopping or other reasons affects our leisure time. I also have mobility problems and whilst I walk as much as I can if we need to use the late opening Co-op it is now unrealistic due to carrying things that distance. Also am concerned that we cannot just pop out now at night. As a female I don't relish the idea of a walk in the dark. My son and his partner live in Temple Cowley and drops off his daughter with me one day a week for childcare. This now means they have to come earlier as they are unable to then progress to work without having to negotiate the bypass and its traffic. It seems idiotic to trial this when the roads are naturally quieter as of course the noise is less and to do it on arterial roads such as Bartholomew and Crowell road defies belief. Although we received consultation about the parking aspect of our road we certainly did not get anything to do with the LTN as we would have raised our concerns and objections. As for making the roads safer you are diverting all the traffic to main roads which will hold up traffic and cause frustration, will still have to be used by children anyway and I fear will encourage bad behaviours in driving. I have already seen cars mount the pavement to get round the planters because they were unaware when the restrictions first came into place. I would love to ride a bike or be able to walk for half an hour to get my shopping. But unfortunately like a lot of people this is not practical for me to do. I rely on my husband driving me to where I need to go but if I cannot get there in a reasonable time and without sitting in traffic I will, like most people probably not go out so much. So rather than encouraging people to get out and about I feel that there will be some of us that will struggle with our mental health because of this
Object - Church Cowley	They are causing dangerous bottlenecks as all traffic is being pushed down certain roads. We were not properly consulted on this and there is an overwhelming feeling of frustration and annoyance over them. Accessing schools in the local area is trickier and we can not get to Crowley centre anymore with heavy shopping bags so we will no longer use these local shops.

Object - Church Cowley	Whilst my children attend Church Cowley St James and I want them to be safe getting to school. The fact that I'm now cut off from my family and in the current situation more importantly my support network is terrible. Yes I can still drive to them at the additional cost in time and money. The ability to nip anywhere has been removed. The roads around me are not rat runs to me, they are important connecting roads to the community and amenities. Today I needed to pop to get bread after dropping my kids to school. We were using a mixture on scooters and bikes in the group. I could not pop and get bread as there a a bit enough time to get [to] Cowley centre and back in time to start work. If the roads were open I could do this in the car. You may wonder why the coop was not an option. My son is autistic and will only eat a certain type of bread which they do not do in the coop. Getting to the big Sainsbury's is also not an option at that time in the morning as I don't think there is enough time to get there and back. My lunch 30 minutes is needed to pick up the kids from school. Being a single parent with a child who has special needs, things are done to a time table. Evenings are planned and changes need also to be planned in. The ease of being able to pop any where have been remove. FYI. I normally fill up my car once every couple of months (non COVID times) and I've nearly used a whole tank since the road closures came in. I've definitely upped my carbon footprint. Please remove the closures.
Object - Church Cowley	It will only push traffic and pollution to nearby streets. This really is "make it someone else's problem"
Object - Church Cowley	This installation completely cuts the residents of Littlemore off from the Cowley centre, Florence park and Cowley road. This is already a deprived area with people relying on cars to do shopping at local shops however now have to attempt to leave the LTN via Newman Road which is a shockingly dangerous junction. The LTN has done nothing to reduce speeds of traffic along Littlemore Road which in my opinion was the biggest problem and that could have been solved by speed bumps such as those on Magdalen Road which ensure you slow down due to their severity. The barriers are inconvenient for delivery drivers, community workers and, as seen by national news, emergency workers. Changing the barrier to a collapsible one may solve on of those problems but for the rest of these services it means more inconvenience and more time spent on roads with traffic displaced to someone else's road rather than a reduction over all. I feel that these plans were pushed through with minimal consideration of the cons and I feel that when I raised valid points they were just dismissed out of hand as the county council had already made up its mind that they would initiate the scheme.
Object - Church Cowley	They have increased my traveling time to jobs within this area. This, therefore has increased my pollution output from my vehicle. The routes that you are now forced to take have now had an increase in traffic flow and pollution. Can it be right that the residents who now have increased traffic and pollution suffer because a few people want less traffic in their road? A case of 'we are all equal, but some people are more equal than others'

Object - Church Cowley	Consultation not fair as huge numbers did not receive your letter through their door advising of proposals, although they are being massively impacted. Not everyone has access to broadband and many of those are the worst affected. Not all are fit enough to walk or cycle. I for one will feel very vulnerable if I have to walk at night now as less traffic and bearing in mind the recent events involving attacks on women but also men. The Oxford Mail recently reported 'in the first 6 months since the Coronavirus pandemic hit, stalking was reported 9 times a day on average'. It states that this is more than double recorded in the whole of the previous year. Nice air, quiet roads and safe for cyclists and pedestrians (daytime) within the LTNs seems to be at the expense of many others on perimeter roads and areas, picking up much more pollution and noise from traffic. These roads now more difficult to cross and less safe. Newman road junction so dangerous before and now so much worse as it's the main way out of Littlemore now. Needs traffic lights and a crossing there. The exit from Oxford road onto Rose Hill roundabout is already at full capacity as you should be aware. Also 100s more houses being built in Armstrong road and Railway lane so will be even busier. The traffic will increase greatly as we come out of lockdown and into the winter months so the trial should continue beyond 6 months if it's not scrapped before then. Walking along Littlemore Road to Templar's Square I witnessed fewer cars but all were speeding so that should be monitored. Emergency services still a big worry - complete mix up with incorrect bollards being installed. Communication dreadful all round. I was told blue badge holders would be able to use bus gate but not now apparently as too expensive to manage. How is High Street bus gate managed as blue badges can pass through them and supposedly can in the planned ZEZ scheme? Yet again another attack on the elderly and infirm. I agree Beauchamp Lane should be closed as a definite rat run and so narrow. How will the council decide whether or not this project is working as am unaware of any traffic or pollution controls in place in Littlemore or Church Cowley road. I understand traffic there and Oxford road Cowley is horrendous now as well. When Asda and other shops reopen it will be total gridlock and I think people will shop elsewhere. Finally but very importantly, the bus service from Littlemore, Minchery Farm and Sandford is very poor. The nearest dentist for anyone in these areas is in Templar's Square and Dr surgery in Holloway or Temple Cowley to which there is no direct bus route. The number 16 bus does pass Donnington surgery but I think will take much longer to get there with all the extra traffic.
Object - Church Cowley	These systems are going to clog up the main roads even more and cause more pollution because people will drive the long way round. Put cameras up but stop closing roads.
Object - Church Cowley	Make my journey 15 mins long everyday and it's not environmental safe
Object - Church Cowley	It's scrap plan
Object - Church Cowley	Born and bred in Oxford and object to Roads that have existed and are ROADS being blocked off to the general public. These roads are for use by the public, not private gated communities where those individuals alone are responsible for these roads, they are paid for by the greater public. I lived in Littlemore and have relatives around this area and object to Roads being removed for use making journeys longer and pushing more traffic onto other roads making those people living on the unblocked roads even busier. I work in Cowley and travel in one car with 2 other individuals who work in Cowley so all travel in one car together. What makes the residents in these streets that more special and privileged than those living in all other streets. The Co-op store in this location will suffer a drop in through traffic and therefore sales as I imagine will Cowley Centre shops which are all struggling as it is without the council adding difficulties.
Object - Church Cowley	Increased congestion into and through Littlemore and Cowley. And a complete waste of tax payers money when large increases on the council tax for this year has been imposed on us residents which could and should be put to better use. I wonder if you will use your green credentials in saving the mature trees when the redevelopment of Northfield house Sandy Lane West starts?
Object - Church Cowley	I object the proposals set out to have LTNs in the Church Cowley area. I travel through there 5 days a week to my child's school. It has made it impossible in the mornings and afternoon to travel to and from the school without the massive build up of traffic on other routes and having to go completely out of the way adding an extra 15-20 minutes onto what would have been a 5 minute journey. It's causing traffic in places that never had issues of a build up in the past. Overall the LTNs are doing nothing but causing chaos.

Object - Church Cowley	Waste of time to get around those blockages. People can drive still drive in so it is pointless. Also they make traffic far worse on iffley road and temple square area. Junction from westbury crescent to iffley road is terrible, same goes for temple square traffic light area
Object - Church Cowley	1. Littlemore road is a main road and not a rat run. 2. By closing Littlemore road you force diverted traffic toward Bartholomew road making the school less safe. 3. If you fully closed Bartholomew road resident of Herschel Crescent would have to go through the ring road to go to Temple Cowley. 4. The only road for which closure makes sense is Beauchamp lane as there is an ease parallel alternative.
Object - Church Cowley	These barriers do not help reduce traffic as it requires you to take a longer route thus creating more pollution. The reason people use these roads are to get from A and B using the best route possible. If a road is tarmaced it should be possible to use it. Templates Square is already half full of empty shops. The LTNs will serve to drive shoppers to other places away from Cowley. They are a waste of council money which could be better spent on repairing damaged roads.
Object - Church Cowley	My great aunt lives in Cowley. She lives alone and I (and my sister) regularly take her groceries and pop in to make sure she's OK. Both of us work full time. My sister lives near Bicester. Visiting her by bicycle is not an option. The LTNs are already impacting her as it's taking a ridiculously long time to reach her. Yesterday it took me around twenty minutes longer (both ways). We have both decided we cannot continue to visit as regularly due to the length of time it takes to reach her and have now had to organise more grocery deliveries via Ocado as an alternative. So instead of seeing her great nieces regularly (and us making sure she's OK / having a chat / helping her with jobs) she will now see just a delivery driver. She's already lonely and isolated and this will just add to that. My sister and I are both incredibly upset by the LTNs and that they are making it extremely difficult to visit our great aunt. My uncle (who is 80 and also lives near Bicester) also visits her about once a week. He already finds the journey difficult by car (due to his age) and he just can't believe what's happening with the LTNs - this is a journey he's been doing for some 60 years and he's very upset that it's been made so much harder for him. There will be hundreds of elderly people whose families are now visiting the less because of these road blocks. Her cleaner (who is also part of the team who keeps an eye on her) comes from Greater Leys and is also finding it takes much longer to reach her. You could say she should cycle there but she cleans all day long (takes her Hoover with her) at multiple addresses. It seems the LTNs are designed for people who use getting to work by bike as a form of exercise - forgetting that many of us do manual labour and cycling home at the end of a long day is the last thing we want to do.
Object - Church Cowley	I feel that Littlemore Road is a main route to the Templars Square shopping centre from Long Lane. There are traffic lights at the junction to the John Allen centre. I don't feel this road is a cut through. I am having to be on the road longer than before. I think that other roads are more valid to have been put in the programme. I can understand the reasoning behind Mayfair road, for example. I also understand the need to keep school children safe, but traffic calming may have been more suitable for Littlemore road.

Object - Church Cowley	Bartholomew road as well as other roads have been cornered in and not been taking into consideration when making this decision! We have only one way to get into our roads and the same way to get out of this area. It's a shame that the council had not been considerate to the people which are living in this area. Regardless motor vehicles are a common use in our day to day lives we require them for work, for shopping, general errands etc. We don't expect our time being wasted on extra traffic which is unnecessary. Having to use the Newman road interchange and having to wait 20-30mins to get in/out is appalling and dreadful! You think having these LTNs is helping but all it's done is increase traffic on the main roads which in a sense has not helped the main purpose of this scheme. The only solution to this is by removing the LTN which is on Littlemore road as that is considered a main road so that we as residence can access this side of cowley without being stuck!
Object - Church Cowley	This is an ill conceived plan. I will be looking to relocate my business probably out of anti car Oxfordshire. Which will result in a loss of jobs
Object - Church Cowley	Because my journey times are starting to increase greatly at busy times of the day Because all traffic using the few roads available.
Object - Church Cowley	I work for a company that is on a route towards cowley centre, we have been really impacted on less customers since the LTN has been put in place on littlemore road, employees fear for their job security as when there is less custom equals loss of jobs. I am also concerned of pushing congestion and pollution from vehicles else where in littlemore and cowley and making those other roads gridlocked, as we have been on lockdown recently we really don't know how its gonna really effect a wider area when all goes back to work. I work with a trainee paramedic and they said that they feel the LTNs would impact the time level to get to a patient, myself being a asthmatic this worries me, if you are having a heart attack or a stroke, time is very important...to be able to get to them...if the other roads are gridlocked how the hell are the emergency vehicles be able to get through to get to the patient in time ?
Object - Church Cowley	First because it cuts me off from friends and family in Rose Hill and Littlemore. Second because I work in Reading and do Liftshare with a resident in Rose Hill Third because I deliver food parcels in Littlemore and Blackbird Leys and this has meant that the routes which I do as a volunteer in addition to my full time jobs take more than twice the time. Fourth because there are plans to reduce the community facilities in Blackbird Leys and as a resident living on the outskirts of the city I am not easily able to reach amenities close to me by public transport quickly making me feel More cut off by these barriers.

Object - Church Cowley	I am complaining about all of the restrictions. I have children in schools in all your restricted areas and trying to get them to school safely now and then get to work myself has become really bad and dangerous. They journey has increased by 40mins my pollution out put has tripled now for this journey and I no longer feel my children are safe on these journeys I have seen many cars doing dangerous and stupid maneuvers because of these restrictions cyclist as well being dangerous because the restrictions have given them false confidence nothing will be in there way. I have lived in Oxford all my life and you can tell who ever came up with this scheme does not live round here, have children, or use a vehicle. Also blocking the main road between Littlemore and Cowley now Littlemore is inaccessible without going all the way round two estates to get to it again increased pollution output, I thought Oxford cared about it pollution levels obviously not if you have just increased the journeys of everyone in a highly populated area that's disgusting and unhealthy for the children that live on these main roads that are not choked up with long lines of traffic. As a resident in this town this has made me realise our council is all about the money and not the residence extremely disappointed and embarrassed to be an Oxford resident because of decisions like these. The added danger also for emergency services being restricted as well a breach of basic human rights. These bollards are insane and a delusional dramatic solution to a minor problem could of been solved so much easier and with much more consideration for all the residence commuting in Oxford this just makes it look like you are favouring certain estates over others instead of equality for everyone you've embarrassed your town. I also know many people have stopped coming to Templars Square and the local shops in that area simply because of these restrictions but obviously local shops are not considered either again embarrassing. Also I have noticed late at night where you have made these restrictions are more unsafe now as there is no-one about and I know many people who have been followed and approached by unsavoury characters mainly women due to how quiet the area is now, you have made it more of a danger for women alone now. I now feel my town is assisting offenders with providing quiet secluded areas with no through traffic to deter people. That's a breach of human rights again the right to feel safe walking down a street gone. Since these LTNs have started I have come to hate where I live my travel situation has become so stressful because of these and have had to cancel many things in my life as I have difficulty getting to my destinations in time and getting reprimanded for being late but have no way to change this. Using a bike, bus or walking would make me even later and I can't afford to lose my job or pay a fine because my children are always late for school but this is what I am trying to deal with on a daily basis because of the restrictions it has made me so exhausted just trying to come up with constant plans just to deal with the new restrictions plans and stress that I never had before these LTNs I have lived in Oxford all my life in the Cowley area and I now feel unwelcome in my own town and now hate Oxford because of this but can not afford to move. Thanks for making locals feel trapped and unwanted. Not everyone works in the town centre and can use buses, there is no bus from where I live to where I work so not even an option to swap to public transport and to far to bike or walk. You are discriminating against people's freedoms and dictating to people how they should travel by restricting their movements and affecting their mental health, my mental health has definitely been affected by these restrictions and the added stress factor.
Object - Church Cowley	The massive increase in traffic resulting from road closures diverting all traffic onto already busy roads. People turning right out of Newman Road onto Oxford Road is a dangerous junction, but now with increase traffic and the increased need for people to navigate around the various closures. Whilst I understand the desire close residential roads to remove "rat runs" closing roads such as Bartholomew Road and Littlemore Road whilst great for residents on those roads, it is causing excessive traffic on Oxford Road, Rosehill and Church Cowley Road like I have never seen in the 20 years I have lived here, also as no changes have been made to the phasing of the John Allen Centre/Church Cowley Road/between towns roads and the Church Cowley/Rosehill junctions traffic lights there are regular traffic jams and this is before traffic returns to normal levels following COVID. I feel the correct enforcement of the 20mph restrictions and better separation of cyclist and motorist where possible would remove most people's concerns not just closing roads.

Object - Church Cowley	I write with regard to the recently installed Low Traffic Neighbourhood (LTN) in Mayfair Road and Churchill Road, Cowley, Oxford. Initially I was in favour of this scheme and indeed I am still keen to see the traffic in the area reduced and therefore willing to work with the council to enable all residents in the area to benefit from such a scheme. We live [in] Westbury Crescent South, where we have experienced an increase of vehicles. There have been several near misses (near road traffic accidents), due to road users refusing to give way to oncoming vehicles. On Saturday 13 March 2021 at 3.30pm approximately we counted 76 vehicles travelling on Westbury Crescent South. On 30 March 2021 someone damaged my son's car, whilst we think, trying to squeeze past another car. The vast majority of road users do not observe the 20 mile an hour speed limit and I feel this is exacerbated because there is no one to enforce it. Happy to try LTN, however it has not proved beneficial to Westbury Crescent South. There is more traffic than ever. Currently there are 10 roads or residential complexes using Westbury Crescent as the way in and out of this estate (Westbury Crescent, Mayfair Road, Fairlie Road, Hillsborough Road, Hillsborough Close, Kelburne Road, top of Churchill Road, Wyekham Crescent, Rose Court and Queens Court). It seems very unfair to make all of this traffic go out of Westbury Crescent South. Although, I know Westbury Crescent North have found the LTN to be a great benefit in reducing traffic. There are a significant number of small children, elderly and vulnerable people living in the area, who are at much greater risk of road accidents when walking or crossing the road. We are still experiencing much more traffic than usual, and feel that with the way LTNs are currently organised, it is more of a high traffic neighbourhood for Westbury Crescent South. Perhaps you could consider making Westbury Crescent a one way road, so the traffic is more evenly split between both sides of the crescent, as at the moment it feels like Westbury Crescent South are the only residents not to have benefitted from this scheme. Alternatively move the LTN barrier in Mayfair Road to the junction between Mayfair and Kelburne Road. This would be my preferred option. In fact, we have been disadvantaged by the LTN in terms of more traffic, traffic travelling at greater speed (vastly outside of the speed limit), higher risk of accidents and greater air pollution. It would be really beneficial if you would be able to arrange a socially distanced outside meeting with myself and interested other residents to discuss a way to help all residents in the area benefit from the Low Traffic Neighbourhood scheme. Many sincere thanks in anticipation of your response. Best wishes
Object - Church Cowley	The traffic is fundamentally worse. The roads being blocked are to stop people from using routes through church cowley as short cuts to bypass the traffic on rose hill and church cowley road (presumably associated with the shopping centre). While this does reduce the traffic along the roads in the estate, it drastically increases the problem on the main roads - roads which were already dealing with higher volumes than they can cope with. The problem is that for this LTN you end up just adding more traffic to routes that are already too congested. This would be justifiable if the roads were only required by through-traffic (that is being actively discouraged) but the current layout of the LTN means that these main roads are still necessary for use by residents of Bailey Road, Knolles Road, Boswell Road for entering and exiting the neighbourhood. As a high traffic flow problem, surely the solution requires either opening more low traffic routes rather than closing routes (to reduce main road traffic and make it a more appealing option over using the neighbourhood roads) or ensuring that a low traffic route exists to connect the neighbourhood to the ring road but not the neighbourhood to the high traffic roads.

Object - Church Cowley	These are dangerous. Traffic has been pushed elsewhere and it has made the roads much more dangerous and we are not even fully out of lockdown yet! I have elderly relatives down Herschel Crescent and these LTNs have caused major disruption onto a once quiet area. Going anywhere near Cowley/Florence Park area is a disaster, especially for emergency midwife appointments. This has not been thought through enough.
Object - Church Cowley	I find the LTN system a nightmare. I work at a school in Temple Cowley and live in Herschel Crescent, it is a nightmare to get to work or go anywhere. It used to take me ten mins it now takes 40!
Object - Church Cowley	As the HR Manager [of a school], we already find it extremely difficult to recruit due to the cost of housing and rent in Oxford. This is now being further compounded as colleagues are looking to find jobs closer to home as the LTNs are putting increased journey times to and from work, an additional cost financially and time getting to and from work. There is increased traffic when leaving the premises, Howard Street can take anything between 5 minutes if colleagues can leave at 3pm which is not viable to 30 minutes as the traffic is backed up when trying to turn from left into Howard Street and then equally on to the Iffley Road. The traffic is backed up. Equally to go another route and back up Shelly Road for which colleagues need to turn right onto a busy road and in rush hour puts colleagues lives at potential risk of accidents. The traffic then builds up near the police station and it is pure congestion. Personally, I travel 18 miles into work, it take now takes me between 50 minutes and an hour to get home. The main bulk of this time is leaving my place of work which is St Gregory the Great Catholic School which is taking anything from 30 to 40 minutes minutes to get to the A34. After a long day working, the additional travel time add to colleagues stress and anxiety to get home and potential accidents. At the least, open up Rhymers Road into Cricket Road as this is a through road and allow an easier flow of traffic When education is so important, how can these implantations be made without the consideration of local schools and recruitment of staff. I would really like someone to contact me or be involved in any meetings please.
Object - Church Cowley	I have elderly parents who live in The Grates who Don't drive so now a 2 minute journey to pick them now becomes at least a 10 minute journey if you can turn right out of Newman Road and also I'm putting more wear and tear on my car and also more pollution into the air.
Object - Church Cowley	I am objecting because this is causing longer travel times and more complicated journeys for older people and people with disabilities. It is also not reducing emissions, just pushing them elsewhere.
Object - Church Cowley	Trying to get in, and out of Courtland Road, onto Iffley Road a total nightmare for me at most times of day because of extra traffic having to use Iffley Road. Church Cowley Road (Between towns road) huge volumes of static traffic pumping out pollution into the air especially the 4-6pm timeslot. I take my little dog for walks in Florence Park and it's ridiculous trying to turn right onto Church Cowley Road from Florence Park Avenue during these times, and difficult to at other times. Thirdly, my short journeys (I am disabled and need to drive) to get to printers in Crescent Road, and old lady I help in Rymers Lane mean twice the length of time (and pollution) for me. Very angry, as are all the other motorists in the traffic jams. Are you listening?

Object - Church Cowley	The widespread use of the LTN across Cowley has caused major traffic disruption and gridlock on the Cowley and Iffley roads causing longer journeys & increased pollution. When combined with inevitable roadworks the above is increased yet again. People will get fed up of these journey times and decline to visit local shops and businesses if they cannot access with a vehicle. Amazon and the major 24hr online delivery services seem a much better option rather than what was a 200 yard journey now a 2 mile round trip taking half an hour. To expect people to walk and cycle to the shops and then carry shopping bags back is unrealistic and unsustainable. Not to mention the roads that have been shut off by the LTNs now take longer to exit from as the main roads are blocked up.
Object - Church Cowley	My ability to travel freely to patronise local businesses is severely impaired following the introduction of the LTN. Traffic congestion and general inconvenience now means that I no longer find it practical to travel to my nearest shopping centre. Instead of making a local trip, I am now obliged to cross or go via the ring-road, at which point travel to a major or out-of-town retail park is more convenient. For specialist local stores (hardware, motor parts, stationery) I am now using online retailers instead. The LTN will severely impair the local economy and impact family-owned brick and mortar retailers at a time when the whole retail sector is under pressure. This will directly attack livelihoods. Once local retail dies, the nature of a community is changed forever.
Object - Church Cowley	I have taken some time before submitting my comments in order to give the LTN some time. However as I feared the impact on myself and my family has been realised. Since the introduction of LTN in the church cowley area the amount of traffic passing on the Oxford Road has increased thus meaning when I need to use my car and turn right (as I can no longer go down Newman Road to get to my destinations) the time I spend waiting to get out is increased. My journey time around Cowley has increased and the time I spend sitting in traffic has increased. I have noticed a significant increase in traffic on Sandy Lane West, a particular concern as the primary school where my children attend is here. As a community nurse for children with complex needs in the area my time going to the homes of these families, either to visit or deliver essential supplies has increased. I have to take routes with significantly more traffic even at non traditional rush hour times and this impacts my ability to work and care for children and families. In summary the LTN road closures have moved cars further out making roads such as Oxford Road, Between Towns Road, Sandy Lane West busier and we are still not fully open as a society! I often have no choice but to travel by car for personal journeys and for work it is essential. I accept that I live in a city where there will be traffic. What now may be quieter for some is blighting the lives of so many others.
Object - Church Cowley	Causing too much traffic on the major roads and causing delays for emergency services. Bikes are also having more danger in the main roads due to the massive increase of traffic. Hope you can live with when someone dies or gets killed because you think you know what is best for the community
Object - Church Cowley	They are moving more traffic onto other roads causing more congestion. You have cut off Littlemore to Blackbird Leys Cowley. A journey from Rose Hill Roundabout to Barns Road/Blackbird Leys Road now takes an extra 20 minutes in peak time. Sends extra traffic to Cowley Centre area where there is already congestion.
Object - Church Cowley	I'm objecting to the LTN because since it was put in place the whole surrounding area of Cowley has got a lot busier and it now takes longer to get round Cowley with long queues.

Object - Church Cowley	I live in Kennington, however, I occupy property and have interests in the Leys, meaning that I would normally drive through Littlemore to reach the Leys, which is now precluded to me. In turn I am forced to go to the next junction on the ring road and turn around to access the Leys from Sandy Lane West, action that can take forever as the Mini roundabout has multiple quick traffic lights with plenty of traffic, resulting in petrol and time wasted watching the lights go red several times. The LTN has lengthened my journey and that of any resident following a similar path, to the detriment of neighbouring areas that are now suffering with increased traffic and pollution. The idea is not entirely bad, however, the blocking of Bartholomew road is indeed a major issue for many.
Object - Church Cowley	With you putting in these flower pots church cowley road is busier than ever. We can't park our car outside our home we can't cross the road safely as there is a constant stream of cars 24/7 we can't have family visits as there is no where for them to park either !!! The noise is mind blowing we have lived in this street for over 30 years !!!!!!!
Object - Church Cowley	It is detrimental to the environment by changing what are less than 5 minute journeys to 15 to 20 minute journeys, or more at times! It's absolutely ridiculous, a MASSIVE waste of tax payers money, causing more traffic elsewhere. There is now much more traffic and danger around cowley centre and the holloway areas and now I've witnessed many more people cutting through blackbird leys. Traffic queues are now horrendous causing me to be late for work and I have 3 children who have hobbies and each have their own daily routine so I have to reassess my timing on a daily basis!! I also have my own business where I have to deliver to my customers - this has caused me to spend so much more money on petrol and much less time to work around my family to be able to run my business, which I will not be stopping any time soon. I'm absolutely fuming!! Who ever made this decision clearly doesn't live in the areas and hasn't spend tax payers money wisely at all.
Object - Church Cowley	The unbelievable nightmare it causes to be 3 minute drive from all the shops in cowley center which i now have to drive my elderly parents 15 mins all the way round either iffeley road or bypass, so much more time wasted and fuel. The LTN blocking the road down to Cowley center is by far the biggest issue as it stops all the residents gaining access to the shops. Everyone's argument to decrease use of cars just isn't possible when doing a large shop or helping elderly or disabled people, the statement that it stops rat runs is weak as the people who use the roads are residents and know where they are going, a commuter who works in Oxford isn't going to come off a main road and use our streets to cut through as its residence that know them and how to get local places. or home from work. We will be as will a lot of other residence look to move out of Oxford as these LTNs are a significant enough pain to our city lifestyle that we will look elsewhere, the fact that if my Dog needs urgent treatment for example and i know i can nip there in a matter of minutes but now i have to drive and sit in traffic for 15 mins is a real change to my lifestyle and has huge impact on my daily routines, i don't also understand how these are expected help with environmental issues as now everyone drives much further for longer and increases traffic massively in other areas rather than it being spread out. We all do our bit to reduce car travel and walk when we can but these LTNs take away our rights when we do have to use a car and its then made difficult to get anywhere we need without wasted time, fuel and a knock on affect to the pollution due to increase time in transit,
Object - Church Cowley	I have 2 children who attend Church Cowley St James Primary School, from September my Autistic son will start at Oxford Spires Academy, because I live in Abingdon, on the days I have them overnight I need to take them to school in the morning. This project will make it nearly impossible for me to get both my children to school safely.

Object - Church Cowley	- As a resident of Church Cowley Road, since both the Church Cowley LTN and Florence Park LTN have been introduced, we have noticed a significant increases in the traffic, noise and air pollution present on our road. - We feel the introduction of LTNs is a good idea, and good for improving cycling and public transport, and that there may be a slight adjustment period, however we feel Church Cowley Road has been severely impacted as a result of both local LTNs being introduced, and has now become the new rat-run for local residents and visitors to the area as traffic has increased substantially. - The parking and speed of traffic on Church Cowley Road was already a significant issue prior tot he LTNs being introduced, and these have both become much worse in the weeks since. These factors need to be addressed urgently, either by speed bumps on the road, a speed camera or making the road a 20mph. - With regards to air pollution, we have noticed a significant build up of dust and dirt on our parked car since the LTNs were put in, which will have come as a result of the increased traffic. The impact on our health could be substantial, and isn't something which the local council should be willing to accept as a byproduct of the LTNs. - Overall, we were for the LTNs initially and still are if significant improvements can be made to reduce the subsequent impact these have on other roads, such as Church Cowley Road. Improving the experience for the majority at the expense of a few is all well and good, but when putting yourself in the position of those few, would you want to be dealing with increased noise, speeds, air pollution, congestion and parking?
Object - Church Cowley	It is ridiculous the local roads are now closed which I used to go to the local shop, visit friends in Littlemore, drive home the easiest route to park properly in a disabled space and now increased traffic everywhere. opening my windows now is noise and fumes as idling traffic queues now. A few minutes to get anywhere has gone so it will affect me being disabled and many others not to bother going out at all as you have made but more effort, energy, time and impossible quite frankly! Disgraceful no consultation to anyone in my area either! Voting locally for whoever is against them now as so many other locals are!
Object - Church Cowley	Traffic getting home to Didcot after work is ridiculous. You want us to get the bus but if a car can't get you from A to B quickly, the public transport would be worse. Cowley Road and Iffley Road are congested from 3pm until 5pm, sometimes later. Also, my wife's nan lives on Crowell Road. Sometimes it is necessary to take her to hospital/doctors appointments, but you have to go all the way round to pick her up. It is fine consuming and the roads are unpredictable. With two small children of our own, it is vital we do not waste time on the roads of Oxford because of some ridiculous decision to block off so many streets.

Object - Church Cowley	You only consulted in the area of the LTN and did not consult the areas the are impacted by the Additional traffic diverting to avoid the LTN. The LTN has successfully increased traffic in and around littlemore, making our lives worse'. Where is the equality in this? How can it be fair to diminish one neighbourhood to 'improve' another? Traffic on the littlemore roundabout has increased causing queues In littlemore and worsening conditions for cyclists and residents alike. There are no plans to improve traffic flows in littlemore. The plan is to actually slow it further bu introducing traffic calming. This is crazy and not joined up thinking. The end result will be grid lock in littlemore, and on the ring road. Where is the research into traffic flows around the city and the impact the LTNs are having away from the LTN? You also seem to ignore that by making it harder for littlemore residents to reach the cowley centre, the choice is to shop online. I understand the assumption was that residents will walk to the shops - why would I do that in this day and age? The LTN is likely to impact on the long term viability of retail in cowley as you have made it less convenient to shop there. You cannot be certain if any changes are the result of the LTN or changes in behaviour due to covid. The validity of your research assumptions and methodology is therefore suspect and open to challenge.
Object - Church Cowley	Ltn are supposed to lower the traffic but instead they are doing quite the opposite. As e fellow citizen I am very concerned and have to commute every day at work and when coming back I find it harder to arrive at my destination and that would be at least 10-15 minutes later I strongly object the placement of Ltn
Object - Church Cowley	As a resident I wasn't being asked for the barriers and since the day they applied the barriers has ben so much pollution for our road and a horrendous and terrible traffic and noise. I'm not happy with what Oxford City Council has done and I wish they remove this barriers and be involved on more important things that the City needs.
Object - Church Cowley	More traffic congestion More pollution More time on the roads than needed Me and a lot of older people cannot walk far or ride a pushbike If we use a taxi the cost of trips have gone up.
Object - Church Cowley	i am a self employed child minder and the road closures are having an impact on my business new parents dont want to use me as the LTN s are making it difficult to get to me i have 2 sets of parents who live the other side of rhe barrier in Bartholomew rd and it has increased they journey to and from me and then on to work . i also do a drop off and pick up from a local school which now takes at least 45 mins instead of 10/15mins im not able to walk as i have small children who can not manage the walk there and back .. i also pick up a school child on route to school the parent doesn't have the time anymore to get to me and back again before starting work . these barriers are now forcing me to turn right at the end of Newman rd across 3 lanes of traffic .. a nightmare at a normal time of day let alone 8am ... im sitting in queues of traffic and i ve doubled my fuel cost
Object - Church Cowley	I live in cowley and work in blackbird leys my commute to and from work are now 20-30 minutes longer than before and it is not a journey that I can walk or cycle too. The road closures have also had a negative impact on myself using local shops as I cannot get to them by car which I need to do so I now only use the big supermarkets which isn't helping me support local businesses. I also now have a 30 minute journey to my doctors surgery. I have to always use the awful junction at Newman road as it's the only way for me to get anywhere and this junction is extremely dangerous when wanting to turn right due to the traffic coming off of the rose hill roundabout at such fast speeds ignoring the speed limit signs. I am now also having to pay out far more for fuel and making longer journeys sitting in gridlock traffic is surely worse for the environment. The blockade on Crowell road is ridiculous that road is a main road that connects Littlemore to Cowley it is not a rat run.

Object - Church Cowley	Blocking off Crowell Road means considerably longer journeys/ more traffic for everybody trying to access templers Square carpark from that side of Oxford. Most people I have spoken to, have stopped using the shops at Temple Square, opting to drive somewhere with easier access and parking. I myself have stopped shopping there due to the inconvenience of sitting in the traffic to get to the car park. When turning right into the car park at the traffic lights on the B4495, there isn't a filter light to let cars through, so at busy times of day the traffic lights can change to green, yet no cars can turn right into the car park. Surely access to car park should be made better not worse? Speaking to staff at [a shop] on Bartholomew Road, They have told me they have seen a great reduction in the number of customers. This is a great shame, as local people need to support their local shops. All littlemore residence, now have to exit via Newman Road or Oxford Road. This causes large amounts of traffic on both roads. The chicane at the end of Newman Road has become even more dangerous, with cars trying to squeeze through. There is usually queueing traffic trying to turn out onto Rosehill through the chicane, meaning anyone trying to turn off Rosehill into Littlemore cannot get round the corner. A car nearly smashed into the back of mine, last week. On Oxford Road, there is now large amounts of queueing traffic, causing pollution for local residents, and a danger for children attempting to cross the road. The idea as a whole, has caused more traffic, meaning more congestion and pollution for people living in Oxford. Emergency vehicles will also be affected by the traffic, and road blockages. It must increase the amount of time it takes emergency services to attend calls.
Object - Church Cowley	Extra journey time. Only one way of exiting the road where we live. Limited access to amenities and more congestion to the one access point
Object - Church Cowley	Looking after my 90 year old father, takes me longer on the road, more traffic on the Iffley road, all the middle areas are closed, only way round Iffley or cowley road, to many roads closed off, also the emergency services take longer, using more petrol also creating more emissions, Mayfair road and Littlemore road should not be closed, the smaller roads yes. Causing more stress for people and also getting more anxiety, for me to get to my fathers. This Idea is totally not good, causing more Traffic in the other areas.
Object - Church Cowley	Traffic on Church Cowley Road is now very heavy. During peak hours it is gridlock. As a result it is noisier and more polluted. Cyclists are having to ride on the pavements as they cannot get through on the road and so now it is much more dangerous for pedestrians and cyclists. Outside of peak hours people still drive too fast along Church Cowley Road which is also very dangerous.
Object - Church Cowley	Highly inconvenient having to go out of my way to get to somewhere that would normally only take 10mins to get to, as I suffer from painful feet if I have to walk any extra distance.
Object - Church Cowley	Whoever thought of this idea needs their head examined!! By shutting the side streets to traffic you are funnelling vehicles along the Cowley / Oxford / Iffley roads causing absolute congestion chaos. I'm frequently late picking my children up from school because of this farce of an idea! And a 10 minute drive home now takes 30+ minutes! What if there's an accident/ incident on these roads!!!! Or road works etc !!!!!
Object - Church Cowley	The LTNs have just pushed the traffic, noise and pollution onto already busy and congested roads. They have not encouraged me to use my car less which I am presuming is behind the implementation of them ... the amount of traffic noise and pollution levels in the area remains the same, just on different roads. The current system has just moved the issue onto a different location. To decrease the traffic, noise and pollution in this area the public transport system needs revising as it is completely inadequate currently.

Object - Church Cowley	Whilst I agree with the aim of reducing pollution, the method of blocking roads utilised by the practice of creating Low Traffic Neighbourhoods (LTN) makes people feel trapped, annoys people, takes away people's ability to travel by car or taxi. It also causes more congestion and pollution on the streets that traffic is funnelled into, and significantly increases travel time, which irritates people, and causes taxis journeys to and from the city centre to be more expensive. Disabled people, parents with young children, and key workers working in the community (such as community nurses and care workers) who need to drive to people's homes to work, need to be able to drive their cars (or be driven in their cars). My son is severely disabled and a wheelchair user and he relies on his wheelchair accessible vehicle to be driven around, for example. The buses in Oxford are excellent and are mainly wheelchair accessible, but my son also has daily bouts of epilepsy and is prone to severe chest infections, so using public transport is not suitable for his needs. A better solution is to promote electric and hybrid vehicles, not the blocking of roads. For electric cars, infrastructure to make recharging as easy as possible is needed. One area to consider is the imposition of a charge on petrol and diesel vehicles, which would strongly encourage people to switch to electric & hybrid vehicles. That said, some wheelchair accessible vehicles are currently only available in diesel format, so wheelchair accessible vehicles should be exempt. By promoting & supporting the use of electric and hybrid cars, the goal of reducing pollution can be achieved, but people can still travel freely.
Object - Church Cowley	I am an elderly resident who is disabled and need my car to get to Cowley for my shopping. This has made my journey much longer and as I am a nervous driver it has increased the traffic on the journey and made turning right out of Newman Road extremely dangerous.
Object - Church Cowley	Increased traffic on Orchard Way, it is now used as a rat run for local school. Increased number of cars speeding on Bodley Rd., Littlemore/Cowley Rd, Bartholomew Rd. and Newman Rd. Increased traffic on ring road without any increase in road capacity, leading to increased journey times. Any traffic congestion on ring road leads to queues trying to access or exit estate. Traffic lights on Iffley Roundabout have not been altered to take account of the increased traffic turning right into Iffley Road. No changes made to access or egress from Newman Rd. Increased number of cars turning right in to Iffley Road from Newman Road - there will be an accident. Long traffic queues to enter/exit Newman road. Longer journeys and journey times. Increased traffic on main roads. Increased prevalence of speeding on Cowley/Littlemore road
Object - Church Cowley	It makes local journeys longer, for example my GP surgery and pharmacy I use are in Blackbird Leys and I now have to go around the ring road to get there, which depending on the time of day can extend the journey time (and stress) by huge amounts. I realise it doesn't factor in to many people's thinking, but the vets I use is in Pets at Home, which used to be a quick journey down Crowell Road, (which my cat disliked) but now having to go along Newman Road, trying to get across traffic coming off the roundabout, to go along Rosehill Rd (A4158) and along Church Cowley Rd to get to the vets causes distressing to the cat and me, as it is upsetting to listen to pitiful cries while she is in the car. Also for the same reasons, I rarely go to Templars Square, so local businesses are losing out on custom.
Object - Church Cowley	We live 2 houses before the 2 planters I now have to do a U-turn in the street because I can not go through the barriers as it only allows buses and taxi, this means I have to go up to Rose Hill then down Rosehill turning right at the traffic lights passed Cowley Centre then into Barns Road which then brings me to the bottom of my road Bartholomew Road. Where I live this the way I have to go to work every day it is causing me a lot more time to get to where I need to be, all so it has become very dangerous outside our house as cars and lorries get to the planters then see they can't go through so reverse back up the road or do a three point turn it is really bad.

Object - Church Cowley	Unfortunately due to my line of work I have to commute with a van and have no choice. The LTN have caused huge delays and detours. Some city infrastructures will and do benefit from LTNs but I do not agree Oxford is one of those. All it takes is a road closure/accident/roadworks and it takes over a hour to get from rosehill to Cowley road for a emergency call out.
Object - Church Cowley	I am astonished at how the LTN has been introduced and the devastating effect it is having. 1. The initial consultation and implementation of the LTN has been shambolic. In my area there was narrow support for the plan, but this was gerrymandered since only those who get the most benefit were consulted (i.e. those on roads which are now quieter). People who actually need to use those roads were not even asked (i.e. those outside the ring road). The questionnaire itself was a joke, asking questions like "Do you want safer, quieter roads?" etc. Of course everyone wants that but at what cost? Even the ambulance service weren't aware of the changes and there was very little warning. For the last 4 weeks I've seen non-stop people driving down these roads, getting confused when there is a roadblock and then turning round. The communication on these developments were poor. 2. It isn't being enforced in the slightest. Mopeds are openly, flagrantly and un-apologetically driving straight through all of them, all the time. As a cyclist I have nearly been knocked off several times since now I am negotiating a tighter space, against mopeds and motorbikes. I was practically laughed at when I reported this to the police. The bus-gate style ones are also being ignored by absolutely everyone, so what is the point? Like many policies, law-abiding citizens such as myself are penalised, but the rule-breakers get off and then get to their destination faster. From what I understand cameras will be installed but why wasn't this done first? Such a joke. 3. My journey to work, shops and to care for my disabled father are now all longer and more difficult. Now I have to spend more time in traffic and burning petrol, just to keep some nimby's happy. 4. This is a gross abuse of people's civil liberties. Who owns the roads? Who has paid for the construction and upkeep of these roads? The people. The people who are now being blocked from using the roads they have paid for over generations. Destroying infrastructure like this is about the stupidest and most disrespectful way of treating tax paying residents. Our economy is now on its knees are you are trying to make things worse? People's livelihoods and businesses should not be gambled like this for some green-utopia dream being forced on us through the back door.
Object - Church Cowley	I object because this has caused more hassle to get around, it has been getting me late for work, by going around, it is causing more traffic, and if there is a emergency it will cause problems.
Object - Church Cowley	Because this is only disrupting the lives of all residents, workers and people who need to pass through these streets, the traffic is not decreasing it is just being redirected to other streets and with this it is causing a huge congestion in other areas that previously did not have no movement. I talk to the residents and everyone is not satisfied with these barriers. There are several other ways to reduce traffic without blocking streets, this was an action you took without asking the opinion of the residents.
Object - Church Cowley	I object to the LTN because it causes inconvenience and makes me feel unsafe. We have to do long detours to shops, nursery and GP (journeys we cannot just do on a bike), as our only exit is at Newman Road. It can only be worse for the environment. LTN do not lessen traffic, they just move it somewhere else, and make it worse on those roads. Newman Road is such a dangerous junction, a terrible bottleneck. I worry if there is an accident, then emergency vehicles would be unable to reach us in time.

Object - Church Cowley	They are ridiculously situated, we have been completely shut off from Cowley and BBL! I have to do 2 drop offs in the morning for my children one in Littlemore the other Sandy lane west, this means I have to go up the bypass and back down again! We never had anything through the door so we're completely unaware of these until they were suddenly installed!!!!!! Causing mayhem on local roads making life a misery, we were not even aware that these were even being installed considering how close we live to the ones in cowley!! They need to be removed ASAP
Object - Church Cowley	The LTNs are unnecessary in my view. They add greatly to journeys to and from my home in both distance and time. Traffic in other surrounding areas have also increased significantly since their installation.
Object - Church Cowley	I live near the junction of Church Cowley Road and Rose Hill and since the installation of LTNs the traffic has considerably increased making it harder to cross the roads on foot and also hampering my vehicular access on to Church Cowley Road.
Object - Church Cowley	If you have 2 routes into Oxford and you cut one off then all the traffic goes through the one remaining route. This is fairly predictable. This means queues, angry drivers and a much worse environment for cyclists. The Littlemore road is far narrower than the road you have blocked - so great for the people that live there but terrible for us. I do all my town travel by bike and you've made it worse - you can't turn off half the routes without reducing the cars at the same time. More Buses? Cheaper Buses? Not insanely stupid cycle lanes? (Rose Hill down to In between towns road - not even wide enough to get a picture of a bike in it and so uneven due to the 'resurfacing' approach Oxford seems to love to use outside of North Oxford. The LTNs blocking off main routes into the city without adding additional public services or alternative means of transport into the city - therefore resulting in all original traffic shifting to remaining routes. 1. Building a ton of housing in Littlemore (Armstrong road) a good % of which will go through Littlemore. 25% 50% - at least some would have cut back through the now blocked route. 2. The Ring Go service which would have gone some way to make up for the hourly bus service was canned due to lack of funding. So.. much more demand, less public services and all being funnelled through a street that has already had numerous crashes and incidents due to essentially being a single lane. Genius. Trying to go into work (currently 1 day per week in the office, expecting to go back to 5 days soon) Queuing over the roundabout from Littlemore and solid stationary traffic all the way down Rose Hill/Henley Avenue. Never had it this bad. Terrible for cyclists this much traffic. Not quite sure what you expected to happen - have you got anyone out looking at the impact of this plan? Traffic counting before / after? Will this get published anywhere? I guess the logic was the same as putting a huge car park under the West Gate and being surprised at the gridlock.
Object - Church Cowley	I feel it is more dangerous, an ambulance failed to get to a patient in time before he passed away. As a district nurse it adds a lot of time to my journeys, I can't do my job by walking cycling or taking public transport. Public transport is not reliable enough and the cost of a taxi journey has increased. It is not making the environment cleaner as people are still having to drive but their journeys are now taking longer therefore emitting more emissions. There are quite a lot of elderly residents that are unable to walk, cycle and can't rely on public transport. There are 2 car parks for Templars Square and to get to them now you have to go a long way out to come back in yourself for the car park surely it is affecting trading for Templars Square. I don't think it was thought out very well before being implemented

Object - Church Cowley	I understand the LTNs are to get people walking/cycling rather than using a car which I usually do as much as I can (my kids walk to school etc.) but they have completely blocked all directions off. I find myself getting worked up about the smallest journey. I have a doctors appt. coming up then have to get some food through a volunteering service so I will need the car to do both as the food is too much for me to carry. I am thinking of cancelling my appointment which seems ridiculous but due to LTNs and parking it seems impossible. My main concern is that the fumes from cars is being pushed in the same direction (Church Cowley Rd/Oxford Rd Littlemore. Tensions seems high between drivers and cyclists whenever I am out and about. I just feel that I don't like living here anymore.
Object - Church Cowley	Blocking so many roads in Cowley has forced all traffic on a one-way route around Cowley which has caused extreme traffic conditions. This morning the traffic was backed up from Rosehill roundabout down to the traffic lights for the turning to Iffley Rd and Church Cowley Rd. The traffic was more or less at a standstill all the way past Templars Square to the traffic lights at Oxford Rd junction and all of Cowley Rd. Which used to be a 15 minute journey from Sandford to Manzil Way this morning took me 55 minutes, it was horrendous !! This is because of the volume of traffic that has been forced to use the same roads as a route to access any where in Cowley. Church Cowley Rd can not cope with the volume of traffic and it is difficult to pass parked cars in certain parts. I can't understand why you have classed Crowell Rd as a side residential street and blocked it by the Co-op / Bartholomew Rd ? This road needs to be re-opened to allow access and help traffic flow around the Cowley area. Also blocking the route in Rymers Lane by Florence Park has added to Cowleys traffic issues. Blocking Batholomew Rd has cut off easy access of Blackbird Leys to Cowley. Templars Square is already struggling to attract retailers / shoppers and this could be the final nail in the coffin for Templars Square as shoppers will just choose to go to shopping areas that are easier to access without the traffic issues.
Object - Church Cowley	The LTN at Church Cowley has not reduced traffic but instead displaced it onto other roads increasing journey times, congestion and pollution. If this LTN is to continue some serious thinking needs to be done to improve the signalised junctions at Church Cowley Road and Iffley Road (as well as others I suspect). Some thought should also be given to making Iffley Road (outside the Car Garage) an Urban Clearway during rush hour times.
Object - Church Cowley	As a self employed tradesman with storage in Compass Close I now have to take major detours around Cowley to access my equipment and materials between jobs. This adds unnecessary time and thus cuts down the amount of work I can carry out in a day. It also costs me more in fuel with the detours and adds to pollution due to the longer journey times and traffic increases caused on by the LTN
Object - Church Cowley	Our previously safe slip road has turned into a dangerous speedway as frustrated drivers speed down it to queue jump the awful increase in traffic and jump the lights. There is always traffic idling & queuing outside our home now and you've made no changes to the road/traffic light infrastructure. There is so much frustration at increased travel times impacting on all those that have to travel in from further afield via this area to provide our hospitals and universities with a skilled workforce & will also impact on them. Terrible.
Object - Church Cowley	LTN are disturbing the life pattern with long queues on Cowley road which delay me to drop and pick my children to Cheney and Headington schools. In order to go to dual carriageway from Gaisford road, I have to take a very long route. It adds to pollution, petrol money etc.
Object - Church Cowley	This has put a lot of pressure on the main roads journey times are gone longer. Morning and evening times very long queues on oxford road Crowley and iffley road and rose hill because of this. There are people living alongside these roads with kids what is there fault too face that much traffic. Whoever you ask they are not happy with the decision. This is not right
Object - Church Cowley	There is much more traffic since these LTN have been in place

Object - Church Cowley	As a community nurse based at Raglan House Cowley myself and colleagues have been dramatically affected by the surrounding road closures in church cowley and temple cowley. The office on Between towns road is where our equipment that allows us to support and care for our families is. It needs and to be accessed regularly at all times of day. Due to the closure of the surrounding roads and the increase of traffic on Church Cowley Road up to and down the Oxford Road, the back log of that traffic onto Rose Hill has meant the time sat in traffic for us has dramatically and we have been at times unable to access our office building. A significant time journey to collect what is required by a family has resulted in increased in petrol costs and pollution to the local area and this is unacceptable. It has made an already difficult and challenging job even more so. Having no alternative routes for essential workers and no doubt local people needing to use their cars is simply short sighted and needs to be rectified.
Object - Church Cowley	We are One Cowley. Businesses, disabled and people that rely on cars for their only means of transport to get around are facing huge traffic jams and this is leading to their quality of life being diminished.
Object - Church Cowley	I am a foster Carer and trying to get children to school/nursery out of catchment areas and to family contact is impossible with the current traffic caused by LTN
Object - Church Cowley	Since the schemes have been in place, Henley Avenue has been congested for Much of the day. The cars are stopping and starting, their engines producing far more pollution and Carbon than if they were moving through at appropriate speed. Whilst I understand that one objective is to reduce emissions, all that is happening is that they are being concentrated on Henley Avenue, which is equally a residential area. The action is just passing the buck and making it awful for the residents in our road. This totally unfair. Noise levels have also increased. What on earth possessed OCC to embark upon these scheme? It's not working!
Object - Church Cowley	i object because in my opinion all the LTNs are doing are moving the traffic and pollution to different streets, including Oxford Road, Southern bypass, Church Cowey Road and Rose Hill, which directly affect me.
Object - Church Cowley	Increases traffic and makes the main roads a lot busier. Extended commute time.
Object - Church Cowley	This is one of the very inappropriate for the people living here, instead of low omission n safe driving, LTN are creating very high level of bad driving and frustrating, all people living this area is in highly stressed. Cowley Road and iffley Road is getting very busy and hard to survive. If me or my wife picking children from school we get late as we need to go around and making very hard. This planning is making no amy sence and making life very difficult. They are implemented without proper home work. Kindly take them away. Public is completely stressed and want to get rid of them
Object - Church Cowley	Horrendous traffic since the LTNs have been in place, more pollution and terrible for emergency services to try and get through the traffic!
Object - Church Cowley	Traffic in Barns Road was always busy but it is now significantly worse. I work in Headington and need a vehicle in connection with my job delivering to customers. Instead of a 15 minute drive home it is now taking me at least 45 minutes on a good day due to the increased traffic in Hollow Way and surrounding ring roads.
Object - Church Cowley	I believe that closing access to the roads around Cowley are just forcing congestion onto other roads, which isn't making life pleasant for those living on those roads, it is also compounding essential journeys to chemists etc, by making these journeys much long, standing in congested traffic causing even more pollution.

Object - Church Cowley	It has had a negative impact on hollow way, fern hill road, horspath road and Wilkins road It's taking me an average of 1 hour and 20 minutes for 0.15 miles (I have timed it from fern hill road corner to bottom of hollow way (traffic lights). Fern hill road, Wilkins road and horspath road are being used as shortcuts therefore the traffic has increase probably around 50 times of what it was before (or probably more) The long queues in fern hill road are so bad that it takes an average of 1 hour to get from my home (number 15) to hollow way road (that's a few meters) Drivers are driving over pavements in fern hill road to turn around, overtake etc because of the stress and frustrations of the long queues Drivers are driving with no care of pedestrians in fern hill road because of the stress and frustrations of the long queues. I have witnessed myself several times children's in their bikes nearly getting run over by drivers driving over pavements The car noise, people arguments, etc has become intolerable. It really is horrendous Freelance or people with businesses like myself are being financially impacted losing wages. I have lost an average of 3 hours wages a day. I lose 2 hours in the morning dropping my son at nursery and then another hour collecting him The dropping and collection of my son used to take me 30 minutes. The dropping and collection of my son since you decided to close some roads around mine is taking me 3 hours and 30 minutes. I am a single mum and I don't get financial support from my son's father, The wages I am losing will get reflected in what we can eat and what I can buy (clothes etc) so it's heavily impacting out wellbeing and quality of life In general the stress this is causing is impacting my mental health and therefore my son's mental health too. It's not acceptable that we are on this situation I am sure we could sue the council for the distress caused to a single mother and a child.
Object - Church Cowley	Whilst I understand just how the residents of roads within the areas affected by the LTNs I am very concerned by the increase in the number of vehicles passing my front door. I live in Oxford Road, Littlemore and, following the introduction of LTN schemes in the the local area, I have noted significant increase in the number of vehicles using the road. This regularly results in queuing and slow moving traffic in the area. I can only imagine what the effect of all this traffic has had on the local environment and levels of pollution
Object - Church Cowley	Much longer access to Blackbird Leys Leisure Centre for my children swimming lessons. Difficult access for shopping in Temple Cowley center and medical centre and Florence park. Heavy traffic on Rose hill road causing long delays.
Object - Church Cowley	I am disabled With mobility Issues so can only use my car or On worse days be a passenger In a car to get around to go shopping .doctors or hospital appointments and these LTN's are an absolute nightmare . Not only have they caused more traffic congestion Which takes a very long tone to arrive any where on time and also I have to go further a field to get any where or to get back home !!
Object - Church Cowley	I have been unable to get out of my street. Traffic backed up from 7.30 am until . 10.30 am or later. I have been off work because I need my car to carry my work stuff. Its disgusting. Are you going to pay my bills and take my kids to school? Or better still pay for my parking permit. I dont sit in an office. I work and so do the hundreds of other people who are sat in grid lock
Object - Church Cowley	The traffic since all of these LTNs have been installed has been horrendous adding lots of time onto the journies of many. I strongly object.
Object - Church Cowley	Because of traffic build up
Object - Church Cowley	The LTN on Littlemore Road is a complete hindrance to the area. For me to be able to access the eastern bypass I now have to go through Church Cowley Road, which at peak times is nightmare to travel on. My other option is to turn right which again is a nightmare, as the lights favour the traffic coming out of the John Allen Centre and only one or two cars are able to turn right, and again I have to sit in heavy traffic on Between Towns Road. I understand the LTN's on the side roads, but Littlemore Road is not a side road, it is a main road like Church Cowley Road.

Object - Church Cowley	These are making journey time much longer and pushing traffic on to main roads causing problems.
Object - Church Cowley	Makes my and my family life very difficult to move about in this area. Businesses are affected, flow of traffic is very bad, more pollution due to long traffic queues. This is very dangerous for local community if we have need for ambulances / fire brigade service. This will get worse when ever we get back to normal out of Covid period.
Object - Church Cowley	I am alarmed at the huge volume of traffic that is now being forced down Rose Hill and past my front door and along Church Cowley Road where my house backs on to. The pollution and noise effects me greatly. I think it is unacceptable to displace traffic and pollution for the benefit of the minority. It takes one problem to cause havoc. The main ring roads cannot cope with extra traffic pushed out to LTNs.
Object - Church Cowley	I strongly object to the LTN scheme in my local area for the following reasons: Poor or in some circumstances, no, resident consultation prior to the installation. No meaningful impact assessment undertaken prior to the installation. No meaningful emission readings taken prior to the installation that can be used to measure success. They are creating considerable congestion on Rose Hill and the surrounding arterial roads - simply pushing all vehicles onto one main road causes additional emissions as cars sit idling in traffic jams. This totally counteracts the purpose of the LTNs in the first place. In order to get in and out from the road where I live, I have to drive in a massive circle, its completely ridiculous and very frustrating. They are causing unacceptable delays to blue light services when travelling to an emergency. No consideration given to residents with a disability or the elderly who are unable to walk to their destinations. The incorrect bollards were installed - permanent rather than collapsible / operated. Cllr [name deleted] tried to blame the contractors with not a shred of evidence it was their mistake. These have not yet been replaced despite being told by [name deleted] they would be. Significant impact on the local shops whose trading has been adversely affected. Westbury Crescent has become the worst rat run of all, as this is the only route in and out from a large residential area. People are also parked on both sides of the road, on corners and creating blind spots. It's an accident waiting to happen. It's created a false sense of security that there are no longer cars on the road, with people and cyclists in the middle of roads. Residents still have cars and will continue to use them! The signage on the planters includes scooters, despite them being illegal on the road? This just encourages e-scooters putting themselves and car drives at risk. There is absolutely no discernible benefit to these LTNs whatsoever, and zero care or consideration for those affected every time they leave their own homes. I would like ALL LTNs in the Church Cowley, Temple and Florence Park area removed immediately.
Object - Church Cowley	causes problems for local people to reach the shops in templars square as now have to do nearly a 3 mile round trip. This causes more traffic pollution and congestion. The bollards at the end of Mayfair Road are ludicrous - how on earth is a fire engine or ambulance going to get through in an emergency - causes more congestion along Church Cowley Road and through Westbury Crescent.
Object - Church Cowley	All the traffic has now been moved to one road causing more traffic and a great inconvenience to the community.
Object - Church Cowley	I am completely against this scheme because it has already added 40 minutes to my journey kids are late for school being stuck in traffic and the added time cars stuck in traffic will increase in pollution and damaging for the environment
Object - Church Cowley	I was walking from my house to Iffley Turn bus stop when I was over-whelmed by the choking traffic fumes. It was frightening to think that I may have to wear a mask when leaving my home. It is almost always loaded with traffic now and is causing so many hold-ups. I think it is totally unfair that church cowley road has to be over-loaded like this. It is seriously worrying and I can't believe that I have to consider moving. This is totally unnecessary. My husband has asthma and is already noticing a major difference in his breathing.. I think it's totally ridiculous that we have to move due to a very backward and selfish idea.

Object - Church Cowley	The LTNs are awful and have caused more traffic and worst air quality. They have done nothing but put the traffic to the perimeter rds. They need to be removed immediately. The air quality has decreased massively since the introduction of the LTNs. As a asthma sufferer I have noticed this massively.
Object - Church Cowley	Great difficulty to get home and traffic congestion
Object - Church Cowley	These LTNs are totally cutting off Littlemore from cowley and blackbird leys. All traffic now pushed to Newman road & Littlemore more roundabout, which are a total nightmare at the best of times, now even more so. Also the level of traffic on church cowley road is ridiculous.
Object - Church Cowley	Traffic now is absolutely disgusting, the pollution levels at Cowley centre are diabolical. I don't understand how anybody with any breathing issues is expected to shop at Cowley centre or at the John Allen centre as there are always long queues of traffic all with cars running, fumes causing choking smells. We can access our house via car by only one road, Crowell road. Due to the LTNs, the traffic is an absolute nightmare so far, the longest it has taken to get from the Swan to the grates was 35 minutes, this is an absolute joke!!! We were not consulted about these. They are dangerous, especially on Beauchamp Lane, the LTNs say "for pedestrians, bikes etc" people speed up that road and the road has a gradual bend, it won't take long until somebody is killed! You should not be encouraging people to walk on the roads period. Emergency access is another issue, we as residents still forget they are there and get trapped and have to go back around - Of course this is going to happen to emergency vehicles!!!
Object - Church Cowley	I do not support the Church Cowley LTN specifically the one on Littlemore Road. I do not understand why you would add one to a main road that connects us in Littlemore to Templars Square. As a result I have not gone to templars Square to do shopping as it is a nightmare and a very long winded journey and takes me more time to get there now. I have been shopping elsewhere.
Object - Church Cowley	Traffic has become so much more frustrating Please help the environment atleast. The round journeys take 2 hours or more on peak times thats not healthy.
Object - Church Cowley	LTN is causing too much traffic, noise and environmental pollution and stress/anxiety. Please take them off
Object - Church Cowley	Causes a lot of issues trying to get to school. The reasons people drive to school is that you can't cycle with little kids. Traffic is slow in the morning as it is, but with this barriers it added additional 30min!!!! To the journey. People are now late for work and they can't leave earlier due to doing a school run. It is unacceptable. If someone wants to live in a quiet area, they should move to the village and not live in a busy town. And with the barriers it is busier than ever. Unacceptable.
Object - Church Cowley	As a building surveyor, I am requested to visit many houses to inspect them to provide a professional report. The LTN makes this extremely difficult as my Satnav takes me the most practical route which tends to be the very route that you have blocked off. This must apply in the same way to many thousands of delivery drivers who are trying to deliver goods. The Satnav then becomes completely useless because it tries to take you back to the original route. On a basic level, any diversion adds distance and time to complete the journey. This means that more miles are covered, more cars are on the road, and more fuel is WASTED undertaking the journey. In a time when Oxfordshire has undertaken to reach net zero carbon by 2030 it is counter-productive to make travelling distances longer. Every effort should be made to reduce fuel use, not increase it. These LTNs are a VERY BAD IDEA and should be discontinued immediately.

Object - Church Cowley	The LTNs are not just creating a few quiet cul-de-sacs. They are displacing a lot of traffic from well-used routes such as Littlemore Road, Rymers Lane and Cornwallis Road onto Rose Hill, Henley Avenue, Between Towns Road, and Hollow Way. These are residential roads too. Our children deserve clean air; our elderly need to be able to cross the roads as much as children in Florence Park and the elderly of Temple Cowley. The LTNs are in more expensive areas with good resources (shops, surgeries etc) that have become recently gentrified, while those suffering from the changes are the least advantaged in terms of time, money and access to basic services. How is this fair? Improvement shouldn't be just for areas that have a lot of loud voices who know how to work the media and the councils.
Object - Church Cowley	The blockages restrict our access to local shops and facilities, meaning we have to drive much further and sit in much more traffic to be able to visit local facilities such as grocery shopping, banks, dentist etc. It is not often practical with a young family to walk and the Church Cowley blockages effectively cut off Littlemore
Object - Church Cowley	Very inconvenient for me to visit my elderly aunt as have to use a lot more miles - bad for environment. Plus poor Cowley Road has taken the flak
Object - Church Cowley	The measure doesn't encourage people to reduce car use so the same number of cars are travelling on fewer roads. The tail backs at the Rosehill Roundabout are now ridiculously long. The volume of traffic on the Oxford Rd has more than doubled. The Oxford Road was identified by the council as being dangerous before the LTN. To quote the planning officer 'The most aggressive and dangerous driving he has seen in Oxford' and that was during the first lockdown of last year when road traffic was greatly reduced. The LTNs have increased noise and air pollution. They were expensive and divisive in London and they are here too. I don't drive for environmental reasons so I find this misuse of public funds for a predictably ineffective project maddening-especially as council coffers are stretched. Subsidise the bus routes instead!
Object - Church Cowley	These measures are diverting all cars to the major routes in / out of Oxford City Centre, causing daily heavy traffic. City Centre businesses are struggling to gain ground due to the pandemic and by making driving into the city extremely difficult businesses will continue to suffer. This is a scattergun approach that bears zero thought for; tradespeople travelling within the City, deliveries, emergency services, or families with small children who need to be transported by car, or drivers generally.
Object - Church Cowley	It is taking me much longer on my journey from work to school and then to get home!
Object - Church Cowley	I live on the periphery of the new LTNs on Oxford Road, which has now become nearly the viable road out of Littlemore (let's face it, Newman Road is so difficult to safely turn right out of that most will avoid it). The idea of having LTNs may be nice but the reality is that it simply pushes heavy traffic onto other roads. The traffic on our road has significantly increased since the LTNs were implemented. Oxford Road is due to have speed calming measures put in later this year (therefore already acknowledged as having a problem) and is used frequently by children walking to school, or by families going to the park. The road is beginning to feel unsafe and I expect pollution of the street is also increasing. Does our right to clean air and liveable streets not matter? Oxford Road may be an arterial road but it is nearly wholly residential. Also, it is not as simple as changing behaviour to only walk/cycle or take public transport. As a woman, I would not feel safe walking or cycling through the underpasses at either Oxford Road or Cowley Road when dark, yet the bus service is infrequent in the evenings, so I now feel that I am somewhat cut off from the city and Cowley centre, given car journeys are being made very difficult. I think that at the very least Littlemore/Cowley Road must be reopened to through traffic to keep Littlemore connected and relieve pressure on Oxford Road, and preferably the 3A bus service improved in the evenings. Finally, what would happen if there were an accident which closed the Eastern Bypass by the Littlemore roundabout? Oxford Road will be completely gridlocked, and people unable to leave Littlemore.
Object - Church Cowley	The LTN's do nothing but cause massive traffic jams and congestion. They do not help anybody in any way and have massively disrupted the roads.
Object - Church Cowley	The LTN areas do not calm traffic. They cause a build up of traffic because there are fewer routes for cars to take.

Object - Church Cowley	We have been based on Kelburne Road for over 15 years and have NOT noticed the road being use excessively as a cut through or speeding vehicles. However since the LTN Road closures have been carried out on Mayfair and Church Hill Road. I have noticed a massive increase in traffic and speeding vehicles around Westbury Crescent and Kelburne Road. The traffic is also very congested on Westbury crescent leading to Rose Hill (also the surrounding main roads) and only a matter of time before accidents will happen. The LTN Road Closers have just made traffic chaos & gridlock, when there was not a problem in the first place. Did anyone actually carry out a traffic survey before these restriction were put in place?. Asking residents if they want road closers without explaining the repercussions is not the answer. All businesses are being effected, whether it's customer coming into shop or staff trying to get to their jobs. In the current climate/ restrictions this is not helpful.
Object - Church Cowley	I absolutely object to this LTN as it's causing problems for people around Cowley center area we have to travel longer.
Object - Church Cowley	The Ltn scheme has taken an hour a day from my life, not to mention the extra petrol cost and fumes caused waiting in the queues. I do the school run from Cowley to Littlemore and then back to Headington. It's a joke!!
Object - Church Cowley	I am objecting to it because the council has created more problems with the introduction of the LTN, traffic is now chaotic and our roads look horrible, it is a complete mess.
Object - Church Cowley	These LTNs have made my life far more difficult and every journey to Cowley and Blackbird Leys longer. I now spend longer sitting in traffic and travel much further to reach my destination. The LTNs have forced all of the traffic to use one route eg for Bodley Road,, Littlemore Road, Herschel Crescent, Van Diemens Lane etc there is only one way to get out now. This is via Newman Road which was already a heavily used road as the traffic from Littlemore, Sandford etc all comes this way.
Object - Church Cowley	The LTns in this area have been poorly thought out meaning that cars are pushed onto already heavily congested bypass and A4158 and other surrounding roads. To now get to my work office I now have an extra 6 miles added on to the journey. I have to drive my car for work in social care so cycling, walking or getting the bus isn't an option. As well as the 6 miles it also adds sometimes up to 20 minutes on to my previously 4 minute drive to the office depending on the traffic. I have read these LTns are about reducing traffic and pollution, it is not, it is merely pushing it elsewhere. This will also be damaging the takings of businesses that are now cut off such as coop on Littlemore Road. I have significant concerns about the safety of people walking alone in these areas now at night such as my sister who is now petrified to do so because it is so quiet and because of the LTNs and no more passing traffic.
Object - Church Cowley	Because they cause more traffic which makes it hard travelling to and from work when it makes your journey 30 minutes longer than it should especially during rush hour as rush hour is bad enough as it is
Object - Church Cowley	My journey to Cowley Centre now requires that I pass through 4 sets of traffic lights where previously this would have been one set using a route now blocked off. The lights at Henley Avenue where I would turn right along Church Cowley Road, are now experiencing much greater volumes of turning traffic and have only one lane until you are very close to the lights. There is no filter light to allow queuing traffic to turn and there is virtual continuous traffic coming from Oxford. The outcome is that my journey is longer, takes more time and therefore causes more congestion and pollution but in different residential streets. I live on a residential street which has enormous traffic congestion and pollution and none of the measures put in place have made much difference. With three different bus routes, alternate kerbside parking and several chicanes plus a 20mph speed restriction, we now understand that two new housing developments with their only entrance and exit being onto Oxford Road, have been given the go ahead from planners. In my view, this will only make a difficult situation, much worse. Schemes such as the one now in place, may benefit a few but are very much to the detriment of the many.

Object - Church Cowley	The severe congestion caused by ALL the Cowley LTNs have produced serious problems for me, my family and the local community. Unprecedented tailbacks in our streets have produced poor air quality, disrupted bus services, delays to visits of my husband's daily carers, delays in obtaining medicines and a depressing stasis to public transport and deliveries. Please stop this appalling experiment.
Object - Church Cowley	The traffic around the surrounding areas has increased dramatically; traffic has just been displaced. I understand roads with schools having LTNs but not other roads.
Object - Church Cowley	I object to the Ltn's as they do not reduce traffic but only just displace traffic onto surrounding main roads making life a misery. They cause chaos on roads and have since only increased congestion and pollution on main roads Iffley road, Church Cowley road and Cowley road. The inner road Westbury Crescent is a nightmare with long queues having to wait to come onto Iffley Road. A small town like Oxford should not not ugly with Ltms. One should be able to move around freely considering we pay car tax rather than short journeys made longer.
Object - Church Cowley	They are badly affecting my business. Having been closed for an entire year to now basically prevent people from getting to my business on time is truly appalling. My customers have appointments that they are consistently late for or worse, they turn around and don't come at all. Many have decided that it's not worth the bother getting here. You are killing the local businesses. Also Cowley centre is badly affected. I have been going there for many years, but now I really can't be bothered because I have to go so much further and it takes me so much more time. Family and friends feel the same. LTNs are the worst thing the council has done to our city. At a time when we've never been more restricted, to further imprison us like this is in extremely poor taste!!!
Object - Church Cowley	Huge increase in traffic in Cowley has made living in the area a nightmare. LTNs do not work for the Roads surrounding them that have had huge amounts of traffic pushed onto them. They especially do not work during roadworks and bring the roads to standstill. I live off Barns Road which has been negatively affected by the LTNs although I do own a car I generally only use it for longer journeys and for collecting larger shops or heavy purchases so myself, partner and children walk, cycle, scooter or bus as most stuff is in walking distance including my youngest child's school which we walk to but the increase in traffic on our journeys to and from school have meant more pollution we are breathing in due to idling cars sat in traffic, less safe to cycle on the road and less safe crossing the roads. My oldest has to use the bus to travel to school and due the increased traffic caused by the LTNs and badly timed roadworks she has been late to school several times and has also missed her connecting bus several times meaning that she has had to wait in the City Centre for half hour to catch the next available connecting bus. We have done what has been proposed in not unnecessarily using our car, walking and taking the bus but it has actually caused use more disruption having the LTNs in place! Whilst you have decreased the traffic in certain areas to make it healthier and safe for some you have increased traffic in other areas making it less healthy and less safe for others. I live in one of the areas negatively affected by this but wasn't deemed worthy of being consulted on the effects that would be imposed on myself and my family!
Object - Church Cowley	The LTNs both displace traffic to other roads and are an inconvenience to the residents of the roads where they are placed. Traffic in Cowley has increased along Between Towns Road, Church Cowley Road, Cowley Road and Iffley Road The traffic doesn't disappear. Whilst turning right from Rose Hill into Church Cowley Road the traffic lights changed three times before a couple of cars could get across. It is now a lengthy journey to get to Littlemore instead of being able to use Crowell Road. Please don't tell me to walk or use a bike because I am unable to do this. Your questionnaire only allows one area to be selected but I actually object to all three areas as they all affect me due to the increased traffic on the roads mentioned above.
Object - Church Cowley	The LTNs are causing tail backs elsewhere and mean I cannot get to individual homes I need to visit for work purposes without detouring elsewhere which is surely causing more pollution?

Object - Church Cowley	I'm cycling for 16 years and the amount the traffic on the main roads like Iffley Road and Cowley Road after LTN where introduced is beyond the belief. I no longer feel safe cycling on the road the angry drivers, blocked cycle lines, my wife with my 3 old son trying to slalom between the cars to get to the nursery. I get the concept of LTN but I don't see that as easier for cycling even walking or crossing the main street is a big challenge.
Object - Church Cowley	I grew up in Cowley and still have family living there. I no longer visit family there unless it is absolutely necessary and no longer shop or socialise in Cowley at all because it is just not worth the stress of getting there. I run a dog walking business but I no longer take on clients in Cowley and I am in the process of cancelling contracts with existing clients because getting to them is no longer time efficient. I agree that the side roads shouldn't be used as short cuts and with a bit of adjustment the LTNs could work well on them but Littlemore Road, Bartholomew Road and Crowell Road are all main access roads between Templars Square, Cowley, Littlemore and Blackbird Leys and should remain open, possibly with speed humps to slow traffic. Not everyone can cycle or use public transport and no amount of road closures will change that.
Object - Church Cowley	I live between two barriers so if I go from Holloway there no parking space I have to go. All the way back by March road (that's the only way I can go with the shopping) all the LTN is just create a big chaos and all Oxford is stuck in the traffic. I found that complete bad idea and I don't understand why I have to pay with my time for it? I pay lots of money for council and for my home and I don't think it's fair that my way to home is blocked!
Object - Church Cowley	Totally ridiculous plan, having no concern for tax paying residents
Object - Church Cowley	My son travels to school in Abingdon on school transport, with no other children being picked up in the way. Due to his special needs he struggles with the extended travel time, and has been coming home in tears. He cannot hold his bowels for that long, which is distressing. The travel time has extended, as compared to pre LTNs. Also, Cowley is the main and nearest shopping area. We try to visit only once per week, but that means the bags are very heavy. A trip that takes 30 minutes now takes 60 minutes.
Object - Church Cowley	Littlemore has been effectively cut off with extra journey time = more pollution and making Littlemore roads busier
Object - Church Cowley	Massively increases the traffic and blocking on the main roads and with no actual benefit to the side roads
Object - Church Cowley	Appalling traffic delays to main routes. Dangerous road narrowing and subsequent dangerous behaviour by majority of road users of all types, on Newman road made 5x worse. Tortuous routes to all local destinations. Just an nightmare please remove as soon as possible.
Object - Church Cowley	I have to commute to Kingston Bagpuize every day. The LTNS add 15 minutes per day to my commute home via Church Cowley road. The bus not an option any more because of all the congestion on Oxford road which has added 30 minutes because of the LTNS So I have now stopped using the bus to now instead use my car because of the LTNS making bus travel a nightmare
Object - Church Cowley	It's an absolute nightmare, not sure who came up with the idea!
Object - Church Cowley	Experimental Low Traffic Neighbourhoods are displacing traffic and pollution rather than easing traffic and pollution.
Object - Church Cowley	These LTNs are pushing pollution to other areas that are already heavily polluted and on top causing traffic mayhem across the city.
Object - Church Cowley	It causes congestion
Object - Church Cowley	Waste of time

Object - Church Cowley	I think this is an absolutely ridiculous scheme. Firstly, I have been living in Oxford for the past 4 years. Traffic has always been bad, but I lived with it as I understood that the road network isn't suited for cars. So obviously I was furious when I found out that the council is actively making the road network worst in Oxford. All this scheme has is divert more traffic to the main roads. It has had the complete opposite of the desired effect. It has increase traffic and congestion increasing carbon emissions. Also, the LTN scheme has rendered the busses to that area useless. Which again invalidates a sustainable form of transport. Furthermore, Oxford has one of the best bus systems in the country, which obviously has had a significant investment put into it. Hence, the reducing the effectiveness of buses with this scheme is not only a poor environmental decision, it is also a poor financial one too. On numerous occasions I have seen emergency services struggle to get down Cowley Road when the traffic is bad. In fact, I have seen an ambulance completely stuck for over 10 minutes before! I'm sure I do not have to remind you that in these situations, quite literally, every single second counts. This scheme could be costing lives. Therefore, is so morally and ethically wrong it should be eliminated from our city. Finally, this scheme wants to promote cycling or walking. I would like to state the obvious, but many people cannot cycle or walk for various reasons. One of which is people with disabilities. This scheme inadvertently discriminates against people with disabilities. Again, further supporting my argument that this scheme is ethically and morally wrong. I hope I have highlighted the numerous issues and I hope this scheme, like many others around the country is abandoned.
Object - Church Cowley	Emergency services being delayed Nowhere to divert when accidents etc on main roads No increase in bike lanes or dropped kerbs to access them e.g. crossing Garsington road from Phipps Road no drop to get onto pavement bike lane Increased perimeter traffic Unfair on those reliant on motor vehicles due to mobility problems So far no apparent modal shift or significant reduction in perimeter traffic which was claim. Only going to be worse in winter
Object - Church Cowley	Not solving congestion or pollution. Just directing it elsewhere. You are not going to encourage people to cycle, especially those that have children, making everyone late, stressed and choking on polluted air by having more cars in a certain area idling because of congestion.
Object - Church Cowley	How can this stupid idea be of any good to the ozone? You have to travel even longer to get to places surely it's not good for the environment, the emissions must be even worse with this ridiculous idea People will always use their cars whatever new ideas are brought in, it is just making everyone really angry having to wait in long queues to get anywhere

Object - Church Cowley	The proposals are being rejected by myself as these bollards/planters will severely affect our operational activities as a lettings/property management business. This will inevitably mean that our staff/contractors will be unable to effectively travel to work, undertake viewings, property inspections and maintenance visits in the normal manner via car/van. This also extends to the regular official inspections which are conducted with the Council by myself relating to our HMO Licensed properties in these said areas. Having considered the arguments that it may reduce noise/pollution etc. in these neighbourhoods and that the current traffic renders these strategic cycle routes unattractive for pedestrians and cyclists, this entire scheme proposal completely fails to recognise the impact that this will have upon local businesses and thus the local housing economy. This therefore means that these traffic restrictions will ultimately render life more difficult for agents, landlords and tenants in the letting/management of their respective properties for the inhabitants in these said neighbourhoods alongside the additional time and resources required in terms of travelling to reach these properties. Thus, for people/employees etc. with tight schedules and a lack of available time, this is going to prove most inconvenient!
Object - Church Cowley	I object the LTNs. Traffic has been horrendous since the LTNs were placed. Emergency services get stuck, the other day fire engine was stuck and couldn't reverse or turn around. Dropping kids to school in the rain takes 8 times longer in time and 3 times in journey. Missed hospital appointments because of the LTN traffic chaos. As there is a traffic jam on all the main roads so the pollution is much worse due to the LTN. I believe LTN are a waste of time, resources, tax money. The council should look after the convenience and interest of people rather than causing problems for the local people paying so much council tax.
Object - Church Cowley	These are not solutions What has the council done over the years but make the situation worse All the austerity cuts! what did it lead too? and now this! This is an opinion shared amongst residents & work colleagues, that the council needs to address more immediate & important issues rather than wasting time and money on this trivial little things! making lives more difficult & awkward. Invest in the infrastructure namely quality of the roads & network, schools & funding, Only council that has performed the worst 3 years running
Object - Church Cowley	Not allowed to go down Bartholomew Road towards Barns Road. Cannot go down Littlemore Road towards Cowley Centre. Only way out is on Newman Road/Rose Hill junction. There are road 'shoulders' at this junction which causes a bottle-neck effect causing queues down Newman Road and out onto Rose Hill. This is also difficult as the road is quite narrow already, along with the cars parking on the side. It is difficult to turn right onto Iffley Road because of traffic coming off the roundabout, and wanting to turn right into Newman Road. Traffic is often queued back to the roundabout. Residents are effectively trapped have to go well out of their way to get out while also having to negotiate a difficult junction. Please please remove both LTNs to improve the access and decrease congestion.
Object - Church Cowley	I object to the LTNs in this area on the grounds that they have so far increased traffic to nuisance levels and noise and air pollution on the remaining open routes to unacceptable levels. Also that the new proposals to close off through roads between Cowley Road and Iffley Road are set to make these problems far worse for residents on these routes. This form forces me to choose which of the three LTNs I object to, ie Church Cowley, Florence Park or Temple Cowley when all three have an impact on traffic density on the main routes in the surrounding these areas. This seems disingenuous of the council and may well skew the results of objections to the scheme. I object to the effects of all three.
Object - Church Cowley	We are trapped in, as the main roads are constantly blocked and backed up in every direction. This makes after school activities, nearly impossible to get to on time. My child plays football in blackbird leys, it takes nearly an hour to get from Iffley turn to that side off Oxford. Rosehill blocked, church Cowley blocked! I also rely on a childminder who lives in van demons lane, I rely on her to get my child to and from school, school is St Frideswide. It's added more time for all essential trips. They have been late to school multiple times. I do not drive due to health problems, but I do rely on others to get to me when needed, including my childminder.

Object - Church Cowley	We try not to drive but we do have to and now it's a mess and really hard to get to Cowley centre, and also to get to Cowley road pharmacy
Object - Church Cowley	Too much traffic on main routes now. Congestion is worse.
Object - Church Cowley	i object the LTN because it brings misery to people who have to drive as part of their work and daily life. also it only benefits people who live in the areas that are closed, while it brings more pollution more noise, more risks to people who leave and use the main roads where all the traffic is concentrating now. a benefit for few for the misery of many
Object - Church Cowley	I live in Stone Quarry Lane Iffley. When trying to turn left or right particularly right from the Iffley turn the main rd has become much busier due I believe to LTNs and more difficult to access safely. It is dangerous as you cannot always see clearly if there is traffic blocking your view. It also takes much longer on the bus at busy times to access going into town. There is more congestion and I am sure more pollution. An elderly lady with a walker trying to cross to get to the bus stop the other day from Singletree was in danger. So sad. I think it is a good thing for Beauchamp Lane and Westbury crescent. I believe that however there is too many roads now not accessible causing danger and pollution. Sandy lane where St John Fisher School is is an accident waiting to happen. The Council should be looking at the ongoing problems in that area. A child will be killed. There is so much traffic when exiting the Iffley turn that it is often dangerous due to lack of visibility. It takes much longer to drive up the Iffley rd or to Templar Square for shopping. I am concerned for both cyclists and pedestrians. Especially by Singletree.
Object - Church Cowley	The traffic going up rose hill in the morning and afternoon now is terrible. Worse than it ever has been. People are driving longer distances and sitting in traffic jams pumping fumes into the road. The system is simply not working. People are more frustrated and therefore driving irrationally and dangerously trying to get to work on time. As a cyclist you have to ride through all the fumes with my son on the back of my bike. Drivers trying to weave on and out of the traffic makes it dangerous. The environmental impact is massive. The wellbeing of everyone involved is negative. The cut through a people used in the past reduce the amount of cars on the main road. You need to reduce the speed people are driving on those roads and not block them completely as it is bottlenecking all drivers. Another concern is people are still being advised to work from home when they can. We are not yet back to full capacity on the roads and when this happens I can't imagine how it is going to be. Please put a stop to this now and rethink.
Object - Church Cowley	I think it's been badly thought out and doesn't think about the fact that people still need to travel around and through the area. I think you should've added more speed bumps to slow people down and maybe make some roads one-way to keep the amount of traffic using certain roads. To close off a lot of major through routes and make every car in the area drive down Between Towns Road is just ridiculous. The queues are enormous and the standing traffic creates more pollution than traffic that is moving. You're never going to get rid of all the cars from all the roads around Oxford. Why would you want to? People still need to travel and to get to Templars Shopping Centre and not everyone has the time to use public transport, which is at best, mediocre. I can and do cycle around the area, but not everyone is able to do this. I think you need to re-open the roads, but add a lot more speed bumps and make some roads one-way to help ease the flow of traffic. Not halt it altogether. I wonder how much the shops have suffered around the Cowley area because some people can't face the horrendous traffic jams to get there.
Object - Church Cowley	More traffic on main roads.

Object - Church Cowley	The LTNs are causing longer journeys and congestion on the other local roads that can still be used. Newman Road is now very busy and is a dangerous junction when turning right due to the close proximity to Littlemore roundabout. There is also long queues of traffic on both Church Cowley Road going towards Henley Avenue and on Cowley Road, especially during busier times e.g. school start and finish times and general rush hour times. The LTNs are not working as they are just moving the problem of pollution to other residential areas. By limiting the number of roads cars can use even more traffic is being forced onto the remaining local roads such as Newman Road. Please remove them
Object - Church Cowley	Since the Littlemore Road (Site CC3) planters and bollards have been in place this has meant more turning traffic e.g. cars and lorries in Compass Close, which is small. Some of this had been at high speed, frustrated drivers, just avoiding residents vehicles. Now the emergency vehicles are not able to use the access route of Crowell Road/Littlemore Road it makes the area feel unsafe, at least to me. The gaps between the bollards/planters, situated near the brow of the hill, for cyclists etc. is being used by fast motor bikes including mopeds (a lot of learners!). There have been occasions of people jumping out of the way... fortunately adults not children that I have witnessed. Added to that now fast electric scooters, which appear to be allowed now?! The residents parking and with more double yellow lines in this area came into force just before the LTN was put in place and it appeared to me that this made a big difference to the reduction of traffic on the Crowell Road/Littlemore Road. I am not currently a car driver/owner.
Object - Church Cowley	It's create congestion which is a major cause of pollution. You must see that 2 mile long queue

Object - Church Cowley	In my opinion this fails at every level. Laudable as it is to try and reduce car usage for local journeys. Environmentally this is just rearranging the deck chairs on the Titanic. This LTN has increased all my necessary car journeys external to the LTN in both time and distance (no other transport is available for these journeys). Depending on where I am going to or coming back from there is now one point of entry compared to the six previously available so I must always join queues to get to my assigned entrance. I sit on the ring road in traffic to get to the Newman Road entrance or gamble that it is quicker to proceed anticlockwise round the LTN to approach Newman road from the north. possibly catching queues on the church cowley / inbetween towns road and more recently queues to the ring road roundabout going up past Newman Road turn off up and over Rose hill. Previously I could choose to proceed down Bartholomew Road. I notice the failure to enforce the bus "gate/camera" has resulted in a speed increase of the vehicles using Bartholomew road. It appears as they know they are already doing wrong by using the "gate" they are also no longer heeding the speed limit past the school. There will also be a significant proportion of people in each divided area doing the same and having to circumnavigate the LTN to get to their single entrance; where before they could simply come off the queues on the larger roads at the nearest convenient opportunity. There has been no mitigation for the Disabled and vulnerable. While on low incomes they are now expected to travel longer in their cars and it is expected their visitors to do likewise. Its essentially just an increase in their cost of living that for many is already close to the wire, and no additional support from the LTN scheme to them to mitigate this. Despite various reassurances that emergency services have been consulted and have all the information about where the filters have been placed the amount of their vehicles turning round clearly shows they did not have and continue to not have that information. It appears what little to no actual consultation they had was based on the collection of existing general statements and not active current attempts to engage them over the then proposed LTN filters and their effects. The lack of enforcement at the Bartholomew Road filter also has meant there has been a failure in stopping the allegedly undesirable East to West and vice versa through traffic. Gritting my teeth and keeping to the longer routes when driving home to only then see non bus & taxi traffic speeding along the road ignoring the filter is maddening when I'm out walking to friends / play areas with my child. Pushing traffic from through the LTN to roads that ring it is unjust. People on already busy roads get to suffer more direct and intense air pollution and a reduction in air quality while those more central to the LTN have allegedly better air quality. When there was no proven issue with that air quality. With the increased time and length of vehicle journeys caused by this LTN the overall emitted pollution will have increased but initially displaced still has to drift at points back into the LTN negating the benefit to all but those perhaps right near the middle of the LTN. In short the LTN creates more pollution than it might remove. The timing is also as bad as it can be. People are loath to cram into public transport during a pandemic. Some simply can't take the risk and you should not be expecting them to. More public transport alongside such a scheme might have been helpful in more non-covid times. but non has arrived as part of the scheme. No additional devices to help those less able to shop more local have been part such a scheme (personal shopping trolleys for example). An extension/adoption of the "Pick Me Up" point to point bus service that stopped might have been useful. The Newman Road junction and associated Pinch-Point/Chicane which seems to be designed to be as awful as possible to Motorists, Cyclists and Pedestrians has just doubled its lethality since the LTN trial went in. I assumed it was an attempt to discourage the use of Newman Road but the LTN has made its use essentially mandatory for a large portion of residents of the LTN trial. Sooner or later a right turn out from it is going to go wrong with someone coming hot off the roundabout and I find it likely to be fatal. Also coming off the ring road roundabout to turn right into Newman Road is now very dangerous: In my experience Every other day I see a vehicle coming south has come round the rest of the queue and has crossed into the northbound lane (that turns right into Newman Road) either partially or fully. It is only a matter of time before that becomes a head on collision.

Object - Church Cowley	Because the council has put in these new schemes without making appropriate amendments to the effected roads, in particular church cowley road which is where all traffic from the church cowley LTN and Florence park LTN has been redirected onto and combined with the new CPZ meaning more parked Cars on this road has made traffic a nightmare for the alternative routes. Traffic jams have significantly increased and generally higher levels of traffic for longer periods. If the estates are to remain closed traffic measures such as single yellow line no parking between 8.30 to 6.30 mon- sat should be made on the east side of the street to improve flow along with an extension of the double yellows by the traffic lights to allow larger vehicles to turn in to enter the road with the increased traffic. Similarly speed calming such as 20 mph restrictions on church cowley road, barns road etc should be considered being introduced to calm traffic and improve air quality for residents not directly within the LTN (ie so their pollution levels aren't worsen to benefit the big gardened houses lucky enough to now have better air quality from the LTN). The council should actually police the parking around Templar square especially the parking on the double yellows effecting traffic flow and consider improving traffic flow on these routes by creating a turning right lane into the shopping centre earlier along between towns road to avoid the area blocking up and people being unable to reach their houses easily as the only route now available is through these main roads.
Object - Church Cowley	The current LTN scheme directs traffic to a dangerous junction on Newmans Road and isolates Littlemore.
Object - Church Cowley	Traffic speed increase, vehicles still using blocked off roads, further to travel by car for access to blackbird leys, Holloway and Cowley road, church Cowley road chaos at times and the Oxford road. This has been a complete utter nightmare, a few People in powy exposing this on the local community
Object - Church Cowley	It is not helping traffic flow and is causing delays and inconvenience to many. The arguments for the LTNs do not outweigh the difficulties. Oxford is a city not a village and there are plenty of parks for children to play in and no-one should be encouraged to walk in roads. Please put the roads back to where they were. LTN's are impractical because they cause delays by extending journey times and and traffic build-ups. It is a vocal minority which is in support of them. People who want to live in a rural suburb which these areas are certainly not. The rest of us are content and even desirous of living in a city, which Oxford is. No-one is arguing with the need for fewer journeys by car but you are going about this the wrong way. Changing the infrastructure of the roads will not work. You need to change people's *minds* on car use. And it goes without saying that the bus services to areas such as Littlemore need to improve. Two buses an hour, less frequently at the weekend, and which stop at 8pm? It's not nearly good enough! You cannot expect people to walk in the underpass between Rose Hill (where there are more frequent buses) and Littlemore after dark. As a lone female, I'm not comfortable walking through it at any time of the day.
Object - Church Cowley	The ltNs have increased traffic in other areas, they have also increased people's journeys to work and back be it on a bus or car giving them less free time and increasing stress levels. The way the council has gone about these LTNs installing them on roads we pay for in our council tax and road tax has really ruined county's Councils reputation.. especially during the pandemic time where the government have messed the public about!
Object - Church Cowley	Being a local resident I feel that we should have access to drive through the LTN on Bartholomew Road. As now every journey we make we have to go via the dangerous junction at the top of Newman Road. We will no longer use our local shops at Templars Square shopping centre as it is a 15-20 minute drive each way rather than less than 5 minutes before the LTN in Crowell Road was installed. This will affect local businesses. By making journeys longer and restricting the roads that can be used adds to pollution in other residential areas. Traffic has also increased on the routes that drivers are being forced to use as there is still the same amount of traffic. Please see sense and give passes to local residents.

Object - Church Cowley	I strongly object this LTN as it's making our life hell we have to travel longer always traffic children getting to school late emergency services can't get through at least 20 times I have seen emergency services had to turn around as littlemore road bollard. I absolutely object LTN on littlemore Road as it has disconnected the families for me to see my friends I have to drive longer as I can't walk for long due to bad knee this is absolutely unacceptable please reconsider you desion.
Object - Church Cowley	Significant increase in congestion in the area. Longer journey times. Concerns about impact on emergency services.
Object - Church Cowley	This is making my journey to school and work hell. I now can't get to work on time without the use of breakfast club which is costing me an extra £50 pounds a week on top of the extra fuel. You have completely cut littlemore off from cowley and blackbird leys which makes caring for my elderly mother in blackbird leys extremely difficult. How is this fair to residents???? In one of the more deprived areas in Oxford you are now costing families more money. I understand that in an ideal world people would walk everywhere but thats not realistic and not a luxury that everyone has!
Object - Church Cowley	I am in my 80's and now trapped by the new LTN's. I usually use a moped for ease of travel as walking or cycling can be difficult for me with shopping etc., but now I am forced on to Newman Road which is very dangerous to exit right and I don't want to use the bypass with my moped limited to 30 mph. It's ridiculous to block Crowell Road access to the shops. Also, since the introduction of the CPZ on Bartholomew Road, Rahere Road has become very congested. Turning in to Rahere Road is now very dangerous due to the volume of cars parked near the corner. I regularly have school staff parked all day outside my house, not that I blame them as I don't know where you expect them to park. At least either Crowell Road or Bartholomew Road barrier needs removing. Preferably both! I also have family living in Blackbird Leys who are less mobile, so now it's really difficult for me to see them.
Object - Church Cowley	I have a hearing impairment that affects my balance and I also have a knee injury. I don't feel safe walking around Oxford as I have had multiple close calls with men following/harassing me and I have been attacked twice. Reducing pollution is a must and I think some of these LTNs are a good idea but some of them are in ridiculous places. It's putting the majority of the traffic problem elsewhere and is still affecting the pollution rates. I'm asthmatic and my asthma is worse as all the traffic is being forced down Cowley Road (Littlemore) and the Eastern bypass. It's ridiculous sitting in traffic as well as this uses more petrol which increases emissions. Bartholemew Road and Littlemore Road are main roads, I've noticed now Bartholemew Road is now going to become a bus lane. When this finally happens this is going to put even more pressure on other roads. It's taking me ages to get to work (I work in the NHS) and to get to my GP in Manzil Way is taking ridiculously long. I feel like I've effectively been cut off to a certain part of Oxford. Please can you open either Bartholemew Road or Littlemore Road. You really need to think about everyone in Oxford, not select streets.
Object - Church Cowley	I do not drive a car, but I walk and cycle. I have seen no evidence of increased walking and cycling activity as a result of the LTN, but I do see heavier traffic and pollution on the roads remaining open. There used to be four ways of accessing Hillsborough Road by car, van, or lorry, now there is only one, Westbury Crescent, and most traffic travels longer distances to reach me. This includes emergency vehicles - I was recently returned home by ambulance from the bottom of Bartholomew Road via Barns Road, Church Cowley Road, Rose Hill, Westbury Crescent, etc. rather than simply being taken back up Bartholomew Road and down Mayfair Road. The satnavs of emergency vehicles should at least show bus gates. My immediate neighbourhood had low traffic anyway. The main rat run was Beauchamp Lane; blocking off Littlemore Road and Crowell Road must disadvantage the Cowley Centre, which is important for local shopping.
Object - Church Cowley	Increased journey times caused by driving out of the way Increased fuel usage caused by driving out of the way No decrease in road traffic noise as motorbikes and scooters, the noisiest vehicles, can still use the roads - the planters don't stop them Increased danger due to motorbikes and scooters using the roads unexpectedly, as the planters don't stop them Decrease in safety due to lack of police patrols Decrease in safety due to lack of emergency vehicle access Reduction in available parking due to double yellow lines surrounding planters

Object - Church Cowley	Loss of trade due to poor access and parking Increase in journey lengths for delivery drivers Increase in journey times for delivery drivers
Object - Church Cowley	Work is Reading (frontline NHS) and now I cannot go through Bartholomew road which adds 5 - 7 minutes to my journey. I spend more time in the car which is not good for the environment. I have a baby and now will not go to [shop] as it is such a long way round. It's not convenient for me to walk or cycle with a baby and working unsociable hours.
Object - Church Cowley	These do not reduce traffic. They funnel traffic onto already congested main arteries, causing bottlenecks at major junctions, e.g. at the south end of Hollow Way. This increases journey times (including for buses), discourages shoppers and increases emissions for those living on artery roads (who are often there because houses are cheaper than in LTN neighbourhoods)
Object - Church Cowley	I am objecting to the LTN proposals in Church Cowley, Crowell Road and Florence Park areas. My objections are based as a resident, living and working in this area and on the amount of increased traffic that now travels from Rose Hill roundabout, down Rose Hill and along Church Cowley Road. At peak times (especially weekends) traffic along Church Cowley Road is at a standstill, causing fumes. At my property I have experienced a big increase in the noise caused by the additional traffic, as I hear the traffic coming down Rose Hill and along Church Cowley Road. Travelling along the Oxford Road, Littlemore, Rose Hill and Church Cowley Road route, the residential area between the Rose Hill roundabout and Templars Square, has only two controlled crossing sites (outside Co-Op, Rose Hill and Templars Square retail park junction) - this has isolated residents and with the increased traffic on the roads has made it unsafe to cross Church Cowley Road and Rose Hill. Given the number of elderly and school age people living in this 'block', I do not feel this is acceptable. With the increase in traffic using Church Cowley Road, entering Church Cowley Road from Eleanor Close is also very difficult at times. I am concerned that Bartholomew Road (which is made narrower due to residents parking outside their properties), continues to have an operating bus route - even though it has a large primary school which children have to access twice daily. Would it not be better to block Bartholomew Road and open Crowell Road with buses routed via Between Towns Road and Crowell Road. Crowell road is a main road, with less on road parking and in my opinion reopening the route via Crowell Road to Newman road would alleviate the inconvenience caused to many local people. People really are not going to stop using their cars and are entitled to a traffic system that works safely and brings a quality of life to all its residents.
Object - Church Cowley	On the peripheral roads there needs to be SPECIFIC research and response. Rose Hill, Church Cowley Road, Iffley Road have become SO BUSY! Pollution, noise, speeding, congestion, road rage, danger for cycling and pedestrians all impacted. (And perhaps house values). It is not fair. This scheme is a nice idea if you live in a newly created silent haven. BUT If you live on the edge it is an appalling decay of life quality. Please SPECIFICALLY investigate the impact on the periphery. There's a balance to strike. E.g. Some roads re-opened with proper traffic calming (20mph speed cameras).

Object - Church Cowley	I am objecting to the ltns in Little more road/ Crowell road and Bartholemew road. 1. The ltn s have cut off Littlemore from cowley. 2. It is shifting traffic to Oxford road Littlrmore which is more congested. 3. It is difficult to cross Oxford road for children crossing to the 4local schools (children from.rose hill and littlemore) . 4. Crossing is more hazardous for all , including elderly crossing to sainsburys.due to the.traffic increased from the.ltns. 5. Pollution and noise has increased on Oxford road due to increased traffic. 6. Ltns have had a detrimental effect on mental health of the.elderly in mincher y farm/ Littlmore as they feel cut off from cowley , blackbird leys ,Holloway etc. 7. People from.littlemore/mincher y farm have to make extended.journeys to reach these areas wasting fuel and time which increases pollution to other areas.8. Using the bypass roundabout at Oxford road is hazardous as there is increased traffic using the roundabout . 9. The turning from rose hill into church Cowley road is dangerous and needs filters at the very least. 10. it has made travel difficult to reach appointments at cowley road doctors, dentists etc. 11. It is having a detrimental effect on the elderly who use templa r square for shopping,.socialising or just somewhere to be for company as travelling to there , if by taxi is more expensive as further to travel.
Object - Church Cowley	Not enough has been done to consider the impact of displaced traffic and higher traffic volume along Church Cowley Rd and Iffley Rd. The turn in/out of Florence Park road is dangerous (particularly if turning right onto Church Cowley Rd) and the resident parking close to the Iffley Rd junction cumulative with the increased traffic in/out of Temple Cowley from Iffley direction makes the traffic lights is horrendous for cars, cyclists, pedestrians alike. I genuinely don't think people use cars unless they feel they have no alternative. There is neither the bus routes nor timetabling infrastructure to connect communities and prevent car journeys at present, so the journeys taking place (which are essential within the community and as from Littlemore access to Templars Square for pharmacies, opticians, veterinary needs) is now all forced along Church Cowley. My community area - Littlemore - has been woefully under consulted, despite the fact that services in Templars Square are essential to a large number of residents that live here. Honestly, waking to/from Templars Square along Cowley Rd Littlemore is terrifying. The reduced traffic and delay in placing a camera on Bartholomew Rd means the driving is worse. There is nothing to brake for - speeding is worse than ever and that does nothing to protect cyclists or pedestrians. Couldn't speed traffic control cameras also be part of the traffic calming measures? Sooner or later there will be a serious and wholly avoidable accident. Please listen to the concerns of the citizens and residents that are effected by the LTNs. We are worried, rightly, about the effect on our areas.
Object - Church Cowley	Living in Littlemore we now have only one way out of the area. We have to drive up Newman road, which is already congested, and then either turn left onto the by-pass or turn right, which is very difficult. This means long queues in Newman road and more mileage if you want to head towards Cowley, Iffley road (Doctors) or Blackbird leys. I can understand maybe that some of the side roads might be better but there is no way Bartholomew road or Littlemore road should be blocked. I do not remember being consulted before the introduction and yet Littlemore residents appear to be the most affected
Object - Church Cowley	Bartholomew Road is NOT a rat run, it is a main thoroughfare road from BBL to Littlemore, Rose Hill etc. The same with Crowell Road, this is NOT a rat run. The people who make these decisions obviously do NOT live in these roads. This does NOT make Oxford greener, it has made it a lot worse because we now have to travel at least 3 times the distance to avoid the LTNs to get home, and join the rest of the traffic, so our journeys have trebled and we are now sat pouring out fumes in queues of traffic. Hollow Way is just as bad. Easy for you to comment on them during the Summer Holidays, wait until the traffic returns to normal. Bartholomew Road sign states cameras - are there cameras now, will you inform us when they are live, will residents receive amnesty? Not enough information given. - just feel you are wasting the money again. Same with permit parking - no traffic wardens visible - or on weekends so why make permit parking in Cowley Centre. Any time of day walk around the back of Templars Square, Barns Road etc always cars parked without permits, on double yellows, outside the back of the shops but no tickets given. You like to waste money on putting up signs etc but not follow through.....

Object - Church Cowley	Cause higher local traffic and more unneeded travel time witch will lead to more pollution specially when working conditions backed to normal, small 5 minutes journey now takes me half an hour!
Object - Church Cowley	The traffic has been ten times worse, the changes in road layouts in and around the area coupled with the shutting off of roads has caused far too much aggression on the roads in the area, and it really isn't a nice place to drive anymore.
Object - Church Cowley	Is effecting my business, is a lot of traffic, never seen before and I feel sorry for the families living on the main roads, this people who do not want cars in their road, should not have cars and be band from diving on the main roads because they are killing this families in the main road. This is a City not a village, move to a village or boars hill.
Object - Church Cowley	The LTNs impact the most vulnerable- they don't reduce traffic they displace it, making more pollution, congestion and misery for all in the process - especially those on the main roads. Please stop using us all as guinea-pigs for ideological reasons that negatively impact real oeopke's lives
Object - Church Cowley	They cause delays on other roads. The neighbourhoods where the barriers are placed always were low traffic . You have done nothing more than waste taxpayers Money and cause frustration. This is not how to reduce car use. Invest in infrastructure, make buses cheaper and improve security so bikes don't get stolen every 5 minutes.
Object - Church Cowley	As a person with Dyspraxia it has taken me years to get to know the route to cowley centre and areas in the vicinity. With various roads now blocked I am so confused and find myself giving up on my original destination. I don't like driving on unfamiliar roads and these road changes have left me in a complete panic if I need to shop in that area.
Object - Church Cowley	This isnt working. I'm from the area and often used to go to cowley centre and areas around it, but it stops me going where I want to go. Also just makes all other surrounding roads gridlocked! Traffic now much much worse everywhere making cars just go down all the other roads! Cars are here to stay. Stop making it so hard to get everywhere. Cowley centre will become a ghost town and if new shopping centre and hotel is built no one will visit as cant get there any horrendous traffic everywhere cos roads are blocked! Please open roads, put traffic calming measures in place, 20 mph enforced, but stop shutting roads or everyone will just go elsewhere to work shop and live.
Object - Church Cowley	You have cut us off from our locals shops, it is costing more money in petrol to travel for our businesses You have made Oxford road Littlemore more dangerous for us to get out off You have made Littlemore roundabout more dangerous for us to get out off and you have made it more dangerous for us to travel from rose hill to Littlemore as the road signs are incorrect you have also cut us off from blackbird let's and we have an disabled son who cannot also walk to oxford academic now takes us over 15 mins to get him to school and this is unfair on the locals of church Cowley rd
Object - Church Cowley	No thought has gone into the layout, roads are now worse then ever before thanks to Ltn, cutting off communities from one another, a five minute journey is now a 15 minute journey. On the 18th August I saw an ambulance with blue lights having to turn around because of the blockades at the top of bartholomew rd. ltn in not a good idea, it will produce more pollution, more traffic, a larger danger to the public as people will be in more of a rush to get from a to b from having to drive 4 x the distance.
Object - Church Cowley	I object on the grounds that it is taking me about an hour to get to work every day now where as it only took 30 minutes before. The knock on effect on the Cowley area is horrendous. I trip to Cowley used to take 10 minutes it's can take any thing up to 40 minutes now. I worry about the emergency services getting through. I'm also concerned that although the people that live on these streets are breathing cleaner air you have just increased the fumes & noise levels on to other people on the main roads. People should look into noise & traffic ect before they purchase their houses & if not happy them buy somewhere else. I am born & bred Oxford & I can't believe the mess our once beautiful city has become. I am 100% against them.

Object - Church Cowley	I drive into Cowley frequently having lived there for 39 years until 2 years ago. Surely the pollution is now more concentrated in the Rose Hill, Church Cowley Road area as these are the only access roads? Newman Road is frequently blocked by heavy traffic, caused by the chicane and traffic blocking the junction trying to turn right onto Rose Hill. My husband (disabled) and I cannot cycle anymore so need to use our car. Sorry but cars are here for the foreseeable future!
Object - Church Cowley	This has caused a build up of traffic and more emissions as people are having to find alternative routes in their cars which take three times as long as the original blocked route. Not everyone is able to walk or cycle, people rely on their cars, especially my elderly family members. It has caused havoc for them
Object - Church Cowley	This is just moving traffic that was a constant flow, and barely traffic more cars just moving from one area to another, and creating traffic jams in other areas, creating more pollution and more dangerous main roads.
Object - Church Cowley	Roads are made for cars to drive on. Footpaths are meant cyclist and pedestrians. We pay road tax for the privilege of driving on the road. I think it's disgusting how our rights have been revoked and given to cyclist and pedestrians who don't pay road tax. The council would like to lessen carbon emissions; but have failed to realise by putting these measures in place the main roads have become more congested thus producing more pollution in the air. There is also the problem of the inconvenience this has cost, being late for work, getting home late, difficulties with shopping; all aspects of our daily lives and activities are affected. Also have you considered the emergency services? How would you like it if you had a life threatening emergency and because of the the obstruction you could die? All because of a road closure to appease cyclist and pedestrians, not thinking of anyone else. The committee that thought of this scheme should come and live in an area and see how they would cope. Everyone that pay road tax have the right to use the roads that they pay for, we should Not feel guilty using the roads; when there are cycle lanes, footpaths and pavements available. If you deem that these are not adequate enough, then why have you not provided adequate services for them to use? We pay our council tax, so why should our rights to use all the roads be revoked? Why should they have more rights than car users and we paid our dues? How would you like if all tax paying road users refused to pay road tax? It's up to the government to ensure that the manufacturers of these polluting vehicles produce more eco friendly vehicles, more pressure should be put on these companies; if they don't comply they should be fined. We should not be penalised for something that is not our fault. Driving our vehicles is a necessity not for joy riding, it's part of our daily life. Public transport does not cover all aspects of travel. I believe you should take this matter seriously and remove these obstacles and let people get on with their lives. Thank you Littlemore resident

Object - Church Cowley	This LTN along with the others in the Cowley area have to a degree made Cowley a no go zone for me as the traffic on the major roads is significantly heavier meaning it takes much longer to get to Cowley and once in Cowley to get to the various places that I need to go. Along with being more time consuming, it's also more difficult. As a consequence, I am visiting Cowley less often and using shops that are quicker and easier to access via car which aren't in Cowley. I am also reducing the number of times that I visit elderly friends in the Cowley area as I don't have the time as more of my time is spent in traffic. This is a shame because just a Covid restriction were lifting and I could visit them, while I still visit them it is less than pre-covid because of the LTNs. While I only usually visit Cowley about once a month, I tend to go to several places at one time, I refer to this as via-routing as I'm going somewhere but to make most use of my time and petrol, I go via several other places that I need to go in that area. Via-routing worked a treat and was very efficient until the LTNs came along which means that I end up back on the main road in traffic jams instead of being able to use residential areas to get from A to B, then B to C, then C to D etc. I also object on the principle because in this country we operate a road network which in principle is open to all other than bus lanes/gates. Roads are not owned by the residents who live on them and they should be fully accessible to all traffic which the road can physically manage, so obviously some narrow roads simply cannot accommodate HGVs. In the rare situation where there is a proven record of accidents that have caused injury (rather than people just thinking it's dangerous without the evidence to back it up) then it is reasonable to make a change to the road which as a last resort could be an LTN block. However, I feel in principle it is wrong for LTNs to be brought in to deter people from driving or to make it more difficult. I'm in favour of looking at roads and junctions to see how they can be better used by all forms of transport including pedestrians, but we should not be preventing any form of vehicle from fully accessing the road network.
Object - Church Cowley	LTN's have severely impacted travel times. I have been late for work on several occasions as a result. My partner works day shifts and I work late evenings. We work opposite ends of the day as we do not have adequate childcare for our children. I have little time between him returning and my shift starting. I am unable to walk or cycle due to the little time I have to get to work. Prior to LTN's there was never an issue, now I'm arriving 5-10 minutes late every shift.
Object - Church Cowley	There is enough roadworks in place in the local area and enough built up traffic areas without putting wooden boxes in the roads. I sat on Newman road for 35 minutes in Friday because of your ridiculous ideas. You've blocked the main roads off last the school and the main road which leads from Littlemore to Cowley centre. Whoever's idea these were clearly have no sense or knowledge regarding traffic in the local area. They should be removed and 'rethought as the positioning of them is absolutely horrendous.
Object - Church Cowley	My grandmother passed away the funeral was held in St James church these measures made a very upsetting and stressful day for my family even worse. In addition this I know of friends whose business are being affected by this stupidity. It is causing a build up of traffic on the main routes that was not there before
Object - Church Cowley	I want you to imagine a heart, if you shut off all its veins the pressure on the heart increases. Just as you've done with the roads. You've diverted all the traffic to one place, restricting flow and increasing more pollution.

Object - Church Cowley	LTNS have pushed a lot of traffic to the bottom of rosehill & iffely. Trying to get out the bottom of rosehill was difficult and dangerous as it was. Now traffic builds and sits across the junction making it impossible to get in and out the estate. Same with Newman road. The junction is so narrow and building traffic gets stuck with no where to go. Rosehill round about and eastern bypass during peak times is now at dangerous level. We have a disabled child who can't walk so using our mobility car is essential. But we are being pinned in by traffic which has resulted in a limited choice for a nursery setting for our son. Which was already limited due to the needs of his Education care plan. Trying to plan his sessions or cutting them short to avoid the sitting in traffic clusters. Making our regular hospital visits now takes 20 mins longer. I'm concerned for the impact on emergency services during peak times.
Object - Church Cowley	I object to the LTNs as they have caused issues in places where there weren't issues to begin with. Smaller residential roads such as Beauchamp Lane and Mayfair Road I can agree with. But not The Littlemore Road and Bartholomew Road. These roads barely had any queued traffic to begin with, and provided relief to surrounding roads where traffic was already very bad, and now even worse. Traffic has been forced from these previously nicely flowing roads, to those already burdened with too much traffic. I understand these roads are somewhat safer now to pedestrians and cyclists, but the problem has just been taken elsewhere. It now takes much longer to get anywhere, and walking isn't always an option for me as a female on her own. Getting from my house in Herschel Crescent to my gym at Cowley Centre used to take me under 5 minutes, and now can take up to 20 to go around the houses.
Object - Church Cowley	They have created more traffic problems than they have solved.
Object - Church Cowley	i am objecting because not being able to use these roads is making getting about hopeless as you now have to drive all round the houses just to get to the local shops ie temples square or the john allen centre plus to get to temple cowley doctors you now have to go down the bypass come off near BMW and then along to the swan meaning you need to set off earlier to get to appointments.
Object - Church Cowley	Courses way to much traffic !! Also stops me from watching to even go to the places and means I'm shopping online a lot more
Object - Church Cowley	It's not what was proposed, my local shop is the Co-Op at the top of Bartholomew Road and if the camera comes into affect then I won't be able to drive to this shop, this means I will have to use larger less convenient stores as I will get a fine for using the road. The traffic has increased along the road I live on as more cars are having to divert around the closed roads. This is a way to make money for the council it doesn't have the communities best interest at heart. Blackbird Leys was supposed to get LTN's but because they have a parish council that looks out for local residents they objected and it wasn't introduced as it is considered a low income area, so is this area but we don't have a parish council helping fight for our rights!
Object - Church Cowley	Although creating low traffic for residents your creating an excessive amount of traffic in other areas. Surely this is affecting other residents by drivers having to take a different route? What about those residents? I am one of many carers who works out in the community I especially work in the cowley area. I am also a car driver. Unfortunately in my job it is not viable for me to walk or cycle as I go from house to house. The build up of traffic from these road closures is ridiculous. I do not see how long term this will work. My journey home used to take approximately 5-10 minutes from cowley it now takes a minimum of 25-30 minutes due to this. Your considering the residents views on this but what about the rest of us who work out in the community on a daily basis. My care company has handed back care packages due to where clients live and being very difficult to access around the cowley area. This has no just an impact on people travelling but other vulnerable people.
Object - Church Cowley	The introduction of LTNs will and has displaced traffic onto other roads like ours. We have to put up with all the things residents on "leafy" streets don't like. This is going to further inequality in Oxford and do nothing for the environment. Indeed, I feel sorry for all the shop owners on Cowley road who are against this, making clear the inequalities this system is exacerbating. Think through a comprehensive environmental plan for the whole city rather than this nonsense which will only increase inequality.
Object - Church Cowley	It is taking longer routes to get to destinations which is making it worse and congested elsewhere.

Object - Church Cowley	I live facing cowley road, Littlemore and since the LTNs have been in place the amount of speeding cars going down cowley road though the day and night is ridiculous. I have two young children and i worry even crossing the road to our home. I have drivers beeping their car horns at all times of the night waking myself and Children up. As a resident of Littlemore, this has had a very negative impact on our daily lives since the LTNs have been installed.
Object - Church Cowley	I have family that live in the area and a journey that used to take 10 minutes now takes 30 minutes due to getting stuck in the traffic caused by not being able to take the shortestest route
Object - Church Cowley	We are boxed in. The road is still really busy. Traffic is faster than ever. A 30 min essential car journey took an hour and 25 mins on Monday. More traffic, excessive pollution. People living beyond the barriers using our road, and our roadside of the barriers, as a car park so that they don't have to take the "long route around" to park in their own streets, then walking off through the barriers. Double win for them! Direct access to the bypass and a quieter van and car free street to live in for them! Pushing traffic onto other residential roads. Creating new more dangerous "rat runs" by forcing residential traffic out to other roads. An absolutely disastrous idea. God forbid one of ours needs an ambulance/police/fire engine quickly. The money would have been better spent removing the death trap road narrowing in Newman Road and installing better placed crossings, lights and calming measures which are SAFE We are trapped now on all sides. Barrired in. Unable to access local amenities without driving miles around. No, I can't carry a weeks shopping and a disabled mother on a bike. The incomplete Bartholomew Road barriers have done nothing to discourage those still using it as a cut through to elsewhere (Cowley/Barns Road/Bbleys etc). The further result is that the cars doing so whizz up our road at an alarming rate. Worse than ever before. So so dangerous. These LTNs have done nothing to serve the residents of Littlemore Road barriers backward towards the village. People living beyond the barriers who still want the convenience of parking but not the long drive round from the bypass are using our road and the Mayfair Road turning point as a car park. In fact we have a drop backed very large van parked opposite us who uses it as a storage facility and comes and goes on foot back through the barriers to his nice quiet, virtually car free street! Not quite sure what possessed the powers that be to close the Oxford Road. I'm sure the residents of Newman Road are thrilled with all the traffic. The cyclists that use that road during busy times are now all cycling on the pavement. Marvellous. The right hand turn out of Newman Road with the bottleneck is deadly and seriously needs addressing. Its a dangerous to the extent that its sometimes impossible to get out. Its now our only exit out of Littlemore. Please sort it out before someone gets badly hurt. Bartholomew Road is still tecicaly open and a free for all. You have created a rat run! The traffic outside our house is speedier and as heavy as ever. Whatever possessed you as an authority to half finish a scheme and have the audacity to declare it a success? Ask and actually take into account the opinions of people who actually LIVE here, not pop trough, how successful it is. Newman Road is a death trap. Open up the bottle neck, put in better pedestrian crossings further down the road, not at the top. You cannot safely turn a car into Newman Road if another is exiting. I have no idea how the buses are coping. Far too narrow given that some residents have to park outside their homes as well. Narrow road, parked cars, buses. Disaster.
Object - Church Cowley	It is taking ages to get anywhere, using more fuel sat in traffic jams and having to take longer routes not environmental friendly. It is effecting my work as I cannot get there on time and I am dictated by what times the school starts and finishes.
Object - Church Cowley	I object because getting out of Littlemore where I live has become difficult, at the moment the only route out is via Newman Road. This has caused more traffic in the area as everyone is forced to use the same route. The LTNs may have decreased pollution in certain areas, and made those routes quieter, but all that has been achieved is taking the pollution elsewhere and making it worse as people have to queue in more traffic and take longer routes than they used to. Since the LTNs have been put in place, I know of 3 collisions that have happened along the Newman Road, where all the traffic has been forced, which likely wouldn't have happened before.

Object - Church Cowley	Bartholomew Road LTN causes Pollution, heavy traffic & potential for accidents on Newman Road/A4158 Oxford Road due to traffic re route as this is the only access required to Cowley/City Center. Turn right onto Oxford Road is very dangerous because of extra volume of traffic displaced by Bartholomew road LTN . The traffic is also busy on he Ring Road. I need to use my car to go to work idaily in Berkshire this adds 25 minutes to journey times. I cannot use my bicycle or walk to work!
Object - Church Cowley	Absolutely stupid. Now very limited ways into Cowley. With elderly parents in Bartholomew Road 10yds from the bus gate the only option is to go via the ring road and Newman Road. If there are any accidents that side of the ring road it is impossible to get to them. They have been stuck trying to get out of Newman Road for 30 minutes due to the new measures. Anyone in that part of Cowley is totally cut off from getting from one side of Cowley to another, Dr's Surgery in Holloway, Temple Cowley, elderly people are not able to walk, it is making more traffic on the roads, and more pollution as more and more traffic jams are being caused. The number of LTNs in Cowley is ridiculous. We've seen funeral cars getting stuck in Beauchamp Lane, or having to turn around at the top of Crowell Road as they can't turn into Beauchamp lane. As for your comments about it was given a consultation, the main people it is affecting are the elderly who don't have access to computers, or the knowledge of how to navigate the consultation process if they were aware of it in the first place, I know my parents were not.
Object - Church Cowley	The LTN are not ideal. It make travelling around cowley a nightmare. Being a community midwife and needing to travel to people's homes has become unbearable. The traffic now on the main roads causes chaos. I have to go out of my way to get somewhere that used to take 5 mins, it's putting extra miles on the car and also the main roads are going to end up needing repairing constantly due to the heavier traffic load. I am very opposed to ALL of the LTNs in Oxford.
Object - Church Cowley	The impact to our local community has impacted by traffic build around the Littlemore area, with additional traffic on Oxford United matchdays the area can become gridlocked with stationary traffic. Causing longer journey times that affects or local bus route with additional delays. This has affected local business one major business is Cowley Centre where people are now not willing travel shop. Emergency services have been affected, which is outrageous delaying times to preserve life.
Object - Church Cowley	The closure of these significant roads have almost severed areas of Cowley & Littlemore from the rest of the city. The further closure of Oxford Rd has seen Newman Rd the only open route of access or exit & with the narrowing to the entrance of this Rd has at times become completely clogged with queuing traffic. At one point last week there were 2 double decker buses a great number of cars all queuing when an ambulance with blue lights tried to get through! It is only a matter of time before there is a major incident in Newman Rd I am also concerned that to date only positive remarks have been acceptable when opinions have been sought !
Object - Church Cowley	I provide home visits in the area and the LTNs have hugely affected the efficiency at which I am able to travel throughout the neighborhood. My journey home is also much longer as the LTNs force the traffic onto the main roads (Oxford Road, Iffley Road). I would be interested to see whether there is any benefit carbon footprint-wise in cars sat idling and safety-wise with cars and vans having to do three point turns in the street when they come across an LTN. I am on the verge of discharging my OX4 patients purely because traveling around the area is such a nightmare now.
Object - Church Cowley	Objection. Our route to and from Cowley Centre has now changed. We have to go via the Swan traffic lights. It was busy there before and now even busier resulting in a longer journey time. The traffic has now been pushed to somewhere else so other residential streets get the traffic. Cannot see what the benefits are. Be interesting to know that. It is good that you are asking public opinion and hopefully you will report your findings back to us who have completed the questionnaire.

Object - Church Cowley	Has redirected traffic to a very small number of roads that are not much larger than the roads closed off by the LTNs. It has had an almost unnoticeable positive impact on the quietness of e.g. Littlemore Road - I do not feel it brings any advantage as a cyclist who uses Littlemore Road and Beauchamp Lane daily. It has made the journey from Herschel Crescent towards e.g. Temple Cowley or Iffley Road awkward and inconvenient. We travel by bike for the vast majority of our journeys in Oxford but feel punished to drive locally in the area we live, especially when travelling to nearby shops to buy things not practical to transport by bike. Do not feel there has been a material benefit as a cyclist or pedestrian to the implementation of the LTNs
Object - Church Cowley	I am having to take longer road routes and it's causing more air pollution, wasting time (as I am a busy mother of 4) and the traffic on the roads is now horrendous and makes us feel we stuck on the roads all day long.
Object - Church Cowley	LTN's may reduce traffic in the area but increase it in others. Why should some areas be prioritised over others. Since the introduction of the named LTNs traffic has built up on other roads in the vicinity. One of the reasons for the introduction of LTNs was to reduce pollution, however, you are having exactly the opposite affect. Drivers, even residents within the LTN zones, are forced to travel further to get to their house/destination creating more pollution and harmful emissions..
Object - Church Cowley	Severely restricted flow of traffic. Traffic is now concentrated in 1 area. Slower moving traffic.
Object - Church Cowley	. Long route and face heavy traffic to school . Long route to retail Park . We have two cars, different jobs and both cars stuck in traffic all day long sadly making pollution worse. .fuel expenses increased.
Object - Church Cowley	More congestion on other roads causing more pollution in these areas, and possibly more accidents because of traffic overload on these roads dangerous possibility of causing accidents and delays to emergency services journey takes longer as always stuck in traffic therefore causing more pollution
Object - Church Cowley	Because it has caused huge traffic congestion, having to leave the house much earlier, sat in queues, causing more pollution to world. It's had a negative impact on my back and shoulders due to my injury and disability as I can't sit in queues for that long. Cost of weekly fuel has gone up as I am taken the longer routes just to do school runs. Taking a taxi has made no difference other much more costly. Made children's life more stress full as well as doing long drive to get to somewhere that would normally take few minutes. It's also causes huge amount of frustration amongst the community who are showing anger when talking about these issues, even the residents are not happy either.
Object - Church Cowley	The commute to and from work is getting longer and if I need to get the doctors on the Iffley road can take so long because car users can no longer use the LTN Roads
Object - Church Cowley	I don't understand the reason behind this things. Does it even matter how many people object? I have hardly seen any comments supporting it! Because of these LTNs the traffic has increased so much on the main roads and don't think anyone will be using scooter in coming cold weather! Not everyone can cycle or walk to schools and jobs and bus fares are way too high! Why should we be paying road taxes if we are not allowed to use the roads?!
Object - Church Cowley	I have lived on my road for 19 years & there has never been a problem with traffic. Now it takes me twice as long to access local amenities which means twice as much time & twice as much fuel. All the traffic has been pushed to Newman Rd which is already dangerous. There are constant traffic jams there are also on church hill road getting to Templars Square & shops. I work for the county council in children's social care & it has made my day a lot more difficult with the short time I have on breaks & lunch where I could 'pop' somewhere to pick up shopping/bank. Now that is just not possible at all. I am very happy to walk but cannot do this with all my shopping to carry.
Object - Church Cowley	Ltn just cause the traffic to build up on other roads causing worse pollution than there would have been had you not blocked routes!

Object - Church Cowley	All these road blocks do is move the pollution from one area to another and in effect cause more pollution as people have to drive further to avoid the road blocks. Complete waste of money which could be better spent building new or improving existing roads to ease congestion.
Object - Church Cowley	The emergency workers that need to use the main route are unable anymore to get quickly where they need to go. The people on the main road suffer the highest pollution and when I go with my pushchair on those road it is detrimental for my baby.
Object - Church Cowley	The program has no positive impact on our city Oxford nor our planet. It increases the traffic on our neighbours (Iffley Area) and increases Oxford emissions, people drive longer than before to their destination and that increase the emission.
Object - Church Cowley	The increase in traffic on the remain roads is increasing emissions for those residents due to the increase in cars and the increase in cars sitting idle in peak times. There is dangerous driving due to impatience due to delays in traffic flow increasing the risk to cyclists and pedestrians The parking on roads which cars are only allowed to travel on now is increasing delay due to lack of flow of traffic. I am late to work due to traffic delay which can be avoided due to having to undertake a school run which takes longer than previously due to the route changes. This impacts on my employer which is a local government. The Crowell, littlemore rd, Cowley rd should be opened back up.
Object - Church Cowley	The effect the LTNs have had on the Oxford Road in Littlemore is astronomical. The road was always a rat run but the LTNs have forced more traffic down it, effectively supercharging the rat run. The traffic grinds to a complete halt in the mornings and evenings with the increase in pollution noticeable. Traffic queueing from the Littlemore roundabout to travel down to the Heyford Hill roundabout and out to the A4074 has realised it can cut that stretch out by coming down the Oxford Road. Not only has car traffic increased but the number of hgv's forcing their way down has probably trebled, despite the road having a 7.5 tonne weight restriction. They would never have been on the roads where the LTNs are in place but are avoiding the grid lock they have caused. I am not totally against the idea of LTNs but MUCH more thought needs to go into the effect they have on other areas and how best to mitigate it. At the very least, thought has to be given how to control the flow of traffic in and out of Littlemore, particularly from the Littlemore roundabout. The LTNs effect on the Oxford Road Littlemore has been nothing short of disastrous for those of us that live on this residential road.
Object - Church Cowley	My initial concerns regarding the fact that there is now only one way in/out of the part of Littlemore in which I reside to the ring road have now been proven. 1. for the recent closure of the Cowley Road south of the ring road for a number - this resulted in increased traffic trying to get in and out of the only route available via Newman Road to the ring road ... resulting in long queues backing up to the Iffley Roundabout, and down to Long Lane, with increased travel time and pollution. 2. for the closure of a lane each way on the ring road towards Hinksey .. last night this increased in traffic delays along the ring road back to BMW. A journey that should have taken a few minutes took over 20 when I took the option to drive 3 sides of a large square to get to my road, rather than sit in the long traffic queue. This single route in/out of this LTN, via the Iffley roundabout has been a concern as ... any delays/issues on the ring road from the A34 to Horspath means residents are going to be, potentially, unable to get home. Please consider opening up Bartholomew Road - this will give additional options for access/egress to this part of the LTN .. so spreading the traffic, and reducing the pollution caused by long queues of cars sitting in traffic.

Object - Church Cowley	I strongly object to these measures being enforced by the council. I am a mum who has 2 children in different schools. I need to go down Oxford Road and Cowley Road twice everyday. The sheer weight of traffic that is now on these roads is unprecedented. It's frustrating because a journey which took fifteen minutes is now taking me thirty to forty five minutes. Even leaving with extra time my children are arriving late for school which they are being penalised for. It is unfair that we are having to deal with these stresses as we have already suffered a lot for the last year and a half with the pandemic. I am suffering with anxiety and my mental health is very low and this situation on the roads is not helping. My children's journeys to school as well as extra curricular activities are suffering due to these restrictions. I don't understand how this is helping the environment when cars are on the road longer and have to go the long way around to get to where they need go. It's causing me a huge amount of stress and anxiety and I feel that the county council needs to remove these restrictions.
Object - Church Cowley	Increased traffic and pollution on roads where traffic has been displaced. No access to the doctors and dentists surgeries or essential shops for the disabled and elderly who find public transport difficult. (i.e. it's all very good if you're young fit and able.)
Object - Florence Park	Regular visits to 96 year old father-in-law who lives in Campbell Road. Traffic along Church Cowley Road heavy, cars parked both sides of road since LTN introduced so difficult to pass through easily. Far more fumes than before - if walking can taste fumes. Have to drive at least an additional mile if coming from Donning Bridge direction as cannot now go through Cornwallis Road. Regularly have to collect medication from Pharmacy in Henley Avenue so have to walk or drive the long way round. Carers visit father-in-law 4 times a day and have same problems with additional travel.
Object - Florence Park	The LTNs have been extremely disruptive and decisive. At best all they do is move traffic from one neighbourhood to others, thereby increasing traffic and air pollution to the residents outside the LTN area. It is also very disruptive to those that are most dependant on cars or taxis, elderly people or people with disabilities. This is great a cost for the sake of my making a more pleasant ride for cyclists. This is ruining the very fabric of our wonderful neighbourhoods. Please listen to the people and stop!
Object - Florence Park	I am a resident of Howard Street in Oxford. The effect of the LTNs has been that Howard Street is overwhelmed with commuter traffic in the morning and in the afternoon. By introducing the LTNs, traffic has been displaced to other streets. I am not happy with this, and I want these schemes to stop.
Object - Florence Park	I live in this area and do not believe in the principle of segregating communities, making journeys take longer and pushing traffic jams to other areas.
Object - Florence Park	The increased traffic and associated air pollution on Church Cowley Road is intolerable
Object - Florence Park	The LTN trial in this area has been nothing but a problem, both to residents and transient commuters.

Object - Florence Park	It's clear from the trial there are too many negative knock-on effects on people (including children, the elderly, disabled people, vulnerable or marginalised communities) living in the area, especially the artery roads. The LTNs have simply displaced - and worsened - the traffic and safety problems from small side streets onto everyone else. The idea of LTNs is laudable in theory but in practice it has to take into account local conditions and infrastructures. Oxford simply doesn't have enough or wider artery roads to absorb the additional traffic, and the significant increased congestion and pollution is unacceptable for people living on or near those roads and cannot justify the benefits for the smaller numbers of people living on the LTN streets. LTNs alone also don't solve the broader environmental or car use concerns, without free Park & Rides, much cheaper, more frequent, and environmentally friendly public transport, safer junctions, etc. You cannot punish people out of using cars. The wider issues of jobs, homes, amenities, etc. no longer being located near one another to walk or cycle are compounded by the climate conditions we live in which don't allow for year-round ease of cycling or walking. Not to mention those who simply cannot cycle or walk due to health problems or disability - asking this diverse group (and their carers) to bear with "a little inconvenience" of longer, more difficult driving routes actually means asking an already vulnerable population to bear increased fuel and time costs, on top of a greater strain/stress on already diminished energy, health, and capacity/resources. And not all who suffer from long-term ill health qualify for blue badges or mobility scooters, so there's a significant swathe of neglected people whose health issues are likely to worsen because of all these growing pressures. The LTNs simply do not take into account these complex, deeply intertwined issues. If you provided more incentives for able-bodied people to use public transport more and improved road safety for both cyclists and car drivers, that would make a longer-term difference. You would also get greater community buy-in if you listened to voices other than those who can afford to easily adjust to these changes, i.e. middle-class, able-bodied (often white) people who have the finances, time, and health to be "inconvenienced".
Object - Florence Park	Despite living in Florence Park, myself and my neighbours were not consulted about LTNs as we are a peripheral road. There is a LTN at the bottom of my road and it has literally divided my community. I watch ambulances reverse down my street wasting valuable life-threatening time in reaching their destination. The traffic has undoubtedly increased on Church Crowley Road and Oxford Road (and Howard Street!) leading to poorer air quality but I was told by councillors at a zoom meeting that there is no system in place to measure this. I was also told at the meeting it was a way of saving money on maintaining roads! Disgusting that people's health and quality of life on the peripheral roads is sacrificed in order to save money. Please remove the LTNs immediately and consult properly and widely. Not just the people living inside the area, who are likely to agree as they experience quieter roads! I agree measures have to be brought in to reduce car travel but this is incredibly divisive and not effective, and has been totally undemocratic! Where was my vote on this? It's not even been fully or correctly implemented. There is still no camera on Cornwallis Road or moveable barrier as promised so emergency vehicles could pass through. Remove them. The council is not following its policy of inclusion by having an online consultation only. Many people do not have access to the internet and LTNs should not have been introduced during a lockdown without access to public meetings. The council has been swayed by a vocal and articulate minority and ignored the impact on the majority of people in these areas. Florence Park is not used as a 'rat run'. They are normal roads and should not be closed off. I live here and can vouch it is not a heavy traffic area. Not everyone can cycle or walk everywhere and it severely disadvantages those who have to drive for work, caring responsibilities or disability etc. A few streets are benefiting from this but the surrounding streets are paying the price in terms of greater traffic use. You are dividing communities by implementing this scheme.
Object - Florence Park	The LTNs are adding more congestion and delay to other areas
Object - Florence Park	You haven't fixed anything just displaced traffic!
Object - Florence Park	It is causing longer journeys and travel congestion in neighbouring roads
Object - Florence Park	Blocking Florence Park increases traffic on the Cowley and Iffley roads, where traffic is more problematic. Closing Rhymers Lane increases traffic on the Cowley & Iffley roads

Object - Florence Park	slowing down vehicle access, including emergency vehicles. Likely to lead to additional deaths.
Object - Florence Park	It is unfair to simply move traffic elsewhere, and punish people who live in those roads with noise and pollution!
Object - Florence Park	The roads blocked have caused journeys in the car to take longer in miles petrol and time. Further all cars pushed onto the major roads are causing increased pollution delays and congestion. I avoid using a car when I can but do need to drive to work in Weston-on-the-Green as there is no public transport. It is no safer in area as less traffic simply means that cars are driving faster. Pedestrians are not looking before crossing roads and cyclists are choosing the main routes now with far more vehicles to contend with. Far too many roads are blocked.
Object - Florence Park	Traffic chaos that it is causing wasting fuel sat in traffic causing pollution having to leave 30 minutes earlier, meaning sat in traffic 30 more minutes wasting fuel causing pollution.
Object - Florence Park	In the time this has been on trial the traffic has been worse on the main roads. This causes added pollution in poorer areas. It's a punishment to the least well off that can afford to live off the main roads. The traffic issues in Oxford is a daily incoming problem. Thousands come into Oxford everyday for work, they would not be getting out of their cars and on bikes as it is too far to cycle and buses are very expensive to use everyday. In our local school only a few staff members can afford to live in Oxford the rest travel in every day. If we make it harder for them to come into work we will lose valuable teachers. The education of our community will be done by inexperienced staff that can rent and afford to stay in Oxford not experienced people who want to buy a home and start a family. High turn over of staff would be the norm! At Larkrise school the staff turn over has increased and the head doesn't know why. Lots of newly qualified teachers with no experience is not a great way to educate our community
Object - Florence Park	As a resident of the main road, I believe congestion has increased since the implementation of these LTNs, and it has made my regular journeys longer and meant I have to use busier roads. This benefits residents of the chosen LEN areas only. It has zero benefits to residents of main roads and just increases our exposure to traffic (including cyclists and dangerous E-scooters). It means we have to plan longer routes as drivers, impacts disabled people using taxis and makes LTN areas blockades for emergency services. Overall the idea is really divisive, causing arguments amongst neighbours over social media, and causing frustration to residents of the areas receiving the traffic that would have been flowing through the now closed off roads.
Object - Florence Park	I don't see a problem with rat runs as you initially described. All I see is you punishing residents by removing the short cut we have between family. I cannot travel down Cornwallis road, Littlehey road and Clive road to Oxford road to get to grandparents house. You have changed a 4 minute journey into a 15 minute trip due to traffic on main road. This also affects our school run and is incredibly inconvenient so I strongly object to LTNs. How does this help when you push the traffic to Oxford road and others creating long traffic jams in these other areas. This is also creating more pollution as cars take longer and are concentrated in certain areas.
Object - Florence Park	It's been proved not only they don't work, they have done nothing but worsen the traffic around the LTN and the whole city.
Object - Florence Park	I object to the horrendous traffic queues, and heavy emissions on the main roads caused by the blocking of through routes through Florence Park Estate.
Object - Florence Park	causes too much traffic on the Crowley road.
Object - Florence Park	I am not happy about the LTNs as they are creating more traffic on Cowley Road and Howard Street. It is not practical for drivers as so many cars end up having to do a 3 point turn to go back in the other direction. It's not practical for ambulance drivers either. Please remove all LTNs in Oxford as this city is already congested.
Object - Florence Park	Causing queues on surrounding areas
Object - Florence Park	The LTN results in blockage of traffic in the roads surrounding the LTN area, and often results in a long detour and lengthening of travel time resulting in more traffic pollution and inconvenience

Object - Florence Park	The increase in traffic is horrendous. Whilst quiet on the blocked roads this has led to congestion, increased pollution and time wasting sat in traffic. It is near impossible to exit from any adjoining road onto a main road due to the volume of traffic. The cost of putting planters, signage and obstructions were not consulted and has wasted tax payers monies.
Object - Florence Park	Although we have a car, we rarely drive and mostly walk/cycle/bus. However, I fundamentally disagree with the principle that blocking certain roads will magically create fewer cars on the road without any other support in places such as cheaper/subsidized bus fares and more cycle lanes. So far, it is simply causing more traffic in the non-LTN areas and making emissions worse in these areas both due to congestion as well as the increased amount of time people must be on the road to get to their destination. Even errands to shops in Templars Square or around the ring road take ages, and are not always possible to do on foot or by bicycle depending on the errand and what needs to be picked up.
Object - Florence Park	It has increased traffic on Henley Avenue. by almost 50%, based on a 9-month survey from January to October 2021 (data available upon request)
Object - Florence Park	They are causing way more traffic and it is more dangerous for cyclists along the Iffley road, church cowley road and between towns road. It means cars go faster down roads that have reduced traffic. It has caused congestion to all routes leading to the dual carriageway and causes delays getting to and from work. It has also made cricket road inaccessible for taking equipment to the allotment. It is causing more traffic pollution as more cars sit idle in traffic instead of getting their destination efficiently. It seems as though the LTNs have been put in place by people who neither live nor work in the area.
Object - Florence Park	I live on Oxford Road, in-between the different LTN zones. Since introduction of LTNs, there is a constant congestion on Oxford Road, and when I walk my children to school (Our Lady's) in the morning we are breathing in extreme amounts of fumes from the cars. I am more supportive of the proposed cycle routes along Oxford Road/Cowley Road as a way to reduce car traffic. The LTNs just shift the problem from one area to another.
Object - Florence Park	Whilst I agree with the broad aims of the LTNs, it seems to me that in some ways this is putting the cart before the horse. I understand the scheme is experimental, but without a larger number of alternatives for people, I can't see this getting people out of their cars in significant numbers. As it is at the moment, it simply seems to be shifting traffic from one road to another; yes Cornwallis Road, for example, is quieter, but Church Cowley Road certainly is not. Judging by comments on various social media, it appears to have become very divisive, and politicised, with people quickly becoming entrenched.
Object - Florence Park	A 3-4 minute car journey is taking 12-15 on the main road I go to see my elderly Parents everyday, they help and support me with my two little boys and I help them Going down Cornwallis road and little hay or Clive road was a quick and easy journey I never saw it as a rat run Now the main rias are always busy and congested My Parents live on the main Oxford road, it is always busy People are saying it's nice to have children being able to play in the road I don't see why children need to play in a road There is always traffic around the main roads now I didn't see that there was a problem before The LTN's have caused the problems
Object - Florence Park	It is only pushing the traffic onto certain roads making congestion, long queues and pollution worse. I understand the need for safe bike routes but this is not the answer. I have grown up in this area and I am now 54 I have never seen it so bad just so a few people don't have traffic on their streets

Object - Florence Park	I live on Oxford Road which has become far more heavily congested and unsafe for pedestrians, cyclists and residents since the introductions of LTN's. The noise pollution, let alone the exhaust fumes from standstill traffic are now horrendous. Living here has become a living nightmare. Our lounge and main bedroom windows look out onto the Oxford Road, which now have double decker buses and lorries constantly blocking out our natural light. Instead of sunlight we have a million faces constantly staring in at us. There is no chance we would ever open these windows now either - if it's not the standstill traffic fumes coming through the windows, we have the screech of horns beeping from frustrated motorists. Cyclists have understandably taken to the pavements. Cycling back to the houses along this road is lethal. I am videoing how bad the situation is - if you would like video evidence, just ask.
Object - Florence Park	I cannot access the front of my property from my off road parking at the rear of my house. Also added 5 miles a day to my journey to work
Object - Florence Park	I'm objecting because since the experiment commenced in March and the lifting of COVID restrictions the congestion on roads such as Oxford Road Cowley, Church Cowley Road, and Iffley Road has increased excessively bringing with it an increase in pollution and increased journey times of around an additional 30 minutes per journey at peak times.
Object - Florence Park	Awful traffic congestion
Object - Florence Park	Increased journey time to elderly parents - It blocks access to my mother's home and makes the journey very long. It has increased traffic and congestion for other roads Increased journey time and altered route in getting special needs chd to school
Object - Florence Park	The additional traffic on Cowley Rd, Iffley Rd, Between Towns Rd, and Trying to get of Newman Rd is a complete nightmare. County have reduced traffic in these area but has multiplied pollution in surrounding areas. How is this fair to the people that live on, the NOW CONGESTED roads. Everyone is still using their cars, the journeys are longer, causing more pollution and I have even noticed more road rage due to congestion. Not only is it frustrating for car users, I feel really sorry for the refuse drivers having to reverse up/down these LTN roads. Ask ODS (under the freedom of information) how many accidents have happened since these LTN's were installed. (I know, I work there) . Not only that, the 999 services and taxis, going round the houses to take customer home and cost more, which in effect is resulting in less booking as the charge is higher. Then there are also local businesses that are suffering, like COOP. The word ROAD in the dictionary means = "An open way for vehicles" People brought, rent the houses in this area before the LTN so they were happy before to live there, so please, OPEN all the roads up again. This is NOT working, stop the experiment and let's get back to how it was before. NORMAL.

Object - Florence Park	These LTNs are a crude and blunt instrument, poorly applied with little thought and literally zero democratic process. We live on an affected road and received absolutely no information up-front, and were surprised when notice boards for the roadworks went up, informing us we were to be part of an LTN. I then had to find out what an LTN was myself. There were supposed to be letters sent out in advance, which were never sent to us. Some boundary roads received letters after the road works had started. I'm aware of one person who received a letter up-front, but since they're one of the three people lobbying, advocating, and lying to everyone, I'm not inclined to believe them. So far, these foisted-upon-us LTN schemes are so poorly thought-through that bus-lane cameras still haven't been installed to allow the council to "start" the "trial"! They're going to infinitely extend this rubbish each time they decide the data still doesn't match their made-up assertions. Remove this mess, and talk to the people that live here, not just some lobbying groups with too much time on their hands, and not nearly enough empathy for a single other person that doesn't agree with them. Also, yet again disabled people are completely not thought about in any way. People that need carers. The carers themselves stuck in newly-made traffic jams whilst en route to help those people. Emergency services are getting stuck down brand-new cul-de-sacs which don't appear on any maps, delaying services. Medicine, food, and other deliveries get cancelled as drivers are unable to find their way around the bizarre, senseless, and non-signposted mess of closed roads. Remove this mess. It's making 99.9% of everything worse, and the only people happy about it are those getting paid. Remove this. Please.
Object - Florence Park	Like many thousands of decent hard working people & families in Oxford, I HAVE to use my car for my work & other essential personal journeys I have driven in Oxford for decades & can definitively tell you the LTNs have made traffic much worse in Oxford. My travel times through the area have increased since the LTNs were introduced (including in comparison to pre-pandemic times). I object to all 3 LTNs as they are clearly vastly increasing traffic gridlock, congestion & journey times for all, due to all the traffic displacement. There LTNs are generating traffic jams for all residents, visitors & businesses making essential car, van & vehicle journeys through the area & are thereby hugely increasing emissions & pollution. The LTNs are not only not green, but they are also unsafe, as they are holding up emergency vehicles. Pretty much everyone I have spoken to know the LTNs have failed badly & been a disaster for Oxford, resulting in widespread division, gridlock, misery & protests. The LTNs have been worst transport policy in recent history & they should be removed immediately. Like many thousands of others tax payers in this City, I do not want our tax money being wasted & abused on these disastrous LTN schemes. Let's have constructive transport policies, like cheaper public transport, potholes being fixed, more support & infrastructure for electric vehicles & cheaper Park & Ride for many of the major employers in the City (such as the NHS hospitals).
Object - Florence Park	It is making life more difficult as my wife needs a lift to and from work at the Churchill and needs a stick when walking due to osteoarthritis. This is now a slower longer journey.
Object - Florence Park	you will be just creating more traffic somewhere else as i cannot see drivers using the bus, therefore vehicles will still be used but to another area, more pollution
Object - Florence Park	It is low traffic for side roads, but more traffic on main roads. Nothing has changed, it just moved to another location. This is not a solution to any problem.

Object - Florence Park	This scheme has just literally moved all the traffic up one street and therefore caused major congestion and hence pollution from idling cars. The bus gate on Cornwallis Road is good in principle BUT it should not be operating 24/7. It would be much more logical if it were only active between (say) 07:30 - 09:30 and 16:30 - 18:30, Monday to Friday. At other times traffic should be free to go through - similar idea to the one in place on The High. There was never a problem in the first place.
Object - Florence Park	It's causing more traffic else where and it's a pain to a lot of people
Object - Florence Park	having it in place on littlehay road and florence park adds a extra half hour trip to school for my son he has extreme special needs and finds distressing the extra time in the car
Object - Florence Park	All the Ltn has achieved is to move the traffic along church Cowley road which is impacting on the congestion pollution noise and environment.also it has affected emergency services as reported in the press.journey times are much longer for drivers.
Object - Florence Park	The LTNs have created more traffic on main Roads causing cars to be on the road longer creating more emissions! As a member of a family who hold two disabled badges, we do not support them and they create us more hassle.
Object - Florence Park	Traffic has become unbearable on the road we have lived on for the past 35 years since closing down the side roads. The pollution levels are also higher as my breathing issues have become worse and I now require an inhaler.
Object - Florence Park	This has caused extreme congestion on the Oxford Road especially eastbound and has very significantly increased journey times. It has also dramatically increased the amount of driving needed to cover formerly short distances. The increased journey times are out of proportion to the benefits to cyclists and pedestrians, affecting a very large number of people.
Object - Florence Park	Object as these cause more traffic problems and don't benefit the old or disabled..nothing accessible...
Object - Florence Park	N/A
Object - Florence Park	Lots of congestion right outside of my door a lot of times now. I am concerned for my small children's wellbeing due to the increased amount of pollution present now. Can really smell it. Another concern would be a negative effect on our house price for the future due to the increased traffic/pollution
Object - Florence Park	Pointless disruption to local businesses and dreadful pollution that was previously dispersed now focussed on the main 'open' roads in the area. Dreadful traffic problems complained about today on Next Door and every day. Dreadful lack of consultation to those most adversely affected. I am now far less likely to visit single and vulnerable friends in Florence park and family locally as the traffic makes the journey too stressful. I am elderly and disabled but even buses are caught up in the chaos.
Object - Florence Park	There is a constant cue of stationary traffic outside my house for a large proportion of the day. The resulting increase in noise & pollution means that we cannot open the front windows. It is increasingly difficult and dangerous crossing Church Cowley Road. The whole LTN thing has impacted negatively on the lives of everyone in my family.

Object - Florence Park	At weekends the traffic on Church Cowley Road regularly comes to a standstill because of the LTN's - prior to the 3 in place in the area this only occurred due to roadworks or a break down/accident. The standing cars all are actively polluting the local area and it makes the option to walk to the shops during one of these standstill times either extremely unpleasant due to the fumes or an action to avoid. There have been times when I have been returning from being out that I have ended up queuing just to get to my driveway before (on several occasions) having cars pull to close so I can't reverse onto my drive (as it is less than safe to reverse onto Church Cowley Road at the best of times). There does not appear to have been any thought or consideration made of where the traffic that used the roads closed/blocked by the LTNs would be transferred to. The initial state was that people would move to other forms of transport like cycling or the buses - but that was, in my opinion, a VERY idealistic belief. People don't change their habits overnight without other incentives that make the previous mode of travel very unattractive. Who would give up the convenience of leaving when you had finished shopping with a car with 3-4 people and shopping when you would currently have to pay a large sum for those people to travel on the bus, while carrying all your shopping and at the timing of the bus company - with the added risk that the weather is less than ideal to contend with as well. Therefore the ordering should have been to change the behaviour of people first (make the buses more frequent, cheaper, more convenient to the routes people want to travel to and from) and then after putting the support for non-car use in place THEN consider the use of LTNs. That way you have the services in place to allow people to not use their cars and they are aware of them so they are more likely to switch to them. Also one issue I have personally is - why did three (3) LTNs get put in place in immediately neighbouring areas with almost no consultation in the middle of a pandemic when very few people were travelling anyway due to many being on furlough. The traffic stats at that time could not in any way be considered to be NORMAL. Therefore any assessment done using the traffic at the time and the subsequent monitoring of the changes brought about by the LTNs being put in place are rendered statistically indefensible. Having started by working life undertaking computer modelling I would like the Council to publish the studies and modelled impact assessments made before they implemented the LTNs were implemented along with the assumptions that were used to develop those models. If the models are assessed by the public as having flawed logic in them (such as the assumption that the LTNs will immediately reduce the number of cars using the roads) then the models should be withdrawn along with the LTNs until such time as the modelling has been completed again with assumptions that are considered reasonable by the PUBLIC not someone from the council.
Object - Florence Park	More pollution on the Iffley Road, we are unable to have our front windows open with all the extra traffic now on the Iffley Road, which is not right all you have done is move the traffic from one place to another, so we are seriously looking at moving out of Oxford, we as a family have lived in our house for forty years, and we don't think it is right that we have to move because someone else has made the decision to move all the traffic from one area to another.
Object - Florence Park	Traffic on my doorstep, congestion on the roads, massive pollution concerns
Object - Florence Park	I am strongly objecting to the Florence Park and Church Cowley LTNs, as they have caused a significant increase in traffic, pollution and noise on our road - Church Cowley Road. We've also seen a dramatic reduction in parking spaces available, as drivers seem to now use our road to park when visiting the Templars Shopping centre or Florence Park. It seems like all traffic which previously used the roads included in the Florence Park and Church Cowley LTNs now travels down Church Cowley Road, as there are simply no other options for drivers to take. My partner and I do support reducing traffic levels, however these plans clearly and significantly impact one or two roads at the expense of a few more. It seems like Church Cowley Road is essentially being forgotten about, or sacrificed, so the small local area can have a few less cars. Finally, and equally as importantly, we've now seen multiple examples of emergency vehicles not being able to get through roads, or being delayed due to the LTNs, which is simply unacceptable, and something which has clearly not been thought through. I just hope that whoever is deciding on and implementing these schemes keeps all residents, including Church Cowley Road, in mind when making a judgement, as since their introduction the LTNs have made our lives much much worse.

Object - Florence Park	I live at the junction of Henley Avenue and Church Cowley Road. I do not recollect any prior consultation, or traffic surveys, before the LTN's were introduced. I am very much in favour of reducing traffic flows, but the LTN's have led to a significant rise in both traffic and parking in our immediate vicinity. Even prior to the introduction, the fact that we live adjacent to a set of traffic lights was already cause for concern about levels of air and noise pollution. The situation is observably now much worse. And, incidentally, why is the bus service 11X allowed to add further to the congestion and pollution in the Henley Avenue area? This very frequent service is clearly simply a taxi run for bus company employees, and for the most part uses superannuated coaches and buses, which are excessively polluting. I'm glad the people of Florence Park are apparently enjoying the LTN's. But it is at the expense of those of us living along an already clogged arterial road.
Object - Florence Park	I saw the leaflet campaigning against these plans and i have been very struck by the intense traffic congestion on the 3 and 3A bus routes each evening. i thik the whole management of traffic needs to be re-thought.
Object - Florence Park	Cowley is already known to be a pollution black spot. Introduction of the Cowley LTNs has caused a massive increase in traffic on Church Cowley Rd with regular tail backs of stationary traffic with idling engines, radios playing and windows open. I am extremely worried about the health implications of increased particulate air pollution for residents of Church Cowley Rd caused by traffic displaced from streets that are now closed. Church Cowley Rd is a residential street and it is grossly unfair that those of us who live on this street now suffer from increased air and noise pollution. It is no longer pleasant to sit in my garden and it is dangerous and difficult to cycle or drive in and out of my driveway into the heavy traffic. Church Cowley Road had become an inner ring road and the introduction of the LTNs is divisive, pitting neighbour against neighbour. As a Church Cowley Road resident I have seen a marked increase in traffic on Church Cowley Road since the implementation of the 3 Cowley LTN schemes. The associated air and noise pollution caused by queues of stationary traffic with idling engines outside my house has blighted my life - making it unpleasant to be in my garden and impossible to sleep with the windows open. It is now more difficult to get out of my driveway and dangerous to cycle to and from work.
Object - Florence Park	These LTN (flower pots), have pushed traffic onto the main roads, causing severe traffic congestion , as there are no longer any " rat runs" to escape the traffic. There only needs to be an accident, cowley then grinds to a halt. I suffer with Asthma and since the levels of idling vehicles has increased, so has my breathing difficulties. Emergency services are now having to travel further for patients and this puts lives at risk. Car emissions are at their lowest now for decades, so why doesn't the council put money into upgrading the cycle paths, stop putting cycle lanes over the mouth of junctions as cyclists believe they can just keep on going , which eventually someone is going to be seriously hurt. Educate people on the Highway Code , this generation don't seem to know what it is.
Object - Florence Park	I am not supporting any LTZ as they creae huge traffic problems and finally leading to divide city to small ghettos when people from one are never will go to the others parts of the city.
Object - Florence Park	It causes congestion around Cowley centre which I no longer go to shop as is impossible to get to at certain times of the day.
Object - Florence Park	It creates too much traffic in the mornings, a 10 minute journey to drop the children to school becomes 30 minutes. When there is traffic, no room for emergency vehicles to get by.
Object - Florence Park	Increased traffic in neighbouring streets, affecting business
Object - Florence Park	The LTNs have divided our community, making small trips to visit friends longer, both because of distance and additional traffic. The LTNs are causing increased traffic and grid lock on main roads, including the road I live on. I have noticed increased air pollution on Oxford Road. I also cannot ever leave my house by car without facing traffic on one direction, something that was not consistent before. When cycling, it is hard to pass such substantial queues, requiring unsafe weaving. Daily vehicle commute has increased significantly - most of this time is spent at idle or slowly moving, dramatically dropping my vehicle efficiency (from ~50mpg to ~30mpg), and increasing fuel burn and pollution.

Object - Florence Park	Over complicating an issue which Isn't an issue, there is no need for all this money to be spent for such a minor reason. Traffic times have increased and people will be wasting peoples time.
Object - Florence Park	Causes unnecessary problems for residents visitors to our city and businesses
Object - Florence Park	Very stupid. All they do is create more traffic for the main roads and prevent people from easy access to their homes and have it consume more petrol and pollute the air more by driving around a longer route to each the exit that is unblocked.
Object - Florence Park	Because it causes major traffic disruption in rest of neighbouring roads, including the road where we live, traffic has increased significantly. More jams and pollution at rush hours.
Object - Florence Park	1- The LTN scheme is anti-equality, it discriminate between residents by shunting pollution from one area to another. This is extremely unfair on those who have suffer from this ignorant plan. 2- Bad for the environment. My journeys that use to take 10 minutes now take on average 22 minutes which means more than double the pollution output. 3- LTN is bad for business. It is increasing the damage to the local economy at the worse possible time. Businesses are trying to recover from the effects of the pandemic and the LTN scheme is discouraging potential customers from visiting Oxford. Anywhere you go you hear people talking about what a nightmare it is to drive in Oxford - the city historically famous worldwide for its car industry is now sadly in the grip of anti-car mania based on fudged research and gross short-sightedness.
Object - Florence Park	It's pushing all pollution outside other peoples homes as well mine . This must also be a concern for emergencies that can't cut through these side streets they get stuck in traffic I've seen it many times on the oxford road
Object - Florence Park	The ltn's are causing traffic and as a public hired driver it can be very difficult to get to places on time. I have to deal with customers and timing is crucial. Although the idea is for a better environment, I feel it is only causing extra tension on the road rather than making a change.
Object - Florence Park	The LTN scheme is unfair, it pushes pollution from some roads onto other people's roads. What about health of the people living on Cowley and Oxford Road etc? If there is more traffic cues I don't see how this schemes is better the environment. Business are now closing down all over Oxford and this scheme if allowed to continue will make more businesses go under.
Object - Florence Park	Local road closures cause misery to residents, increase traffic and pollution, put lives at risk and stop people from going out whatsoever.
Object - Florence Park	More than 10 times higher traffic on Church Cowley Road. Before LTN even around the Christmas time the traffic wasn't so bad as now on every single day. It increased noise and pollution - during day every red traffic light causes long queue. This street is not for such a big traffic, it is not a main road. The road become more dangerous to drivers and to cyclist. There are parking cars on both sides of the road, so it is only a narrow line left for cars to go. During rain and long after it one side of the road is completely flooded - the city tried to unblock it but so far unsuccessful (so even this task is too big!) There are no trees on its sides to block a little the noise and pollution.
Object - Florence Park	Ltn cause a huge traffic in our area
Object - Florence Park	Causing more traffic problems in other areas - and they simply are not fair for other residential areas.
Object - Florence Park	Creates congestion and pollution outside my house
Object - Florence Park	Created gridlock on other routes and increased levels of emissions in other locations
Object - Florence Park	This has created serious problems for the whole community including school going children, parents, individuals, patients, healthcare staff, and even police to reach the venue/location in time. Also, all the drivers pay road tax but why are they barred from using certain roads. The council should come with more creative ideas and invest more in public transportation such as introducing (electric) tramlines, and so on.

Object - Florence Park	1. The utter inconvenience it has caused as a residence of Cricket Road 2. The extra traffic and pollution 3. The shocking organising of the system - not advertised or consulted properly, as a residence I certainly didn't receive any information or the option to voice my opinion before the LTNs was put in place 4. Emergency services not having quick access to Cricket Road (Florence Park end) 5. As a resident feeling stuck and knowing that the traffic stops simple plans such as running errands, visiting friends and family. I dread to think how the older community feels, as I imagine it can be very isolating!
Object - Florence Park	Traffic traffic traffic everywhere
Object - Florence Park	Causing grid lock on Cowley Road. Increased commuting time. Impacting negatively on wellbeing of locals. Limits access to business and services.
Object - Florence Park	I strongly object to this LTN and the other two. I am effected by all three as the Cowley/Oxford Rd has turned into a car park for most of the day. This has a huge impact on car journeys around the city (increasing distance, idling times and fuel consumption). This in turn has an effect on our local environment, especially as we live close to the Cowley road junction where the pollution levels have undoubtedly increased. A pollution reading or two before this hair-brained scheme had started, would have given a baseline to work on! I will reiterate...we LIVE IN THE AREA that you have massively effected. It needs to go.
Object - Florence Park	I object on a number of reasons. The displaced traffic outside the ltn areas have not evaporated but have got worse over the trial period. I work in the Temple Cowley Ltn area and live by the Florence Park ltn. I am lucky enough to be an able bodied person who can walk and cycle. I choose to walk and cycle whenever I can but I also have to use a car. The queues of traffic to get about my daily life affects me walking and driving. The added pollution has been noticeable walking to work along the Cowley/Oxford Road - the slow moving traffic including buses means more emissions which is rubbish for the environment and affects people living along these roads as well as cyclists/pedestrians using these roads. Pollution monitors should've been put in place to monitor traffic before the ltns so it would show the change in pollution levels. It now takes me and others who live here longer to get to our destinations, I know carer's who are having their lives made more difficult as it takes them longer to get to family (and customers when it's their job) adding stress they don't need in their lives, it is hard enough being a carer without the stress of knowing you can't get to the person you are caring for quickly if and when they need help. Taxis are costing more because of the delays and this affects elderly/disabled people and others who rely on them to get to places and the added cost means this stops people being able to get out and about as normal because they can't afford it. Speeding is still a problem in the Cowley ltn area and because it's one way in and out to certain streets there are two journeys instead of one through the leading streets adding some pollution in the ltn areas. I dread getting in my car because I know I have to add time on to my journey and I know I'm going to sit in traffic and these are journeys where I can not use other means of transport, if it's having an impact on my mental health then it's much worse for others who are not as able bodied as I am. I arrange to meet friends and family outside of Oxford now as the ltn traffic puts them off coming to visit me and my family, I am lucky I can do this, others I know aren't as lucky and are feeling more isolated as it is cutting them off from friends and family. It is worse for cyclists trying to move along in standing traffic and buses are delayed. Please look at alternatives to these ltns, try finding out why people are in their cars to begin with, make public transport cheaper so more people will use it. Please leave these roads open in the ltns so the emergency services can get through as quickly as possible, a few minutes delay by having to go around the ltns or put down a bollard could be the difference between life and death. Use other alternatives to ltns to make roads safer for everyone who lives here
Object - Florence Park	Depending on the day 5-15 minutes is added to my journey to work. I often queue on Howard street where even pollution can be felt in the morning. Not a great route for many kids who walk to school that way. I can't easily access Temple Square which means I no longer shop there. I choose to shop in a reading where I work.

Object - Florence Park	Increased traffic
Object - Florence Park	Have made lives worse for the whole community and and increased stress level and road rage and even worse it has increased the response times of services and businesses. We have just been through a global pandemic this was the last thing anyone was thinking about or asking for. We need more freedom not more constrains and stress. We live here we should be asked and consulted properly before you change things that affect our lives.
Object - Florence Park	The LTNs have added an average of 10 minutes to every car journey I make; this in turn leads to an increase in pollution. There has been no attempt to make the traffic flow more freely on the roads that are still open, all of which are just as much as residential roads as those that are now closed. Thus my twin objections are the personal inconvenience and environmental damage caused by the LTNs. I should add that I object to the LTNs in Temple Cowley and Church Cowley for the same reasons - I don't see why I had to select only one of these in B5 above as they all affect my journeys.
Object - Florence Park	Objecting because they are causing more traffic elsewhere, causing severe delays and many cars especially at the temple cowley traffic lights
Object - Florence Park	It has made more traffic coming on howard Street. Longer driving to and from schools, more pollution in our area as more cars on our road and in turn making me asthma worse.
Object - Florence Park	I object too all three (including church Cowley and Temple Cowley) as they impact me and my family and local businesses.
Object - Florence Park	I am objecting to the proposal. Creates huge amounts of traffic, increases the time that it takes to get anywhere this burning more fuel which I have to pay for, and pollutes the environment. I work way to far to take public transport and or cycle
Object - Florence Park	Creating un necessary traffic and hence giving rise to pollution
Object - Florence Park	Unnecessary, dividing the community and are creating travel chaos.
Object - Florence Park	It is causing more traffic to use Iffley Road and causing congestion
Object - Florence Park	Longer journeys, increased mileage, traffic gridlock
Object - Florence Park	There seems to be no benefit to these LTNs at all. Traffic is now gridlocked, journeys are taking much longer now. Waste of money.
Object - Florence Park	Children running late to school
Object - Florence Park	They are causing more traffic around schools and making the route to school much longer every morning.
Object - Florence Park	It is actually causing more traffic. It is hard to get home on time after a long day, just ridiculous
Object - Florence Park	Massive increase in traffic on Henley Avenue. noise, speed, dangerous, rush hour extended, more traffic all day.
Object - Florence Park	The closure of Rymers Lane has had a significant detrimental impact on my travel.
Object - Florence Park	Pollution on other road, co2 impact, dangerously congestions on other roads, unfair for residents living on the congested roads due to LTN
Object - Florence Park	Affecting business income and jobs
Object - Florence Park	Increased traffic flow on Henley Av and other peripheral roads, increased noise, longer journeys on the occasions a car is needed resulting in more pollution and lower air quality, no corresponding reduction in bus fares to encourage use of public transport instead, no consideration of the wider needs of the area outside the LTN.
Object - Florence Park	LTNS do nothing towards saving the planet - they just provide the government with an excuse to impose surveillance into residential areas and give the county a never ending new funding stream in the form of fines.
Object - Florence Park	Work Too much traffic

Object - Florence Park	Firstly, I completely understand the good intentions behind the implementations of such a scheme - I totally agree in principle with removing "rat runs" to prevent commuters cutting through residential streets. However, as a car-user living within the restrictions with a necessary commute (over 15 miles each way, which would be ~1hr20 each way if I was to use buses), I'm afraid I have to object to the scheme. I now spend on average an extra 10mins per commute out of Oxford (sometimes much more) and an extra 5 mins coming home, due to being forced to use Cowley Road and the ring road. (I previously drove out of Rymers Lane, onto Between Towns Road and then up Rose Hill to get out to the A34, and vice versa coming home). Given this scheme is supposed to reduce emissions, in my case I fear the opposite is true - 15 mins extra driving a day for at least 4 days a week means at least an hour more commuting per week than prior to the LTN installation. The Cowley Road junction with Between Town Road isn't designed to cope with the volume of traffic that's trying to get through it and frequently you miss going through the lights due to being blocked by cars wanting to turn right (although I don't know what it was like prior to the LTNs to be fair). Prior to the LTN installation, the main concern I had about the cars in the neighbourhood wasn't the "rat-runs" per-se, but the hooliganistic driving you would frequently see and hear along these roads (it felt like a matter of time before someone got hurt), which does seem to have improved with the scheme. However, I would be in full support of removing the LTN restrictions, but adding in a large number of "substantial" speed bumps to prevent this behaviour from returning. This might also deter "rat-running" too? The only way I could consider supporting the LTN proposal is to introduce ANPR technology with automatic gated access where the planters are currently installed to allow the residents who happen to live within the scheme to use Rymers Lane and Clive Road as access to Maidcroft Road and stop forcing us to leave and return home via Cowley Road.
Object - Florence Park	This just creates more traffic in surrounding areas.
Object - Florence Park	Before the LTN was introduced by Florence Park yellow lines were added to one side of the road which tackled the parking situation making traffic flow much more safely and efficiently. This is a poor location for an LTN due to it being the home of two busy school's. As a Mother of an Autistic Pupil at one of those School the LTN's have caused unnecessary stress. Also, I don't see how you can justify them by claiming it is protecting the environment when all they have done is push double the amount of traffic elsewhere causing vehicles to run for longer pumping out more fumes.
Object - Florence Park	Has made minimal difference to the area but has massively increased traffic congestion in the surrounding areas
Object - Florence Park	As someone that both lives and works near the LTN's. I do NOT support them in any way, shape or form! They are an absolute nuisance. All the traffic that would pass through Florence park is now travelling down Cowley Road which more often than not is causing huge amounts of traffic to build up and come to a stand still which in turn is causing MORE air pollution. The LTN's in and around Florence park have only moved the traffic that used that area to connect Cowley and Iffley Road to Howard Street which has caused an excessive amount of traffic to sit at a stand still with engines running polluting the air for the residents of Howard Street, completely UNNECESSARILY. I do NOT support ANY LTN's in Oxford.
Object - Florence Park	doesn't make traffic disappear or force people to walk, bike or take the bus. some residents in Oxford have to use cars and LTNs just increase traffic to other areas, they're not a solution. Oxford is not a bike city for everyone
Object - Florence Park	Having the LTN near Florence park is problematic - it makes my route to work longer and it is very inconvenient. It has only made traffic on the longer route more congested. It is only moving the traffic to more built up areas.
Object - Florence Park	Increasing traffic congestion in surrounding roads,

Object - Florence Park	We cannot honestly see what difference LTNs have made except to maybe increase the house prices for a few lucky individuals and push traffic onto other roads which we regularly walk along. As a result of this, we have noticed a significant drop in air quality when we walk along the Iffley road, Howard street, and Oxford road. These are also roads which children walk so, to and from school, and so we suspect they are now facing more air pollution with a consequent detriment to their health. We also don't believe LTNs have changed the behaviour of cyclists within Florence Park as we regularly see children and adults cycling on the pavements. One of the fundamental premises of the LTNs - that they would stop rat-runs was misrepresented as many of them already had traffic calming and they were the most sensible and therefore environmentally friendly route to get into the estate from the outside. As a result, there will be a number of people in the estate who are now travelling further just to take their children to school or get home from work! In general, we don't see how pushing traffic onto just a few roads is helpful for the environment (in fact we believe it has made it worse overall) when people are now travelling further, air pollution is higher as cars are sitting in queues, and the economy has suffered as trades people and professionals are spending less of their day with clients. We fail to see how this has been well thought through. You seem to have missed the point (evidenced by the increased traffic around these areas) that most people will put with a lot of inconvenience to make best use of their second most expensive asset especially when it is warm, you can play your own tunes and the alternative might be to spend two hours with buses getting from one side of town to the other. You really needed to have done more work on the cost of public transport before you started this and, as you haven't, traffic on the surrounding roads will only increase in the winter as people want to stay warm and dry, and a bus/taxi is not an option.
Object - Florence Park	A complete waste of time, causing terrible pollution and traffic on Oxford Road. Making my journey times far longer in time and miles. I live alone and I'm in my 70's, less friends and family want to visit me due to the high traffic volume and how long it takes
Object - Florence Park	Increased traffic, congestion, pollution and costs plus the LTNs are totally dividing the community
Object - Florence Park	Adding on time to my journey to work. Have noticed a build up of more, and slower traffic, which is more polluting and adds further time into journeys. This also impacts on other streets, creating congestion and noise for them.
Object - Florence Park	1. Ecologically COUNTERproductive (increases exhaust fumes & trip lengths); 2. Emergency attendance impeded; 3. It is not what majority want. We resent and reject it.
Object - Florence Park	Increasing traffic, do not do what they are supposed to achieve
Object - Florence Park	The LTNs have increased traffic on the main roads and lengthened my car journey times. The stop-start traffic has increased my fuel consumption which is terrible for the environment.
Object - Florence Park	The increased traffic caused to the surrounding areas has increased 10 fold and is never going to 'evaporate'.
Object - Florence Park	causes delay, congestion and leaves no alternative routes
Object - Florence Park	I now use far more fuel than I used to and spend way too much time queuing in traffic on the Oxford Road. If I want to get out of Cowley to get to work in the mornings, it takes far longer than before the LTN's were introduced. I have also noticed an increase of non residents parking on the road during the day and assume that people are using the road to get to jobs the other side of one of the barriers.
Object - Florence Park	Massively increased congestion and pollution on main roads since LTNs introduced. Misery for those who don't live on LTN streets when we need to travel in or out of the city, especially at peak traffic times, even if trying to use buses. I am a keen cyclist and pedestrian and only use my car occasionally but these measures are causing a worse situation for everyone not lucky enough to live in LRN roads and problems for everyone who doesn't have an alternative mode of travel. The standstill traffic and associated pollution is awful. I feel less safe on my bike on the much more crowded 'main' roads now than I ever did before.

Object - Florence Park	Restricting through traffic overloads Cowley road
Object - Florence Park	They are making the life of tax paying resident worse. The roads aren't used as "rat runs" by the people whom live here as so I dont see I should have to add 20mins extra to a journey that used to be 5 minutes just because you want to stop cars travelling down certain roads. The roads are meant to be used by cars after all! Cornwallis road has to be avoided and I now need to go via between towns road but you have pushed all other traffic to arterial road so q's are now 20 minutes minimum! You shouldnt punish residents over some commuters that are also using the roads for a short specific time at 9am and 5pm- we have to live here every days all year round dont forget
Object - Florence Park	Strongly Object - LTN has increased congestion and pollution on all main roads, dramatically increasing travel times, almost feel imprisoned at times! It also prevents normal access to friends and near neighbours the other side of barriers. It is all needless intervention - before there was not a problem with free access everywhere - now there is a problem - crazy!
Object - Florence Park	Freedom of movement
Object - Florence Park	It didn't change much in terms of the traffic going on my neighborhood but it definitely increased drastically the traffic in Ifley and Cowley road.
Object - Florence Park	Traffic congestion and pollution build up has been the result of LTNs forcing drivers to drive 1 ROUTE for us local permanent residents which is Oxford Road. We travel from Oxford to go to work outside of Oxford. Local shops and businesses have been affected by customers who have been put off to visit their shops due to closure of roads around the shops. A majority of people in Oxford commute to work by car. There are still the same number of roads and same number of car drivers, buses and taxis. Manoeuvre the drivers onto 1 road doesn't solve the problem but create problems of congestion and pollution and over time people will deter away from working in Oxford. This will create more closure of businesses, unemployment and homeless people because they won't be able to earn money to pay their rent. Bus passengers are being delayed to go to their destinations because of road works on Oxford Road or congestion on a school day. School terms are 6 weeks, 6 weeks of traffic congestion versus 1 week of clear roads due to school holidays is not proving worthwhile for this LTN system to work. On top of the LTNs put into place closing Bartholomew Road by deterring car drivers with bus lane cameras and hefty fines will create animosity between residents and council which will affect future local elections, lack of trust from residents towards councillors.
Object - Florence Park	It doesn't help with traffic, makes it more difficult for everyone. It was so much better before
Object - Florence Park	You have just moved the problem elsewhere!!!!!! Terrible traffic and pollution on Henley Avenue and Church Cowley Road now, whilst the LTN roads are empty! My husband is a wheelchair user, carers need to come here on time - very difficult due to traffic jams. Henley Avenue was dangerous before the LTNs (someone lost their leg at the junction to Ifley Turn). LTNs make it more dangerous as it is so busy. Some of us don't have the luxury to walk to work for a 9-5 office job, but have to travel very early and late for shift work far away - no direct buses.
Object - Florence Park	I need my van for work around Oxford
Object - Florence Park	Because it creates more traffic on the cowley road and also hinders local businesses.
Object - Florence Park	Concerns that emergency services being delayed. Elderly people being isolated, traffic congestion, cyclists still riding full speed on the pavements. Health care professional taking longer to get to people.

Object - Florence Park	access to to iffley or cowley rd via narrow or one way streets which cannot manage the increase in traffic , with the wide streets closed , leading to far greater pollution in the few narrow streets left open - a definite health hazard - and to extra time idling in traffic (5 mins becomes 15 mins behind slow moving buses) more dangerous streets with larger volumes of traffic competing to get onto the roads at rush hour especially disadvantage to the elderly and disabled ie those already disadvantages , with an advantage only to the fit and healthy (including myself , but i care about the disadvantaged in the area)
Object - Florence Park	In My opinion it's making no difference on reducing traffic or pollution, All it's doing is bringing all that traffic to the main road causing trouble for the businesses (Customers and deliveries) and residents living on the main road.
Object - Florence Park	It adds 20 minutes to my journeys. My journeys are essential, because I am a carer, and you have forced me to pollute my own area by taking 20 - 30 minutes (stationary, or in a very low gear) to reach the ring road where previously it took me just 5 - 10 minutes. The traffic - of which about fifty per cent is commercial (vans and taxis) - is solid all day just fifty metres from my home and the fumes are unbearable. Traffic fumes are known to be very bad for your health and are proven to cause dementia. Before these measures, the traffic flowed outside of rush hour. Florence Park has been gentrified at the cost of other people's health and wellbeing, and it's an absolute disgrace. Furthermore, the people of Florence Park already have a council funded community centre on Cornwallis Road. They also have all the amenities of Florence Park itself within walking distance, including council funded facilities which now only they can access. In order to leave my property I am forced to turn right onto a busy main road; this junction is already unsafe because of illegal parking and the council have done nothing about it - I am risking my life just to turn right onto Cowley Road, whereas before I could drive safely down my own street.
Object - Florence Park	The LTNs have already caused huge disruptions to everyone and increased traffic. Alternate options must be considered and it concerns me having personally witnessed emergency services inc police struggle to get through.
Object - Florence Park	I am a private hire driver and extra day personally I do extra miles to make my journeys. I live near by Oxford Road it's made my life so difficult as all the traffic is diverted to Oxford Road. This LTN is costing all the private hire drivers more fuel and time. It is not helping us at all. We pay road tax, insurance and mot etc but we are still unable to use roads. Personally I am very frustrated as I am picking customers from iffely Road or little more. Nowadays there is traffic where ever.

Object - Florence Park	I am writing as a resident near the Clive Road bollards. I exit onto Oxford/Cowley Road from Havelock or Littlehay Roads. I commute to Wallingford via car, as taking the bus from Abingdon Road takes twice as long, doesn't cost much less, and is often impractical for me to cycle to. Traffic is concentrated to Cowley Road rather than dispersed throughout. This blocks access to the police station, makes it difficult for pedestrians to cross the road, worsens air pollution along Cowley/Oxford Road from extra congestion, and makes it difficult for residents to exit the LTN onto the main road. I believe this is unsafe, and unfair to residents on that main road whose quality of living seemingly isn't considered as much as those inside the LTN. My exit route (Maidcroft Road - Clive Road - Havelock Road - Cleveland Drive) is a series of blind corners, usually with cars parked directly opposite the T-junctions, meaning only a single car can turn at the junction at once, including out onto Oxford Road. I have had cars almost collide with me as they swing round the corner on a few occasions when approaching the Havelock Road junctions. The road surface of Cleveland Drive is also poor and needs attention. My journey is now an extra 10 minutes and a mile longer. I don't mind the added distance, but I sit in congested traffic for most of this time as I now have to sit through 5 sets of traffic lights before getting onto the ring road rather than 1, and I believe this is a massive reason for the additional congestion time. This is surely only harming Oxford's plan to reduce emissions. This congestion also makes it less safe for us to cycle on Oxford/Cowley Road - increased traffic means dangerous overtaking by cars, buses and bikes. Whilst it is nice that our in-between roads are quiet, I don't believe it is overall safer, kinder, fairer or better for the environment to concentrate traffic in this way, when the radial roads cannot support it. If there must be an LTN in place, then I have two suggestions I would like you to consider. Firstly, moving the bollards to block access to Cowley/Oxford Road instead would reduce congestion as there are fewer traffic lights encountered. Secondly, please consider (regardless of the outcome) rerouting one of the three buses that run to Wallingford and Reading (X38, X39, X40) down Cowley Road, so residents travelling that way have an option to realistically use public transport. Thanks, and I look forward to hearing the outcome of this survey.

Object - Florence Park	The main reasons why I object to the current LTNs: Traffic is concentrated to Cowley Road rather than dispersed throughout. This blocks access to the police station, makes it difficult for pedestrians to cross the road, worsens air pollution along Cowley/Oxford Road from extra congestion, and makes it difficult for residents to exit the LTN onto the main road. I believe this is unsafe, and unfair to residents on that main road whose quality of living seemingly isn't considered as much as those inside the LTN. The exit route (Maidcroft Road - Clive Road - Havelock Road - Cleveland Drive) is a series of blind corners, usually with cars parked directly opposite the T-junctions, meaning only a single car can turn at the junction at once, including out onto Oxford Road. I have seen cars almost collide as they swing round the corner on a few occasions when approaching the Havelock Road junctions. The road surface of Cleveland Drive is also poor and needs attention. This congestion also makes it less safe for me to cycle on Oxford/Cowley Road - increased traffic means dangerous overtaking by cars, buses and bikes. This has become much worse since the establishment of LTNs. Whilst it is nice that our in-between roads are quiet, it sadly is overall not safer, kinder, fairer or better for the environment to concentrate traffic in this way, when the radial roads cannot support it. If there must be an LTN in place, then we as residents suggest moving the bollards to block access to Cowley/Oxford Road instead. This would reduce congestion. Thank you very much for considering my concerns
Object - Florence Park	I am writing as a resident near the Clive Road bollards. I exit onto Oxford/Cowley Road from Havelock or Littlehay Roads. Using this route to travel to visit elderly parents, do grocery shopping and to get to other parts of Oxford.
Object - Florence Park	Around rush hour the junction between Oxford Road and Between Towns Road cannot support the additional traffic caused by blocking Littlehay Road. This is likely to get worse once Covid abates and more people go back to their offices (my office is only at around 20% capacity of its usual capacity as things stand). Performing the trial at all during Covid seems questionable, even if it was the only time that funding was available.
Object - Florence Park	It's making the already overcrowded main arteries impossible at times and it's unfair on their residents.
Object - Florence Park	Roads are for goods and services; we cannot all use bicycles for all journeys. Road blocks force existing and remaining traffic onto the few remaining roads. So journeys become less efficient: fewer calls/day and more CO2 emitted as we sit in longer and longer traffic queues.
Object - Florence Park	I am opposed to low traffic neighbourhoods and think that other measures should be investigated.
Object - Florence Park	Where the planters have been positioned in relation to Maidcroft Road means that we have been completely cut off from the rest of Florence Park and can only get out onto Oxford Road. Due to the volume of traffic being forced onto this road it can be a nightmare trying to get anywhere. As I have a heart condition I do need to use my car and this is becoming more and more difficult.
Object - Florence Park	I live in Florence park, I fully support cycle lanes and encouraging more people to cycle but blocked access to roads for residents of the area is ridiculous, it takes 15 more minutes every time I leave home to go to work, I also cycle but some people need to drive to places and it's only made my commuting worse.
Object - Florence Park	Restricting the access to area overloading connecting roads Iffley and Cowley

Object - Florence Park	I object to all 3 LTNs
Object - Florence Park	Not required and a increased pollution
Object - Florence Park	Congestion on Oxford Road including gridlocked traffic. Increased, pollution and noise. Bicycles on the pavement because the main road is always busy. Children and elderly can't walk safely on the pavements.
Object - Florence Park	It puts a lot of pressure on the arterial roads esp. Church Cowley Rd. causing congestion and thus air pollution. Rymers Lane and Cricket Road are bad at school start and end times, but would a CPZ here not be the answer, with patrols and enforcement at the beginning and end of the school day? Plus low speed enforcement along here to enhance cycle and pedestrian safety.
Object - Florence Park	These proposals cause more traffic congestion and pollution.
Object - Florence Park	causes congestion on Church Cowley Rd/Original Swan lights; closure of Rymer's Lane discourages use of Cowley Centre/John Allen Centre by car for heavy shopping, so go online instead (not good for businesses); discriminates against people who can't cycle or walk far as car journeys longer, also residents of peripheral roads get extra traffic and pollution
Object - Florence Park	There should be no LTN in Oxford at all. It's causing problems for all road users. If it decreases emissions in one area at the same time it increases emissions in the other areas. So LTN is an absurd idea.
Object - Florence Park	Absolutely object, this will cause chaos.
Object - Florence Park	I am against LTNs here as there isn't a traffic or congestion problem in the Florence Park area. I have lived here over 25 years and it is rare to experience traffic congestion. The introduction of LTN's here could create a problem, that traffic can no longer flow naturally and instead is diverted with potential congestion on other routes such as Oxford Road, Between Towns Road and Church Cowley Road. That decisions were made within the County Council to implement them anyway and the consultation biased as the whole community didn't give feedback. That the installation of the LTN was done under Covid lockdown and rushed through without prior warning, only receiving a letter from the council on the day of installation. That traffic from out of the area such as parents, workers & shoppers are choosing to or have no other option than to use their cars for school runs, getting to work & shopping, creating additional traffic and problem hotspots outside of the LTN. That little initiatives have been created as alternatives such as dedicated cycle lanes & low cost public transport. Most people that live in the area walk or cycle locally anyway so LTNs will make little difference. Those that use cars because there's no alternative should have clear road access so they can get to their destination as efficiently as possible. A fair plan should be sought longterm to help people transition to low carbon transport in the future.
Object - Florence Park	Remove these waste of space... you're only diverting traffic down side roads and causing more congestion on main roads. This has diffused so much traffic alongside the main roads... I've seen police and ambulances stuck in traffic. These LTNs have no benefits whatsoever... Follow Harrows Council!
Object - Florence Park	It will create traffic Jam around Iffley Road and cowley Road area. Two days ago the emergency vehicle could not Turn in to Littlehay Road as a result they had to reverse back to Cowley Road and find other way. This area is not going to cope with extra traffic in rush hours. So I object this project.
Object - Florence Park	Living in Maidcroft Road now that both Clive Road and Littlehay Road have been blocked at the Rymers Lane end we have been totally cut off from the west of the area and can only go onto Oxford Road. Because of my heart failure there are certain things I must use the car for. A simple 30 minute trip the other morning turned into a 75 minute journey because of the amount of traffic now having to use Oxford Road. This is a badly thought out plan and the plantars could have been better positioned to allow some access onto Rymers Lane. Also one of our exits onto Oxford Road, i.e. Havelock Road is so badly maintained it could easily cause an accident or damage to a vehicle.

Object - Florence Park	Defects my business Adds 40% more travel time. Will lose customers Increase traffic on other routes Will use 40% more fuel Nuance to the public
Object - Florence Park	Adds on pointless time to any journey I have to make out of my local area and it has made the main roads (such as church cowley road, Henley ave, rose hill) twice as busy. Traffic around this area is already a nightmare and these diversions just add to the chaos. It seems they have been placed in the most illogical places meaning you are forced to try and navigate through the busy traffic or use quieter roads, which will eventually turn into rat runs once the majority divert their usual routes
Object - Florence Park	I own a business on Cowley Road, we delivery food all over Oxford, this has put a real strain on getting food out to customers on time. This will cause us long term issues with customer dissatisfaction.
Object - Florence Park	Unfortunately I have to drive to work and have no choice in this matter as I finish at 3pm and have to pick my Daughter up from School at 3:10pm. The Florence Park roadblocks have not meant that I am often late in picking my child from school as what was a short 3 mile journey has become a 5 miles and lots of traffic at junctions and traffic lights. I never had any issues with collecting my child before the road blocks but now frequently late. The roadblock have not reduced the traffic, purely moving it to roads such as the Shelley Road junction to the Cowley Road which is often queued back now and the Swan junction which is tailed back with traffic. I agree that Cornwallis road block is a good initiative but the Cricket Road one isn't and should be removed.
Object - Florence Park	This creating terrible traffic from Oxford road and as I drive Taxi that won't be fear for the passengers as it will cost them more to wait in the traffic and not use these road.
Object - Florence Park	Since the experiment started i have noticed increased congestion on Iffley Road on my way in to work. I cannot use public transport as it is unavailable at times which allow for my working day. Since Covid my commute had decreased from 25 minutes to 12 - 15 minutes from Wheatley to Boundary Brook Road. I was managing to turn at the lights with one light change at the most and little queuing. Since the experiment to close roads this has increased to 20 - 25 minutes with around three light changes. This creates pollution. When Oxford reopens fully this will increase. The timing of this scheme is unlikely to reveal a true picture of its negative impact as traffic is currently significantly less than a year ago. The only bus route from my village to Cowley is the 46, this has been funded for a year following the 103 service being stopped a couple of years ago. The council needs to look at the availability of village bus services and connectivity of these services before making the roads more congested with these schemes. If people had choices that worked then they'd think about ditching the car.
Object - Florence Park	The peripheral roads will suffer from this decision. Crime will increase in the blocked off streets, as a constant flow of traffic (along with police cars), acted as a legal activity deterrent. The inconvenience caused by the LTN has inconvenienced many residents and the 3rd party petition has well over 1000 signatures for the LTN scheme to be scrapped.

Object - Florence Park	I cycle every day. However, there are also some regular journeys which are essential to me, where I cannot ride my bike, or take the bus. Consequently, I have to drive. I have to drive to my place of worship twice a week, as it is impossible to cycle or get public transport there. I am also the main carer for my elderly, housebound mother and when she presses the alarm (which she wears around her neck) to alert me, I have to drive to her house. Driving is essential, so that I can get there quickly, in case she's had a fall and needs taking to the hospital. These LTNs double the amount of time I am in my car, they increase the amount of time I'm stuck in traffic and increase the amount of CO2 I subsequently emit. I can no longer take the shortest and most efficient to route for these journeys. There was never a traffic problem in Florence Park, so why do this? Do any of the County Council staff implementing these LTNS actually live in Florence Park, Littlemore or Cowley? Why don't they implement draconian traffic restrictions in their own neighbourhoods and inconvenience themselves instead? Local people have a right to drive (safely) our own neighbourhoods, despite what the small number of politically motivated anti-car protesters say. We are not rats, so please don't imply that our streets are "rat runs", we are just local people going about our lawful business. Your initial consultation was rubbish, as it was impossible to strongly object to the LTNs. Please end the LTNs immediately - if you want to make the roads safer, then just enforce the existing 20mph speed limits.
Object - Florence Park	Hi, since these have been in place and schools have gone back the increased traffic on Cowley road is significant! It's worse than it's ever been before even pre covid because it's the only route now people cannot cut through Florence park area!! For us residents around Cowley road this is concerning as it's increasing our journey times and creating more emissions and pollution for us! We are having to leave our homes much earlier to travel because of this. If the aim is to reduce pollution to encourage people to walk or cycle this is not going to work! People are all now going on longer routes creating more pollution/emissions and everyone is in the same area. Having this much around our area is not good for our health at least before it was more spread out. Also for us and other residents it will limit emergency services getting through the cut off roads and having to travel longer way round and also for us with heavy traffic it will take them longer to reach us.
Object - Florence Park	I'm totally against the Experimental Low Traffic Neighbourhoods idea. Since council installed these Ballard's to divide the roads and the streets, we have to spend more time and fuel to find our way around and it's causing a lot of inconveniences, come on during this Pandemic time people are already suffering financially, mentally, physically, now this is another bombshell on the public, right now we feel like we are living in war zone like we can't go through this road and that road. Please give us a time to breathe and give us a freedom thanks.
Object - Florence Park	I can only object to one thing on here for some reason but, by blocking off roads you're forcing everyone to use the main roads, clogging them up. You're removing ease of access Blocking the roads means reducing the number of ways you can go Oxford is a busy place anyway. What happens when the people that are having to work from home now go back to work? Traffic's going to get worse! I have kids to collect after work, you have now blocked off 2 of my routes! So I have to leave 10 mins earlier which means I do not get paid for the last hour that I am at work because I have to clock out before my finish time! I can not reduce my hours because I have bills to pay! Whoever came up with this idea has not thought it through! Please use the tax money I have to pay on something useful like making the roads better to drive on instead of potholes everywhere!
Object - Florence Park	A failed idea. This has increased noise and traffic pollution into other streets. Long queues in other streets. Are the residents of other streets lesser citizens that they are suffering from this poor idea?

Object - Florence Park	Road surfaces unsuitable for cycling, especially with children on bikes and scooters. If you intend to force people to use bikes/scooters at least make the surfaces suitable. Lone women generally feel unsafe cycling and walking in the dark. I work shifts and have to leave/arrive early/late when it's dark and unsafe
Object - Florence Park	My son goes to our lady's school a short walk from home, know walking along Cowley Rd onto Oxford Rd the fumes are horrendous due to stationary cars backed up all the way, and it's not only one way but both ways God knows what this will be like once businesses/shops reopen absolute hideous idea and should be scrapped ASAP. Once you arrive at his school cars are now having to park illegally along between towns rd close of another horrendous idea of permit parking only on all side streets a working person wanting to drop their child and continue on to work would need a helicopter or more hours added to a day absolutely horrendous ideas a child will be killed or seriously hurt hope the brain boxes who came up with these ideas do not apologise then to late I'm furious
Object - Florence Park	Inconvenience as a local resident affected by the scheme. Exceptions should be provided for local residents if the scheme is to continue; if not, it should be removed at the earliest opportunity.
Object - Florence Park	The scheme had little consultation. It has caused significant disruption for us as local residents. I need my car for my job as a community support worker for people with a learning disability, the blocked roads are adding 10 to 15 minutes to each journey, exacerbated by increased traffic flows on the remaining routes, even in the current lockdown! I can only imagine how things will be when this is lifted. Heavy congestion and more pollution. Why not use more (and better designed) traffic calming measures as opposed to complete blocks. This is widely used in the Netherlands and works very well. Locals still have access, but speed is cut, and non local traffic disappears quickly. No doubt the proposed scheme will offer benefits to a small number of local families, but this will at a cost of significant disruption and traffic chaos for a much larger number of road users. Calm traffic, don't block it.
Object - Florence Park	I am objecting as I work as a community midwife in the Cowley area. These restrictions are having a massive impact on getting to the families we do home visits/home births to. We are actually travelling many more miles in the area with heavy equipment (so can't walk) just to get to addresses that are only a few streets away from.
Object - Florence Park	Causes more traffic on other surrounding roads especially Rymer's Lane that is too small to comfortably fit two cars side by side. I've found it a dangerous experience driving around the area
Object - Florence Park	It will cause problems for the local community, that's for sure!
Object - Florence Park	if any emergency, accident or an attack happened, emergency services would be diverted to another route in order to get to the same location. For example there could be three routes to get to the same location, if an accident, emergency or an attack happened, they would be forced to go to alternative route where as another route could be quicker to get to the same location. It is complete utter nonsense, a tragedy could potentially happen by delaying and re routing drivers from going down certain roads.
Object - Florence Park	Other main routes have not been updated to allow for the increased traffic also makes cycling and walking harder with increased pollution along these routes. Also increased pollution due to vehicles having to travel further.

Object - Florence Park	It has caused havoc so far and given this has been implemented during lockdown will not give a true indication of the potential traffic that will be caused as a result of the LTNs. This is not a pollution cutting measure- journey times will now be extended as a result and traffic will be increased on the available routes. I am a single mother who works in Abingdon. Every morning I need to drop my son off at nursery and then make my way on to the A34. I rely on my usual route to do this and prior to the introduction of LTNs I was able to do this seamlessly. Now I fear being stuck in traffic and not being able to travel back to collect my son on time. The council has not considered those with disabilities, emergency services who may also face similar problems. I have lived in Oxford all of my life and can safely say to date, this has been the worst decision the council has taken, even if it is justified as an experiment. Please end this madness now and let residents use the roads. After all that is their use!
Object - Florence Park	You have blocked all the main roads from where we pass to go to work etc. It has caused me extra time to get to work and it is causing more pollution and traffic by doing the diversion. This is not helping the climate change.
Object - Florence Park	The proposal doesn't work. Traffic has increased considerably on other roads such as Magdalen Rd. It is increasing pollution, traffic and general distress for other residents.
Object - Florence Park	It has made it near on impossible for me to get my granddaughter to school in cricket road and then carry on to work. Some of the roads I have to use are narrow thus causing more congestion. It would have been better doing some one way systems in certain streets rather than block them off. The money wasted not only on implementing this but also paying the idiots who thought it up could have been put to better use.
Object - Florence Park	I think this stupid scheme should end!!! Two people in Cowley have died cause of this ridiculous idea because paramedics can't get to them quick enough!!! Sort yourselves out council!!! I think this was stupid, not properly thought out. Maybe people should have thought better about how to spend £2,000 on this stupidity than to create havoc for people who need the access! My friends children are both autistic and she can't get to school properly also.
Object - Florence Park	It causes traffic jams and pollution on all the other roads. Not all people can walk or cycle. It is the most ridiculous scheme going and has already caused one death due to an ambulance not being able to get access!
Object - Florence Park	The combination of all 3 LTNs is already leading to huge traffic displacement from quieter roads onto the surrounding main roads around Cowley & Littlemore, with longer journeys for all. The LTN barriers are self-defeating and are increasing traffic congestion and therefore pollution on all these surrounding roads. The main roads around Cowley are also major arterial roads for all Oxford residents, workers & businesses, and are hugely important to the economic well being of Oxford, and they need to be as free flowing as possible - these LTNs will damage the whole Oxford economy and community. Like thousands of others in Oxford, I have to use a car for work (and for numerous personal reasons where cycling or buses is never a realistic or viable option), and I have to use these arterial roads regularly, and these main roads will then become massively congested due to the LTNs when the lockdown fully ends and the economy reopens - these LTNs will damage the whole Oxford economy and community. Also if there is one accident or a set of emergency roadworks that blocks any of these main roads, the LTNs will have then blocked any of the relief side roads, so you will have total gridlock. I don't believe the LTNs do anything to encourage Active Travel, in fact the very opposite, as most drivers feel these unfair schemes are being imposed on them by the Cycle lobby and then turn the majority against Cycling. I also feel the LTNs are not only unfair and discriminatory against residents like myself that have to use a car for work, but also unfair and discriminatory against the elderly, disabled or vulnerable that have to use a car or rely on family, friends or carers to regularly visit them by car. I believe these self-defeating damaging 24/7/365 LTN barriers should be removed immediately and replaced with other measures - like time limited School Streets and other traffic calming measures like chicanes or speed cameras. There should also be a massive effort to promote the transition to Electric Cars in Oxford - this will do much more for reducing pollution than these self-defeating gridlock-inducing LTN barriers.

Object - Florence Park	People using rymers lane to go to Florence Park come to a dead end with no turning circle and not enough room to turn around safely an accident waiting to happen all it does is put more traffic on other roads for those people if the council don't want people in Oxford stop building more shops and house's and tell the pro brigadenot to drive down other people's roads if we are not allowed on theirs.
Object - Florence Park	Road abstractions mean longer ways for me and it will lead to additionally clogged roads as alternative routes are being obstructed. There have been no consultations before and I strongly object to the construction of the LTN road closure points near Florence park.
Object - Florence Park	In order to access my home, I now have to drive almost 10 minutes longer to and from, in increased traffic as other people are also affected, wandering around town to get to my house. This creates even more emissions and air pollution which completely contradicts the whole purpose of introducing this scheme and frustrates the residents of this town. If it were a barrier where residents could possess something which lowered it to provide us necessary access, then it would be understandable but right now, it's a nightmare and it is only creating more pollution and problems for people. This is honestly a complete disservice to the local community and I hope you take these complaints into consideration because this is ridiculous.
Object - Florence Park	In theory it's a nice idea, but doesn't work that well. It's very bad for all of my family and many other people I know. Everyone now has to take a longer detour to drive home, there already more traffic on Oxford road/ Cowley road so you can get stuck there for a long time, which leads to more pollution for residents who use a car. There are those residents who might not have another choice but to use a car. For shorter journeys I always have used my bicycle without any problems and still do. This just makes commuting home more of a headache.
Object - Florence Park	LTN is a nightmare - it is creating extra pollution due to the now much longer journeys, which take 14 mins more to go and come back because of this. I can't access my home as easily as a result and it is becoming very annoying having to take a long detour every time I try to go home. However, it could be acceptable if some kind of access was given to residents, like a keyfob which would make our houses more accessible as they were in the first place and the scheme may actually have a positive impact on air pollution and the local residents and community but currently, it isn't helping anything or anyone who owns a car, which the vast majority do.
Object - Florence Park	I live in Abingdon and frequently visit my sister who lives off Glanville Road. On my way, I often meet friends in Florence Park and use the Flo's refill shop. The LTN is making this much more difficult as it forces me to drive past the busy Templars Square area.
Object - Florence Park	My children both go to school at schools situated along the cowley Road area, I work in the same area. My journey from work and then collecting my children has lengthened considerably since this came in. The traffic build up along the Cowley Road is bad, cars sat with engines on and waiting for a long time to move. Bus fair is too expensive, so people won't change from driving to bus - it costs me £40 in petrol a month to get to and from work/school, for the 3 of us to get bus passes it would cost me £130 a month!! By adding these LTNs in place, it has created more traffic which surely in turn is creating more emissions into the local area.
Object - Florence Park	Excessive time, money and petrol wasted getting from A to B. It took me 20 minutes to get to Littlemore, without normal rush hour traffic. A journey which normally takes less than 10mins in normal rush hour traffic. Waste of Council money. Children will think it's safe to play on all roads.

Object - Florence Park	I regularly visit an older single friend living on Church Cowley Rd. Traffic noise and presumably pollution levels have increased hugely in the days since the LTNs were implemented. I am assured by her that her health and welfare and general enjoyment of life has been profoundly affected by the increase in traffic past her house. Others may have benefited but it is my friend who has had to sacrifice her own pleasure in living where she does. Traffic speed is also an issue and essential deliveries cause more disruption in the road as so much traffic now has to negotiate any obstacles parked at the kerbside. As houses in this road are generally nearly below street level, bedrooms are even more affected by the increase in traffic noise. Front gardens are no longer places where anyone would want to sit and the back gardens are also badly affected by noise. The pandemic restrictions continue to insist that these are the only places people who live here can meet with others. I now dread meeting up with her at her home as the experience of talking over traffic noise is so unpleasant. I fear that residents in these most affected areas will shortly have considerable mental health issues as they try to get used to profoundly altered living conditions.
Object - Florence Park	- inconvenient - routes to hospitals much longer - increase other congestion. E.g. Florence park road - increase of journey times - increase fuel consumption - no traffic issues on Cornwallis rd prior to ltn - causing reckless driving through barriers - causes major congestion at school run times, inappropriate unsafe parking
Object - Florence Park	Traffic on Howard Street has never been so bad since the LTN were introduced. My car has been damaged as a result of the increased traffic and the pollution on the street in rush hour is unbearable. I am all for reducing traffic but do not increase traffic down other residential streets by only blocking some roads and not others. Please resolve this issue as a matter of urgency and investigation in better thought out solutions. Some suggestions: Stop Howard Street being used as a through route (and any other narrow residential streets), or don't restrict any streets at all to prevent concentrating traffic down some residential streets over others. Invest in provisions for electric vehicles and bikes.
Object - Florence Park	Since the introduction of the LTN the traffic on the Iffley road has been horrendous, nose to tail making it extremely difficult and unsafe to cycle, especially trying to get small children to school and from school. It may make the traffic better for the few who live on the roads where the planters are, but for those who do not abs try to use the Iffley Road to get to work/school with small children, it has been horrendous and very difficult and dangerous. I work as a teacher in school and since we returned, many of the children who catch the bus have been very late as the traffic is so bad, and children who are within cycling distance are choosing to walk or attempting to take the bus (and then finding it is stationary) as the roads are so clogged since the implementation of these LTNs. Please reconsider - the implications are so negative and much further reaching than anything discussed in the small consultation. Since the lockdown has been lifted, the traffic has been horrendous, it is both impossible to get the bus on Iffley road as the buses are all stuck in the traffic, and extremely dangerous to cycle with small children as the traffic is stationary and so cyclists on pavement trying to squeeze by, visibility extremely difficult for low down smaller cyclists, and emissions from miles of stationary vehicles dangerous. Please rethink until a viable alternative is available eg bus ways, safe off road cycling for children

Object - Florence Park	Today the traffic jam down the COWLEY ROAD - went from Cowley Centre - blocking my road - all the way to Cowley Road Shops - TWO MILES !!! Dangerously increasing CONGESTION and therefore AIR POLLUTION for everyone who lives on the Cowley / Oxford Road AND into roads which run off this MAJOR EASTERN ARTERIAL ROAD - raising the likelihood for further ILLNESS AND DEATHS from Air pollution. CORNWALLIS ROAD - is a double carriageway - It was CLEARLY DESIGNED and BUILT to alleviate the congestion and improve the traffic flow from the MAJOR ARTERIAL COWLEY/OXFORD ROAD to the Iffley Road for everyone who has to commute over the river to the WEST side of Oxford. Home owners will see their house prices go up by as much as £10 000 and those who have now been penalised by nimbyism will see their house values severely diminish ! If Kids dont know how to cross the road safely - teach them ! invest in road safety programmes - cycling proficiency - or if they really are that coddled because they are so WHITE AND PRIVILEGED - then create jobs and BRING BACK LOLLIPOP LADIES at SCHOOL TIME - or put in a pelican crossing at the T junction of Cornwallis / Rhymers Lane and maybe another across Cornwallis at the entrance to Florence Park. This futile, short sighted, bigotted, action has put at least 30 MINUTES to an HOUR on the PUBLIC TRANSPORT of everyone in COWLEY, BBL and GREATER LEYS, and MINCHERY FARM, This will DETER people from using buses and we will get MORE cars on the road. It also PENALISES - the lower classes and under paid who cant AFFORD cars and RELY on buses - THATS EVERYONE THAT WORKS in OXFORD CITY CENTRE - in retail, supervision, council, cleaning - AND it affects everyone who has to change in COWLEY CENTRE to get the No 10 to HEADINGTON to work in any one of the HOSPITALS - who even if they have a car - can NO LONGER AFFORD TO PAY TO PARK there - NURSES, YOUNG DOCTORS, CLEANERS, SUPPORT STAFF, MAINTENANCE STAFF - as well as PATIENTS! This short sighted nimbyism - has seen traffic move from a WIDE DOUBLE CARRIAGE WAY ROAD - a MINOR ARTERIAL ROAD (Little Hay Road / Cornwallis Road) - CLEARLY DESIGNED AND BUILT to alleviate congestion and improve traffic flow, where the houses are LARGE semi detached houses with long drives and gardens to PROTECT tenants from traffic noise and pollution - where children DO NOT play on the road - because it is OBVIOUSLY built for traffic - and which is populated by the affluent, eloquent, influential WHITE MIDDLE CLASSES with an " aspirational green lifestyle" - to much smaller, single carriage roads like Shelley Road, Milton Road, Cricket Road, Howard Street - where home owners are from a more working class and BAME background - where children DID play on the previously quiet, tiny roads and rode their bikes and scooters to the local shop, park, community centre and two primary schools and secondary school, where people can't afford "aspirational green lifestyles" and are NOT the sort of people who will ever 'ride a bike' or 'order a veg box' and who rely on cars for their living or to support large extended families with poor mobility. It is only a matter of time until a 2 year old asian child on a scooter is killed on Cricket Road because the privileged are forcibly imposing their lifestyle on others. TRAFFI LTN its because all the traffic has been pushed out from Cornwallis Road (a really wide, straight, quick, dual carriage road designed and built to move the traffic flow quickly from Cowley Road to Iffley Road, alleviate traffic from Between Towns Road (a major bus route), to prevent congestion and the pollution that builds up with congestion - and where rich middle class white people live in big semi detached houses with long drives and gardens set back from the road and on which children don't play because its clearly a major traffic conveyance) and pushed it all onto tiny little side streets, single carriageway, where much poorer, less well represented people live in smaller houses on terraces on the road side with no front gardens or drives, on which the kids do play (or used to) and cycle their scooters and bikes to the shop, the park, the community centre and the two primary schools - and no where incidences of COPD caused by traffic pollution due to congestion (Eg the St Gregorys School Run), and increased probability of accidents and death caused by increased traffic flow into roads not designed to take the traffic load. Nothing like a bit of middle class Nimbyism to stir the blood. PS: I moved from Stockmore Street to Saunders Road because of the impact the previous location had on my Asthma - If this action remains it will increase the impact on my Asthma - and I may be forced to move again - in which case I WILL SUE THE COUNCIL.

Object - Florence Park	I am objecting because the reality of these LTN's is that it is simply pushing the problem into the streets that haven't been blocked and the volume of traffic that is now on Howard street is totally out of control. For example every day now we have 3 hours of backed up traffic idling outside our house, three times a day as a result of the other roads connecting Cowley and Iffley road being diverted. On the weekends the traffic is backed up along Howard at ALL DAY! The level of fumes and pollution levels coming into our house must be in excess of anything legal. I strongly object to the LTN's in Florence Park causing this horrendous scenario outside our house and all the way along Howard st.
Object - Florence Park	Living on Church Cowley Road has become unbearable. An already busy road now has traffic queued up both ways. Makes pulling out of houses onto the road or trying to park on the drive way extremely difficult especially as cars park overhanging drive curbs, intolerant drivers fed up with queueing. Accident waiting to happen as we often have to pull out blind onto the road. Traffic noise has increased.
Object - Florence Park	This situation makes other road more busier and with a lot of traffic and pollution and it takes me much more time to arrive to work and back from work, it is awful. Please remove it. Thanks
Object - Florence Park	The main roads have become clogged up. Much more traffic than usual. It takes much longer for short journeys to my child's school. I can't freely visit family members in these areas. I am vulnerable and have severe anxiety and now cannot get to the shop I prefer to go to. My health has deteriorated due to not being able to go out in my car.
Object - Florence Park	The new restrictions are putting more traffic on the main roads and I feel it's unlikely to get better as people have still not fully returned to work with the Covid risk still around. The back log of traffic on the Iffley and Cowley roads is the worst I have seen in the 10 years I have lived in Oxford. Seems like a bit unfair to push traffic to the less expensive areas, if it makes people's lives better at the expense of other people's quality of life then it must be a failure. Increased traffic and pollution to areas outside the LTN's Increased drug use in Florence park due to less police presence. No cars patrol the area anymore
Object - Florence Park	I do not agree with these roads being blocked, we should all have the freedom to travel by which ever means we wish. Since these LTN'S have been put in place my travel time has increased, I get stuck in bumper to bumper traffic, as it is now all channeling onto main roads. I'm using more fuel and it's causing so much disruption. I have great concern for our emergency services, and those (including myself) that at sometime in life may need them! I have lived in Oxford all my life and have never seen anything like it, it's absolutely disgraceful, money should be better spent on more important matters, homelessness, knife crime, youth, affordable housing, street lighting, potholes, the list goes on. It is wrong to select certain areas to implement these ridiculous ideas! We need to keep Oxford moving. It seems to me that the majority of people in favour of these LTN'S are actually all cyclists! Cycling does Not work for everyone. Please remove the LTN'S.
Object - Florence Park	It has resulted in a significant increase in traffic in Howard Street. During the rush hour there are queues of traffic from 3.30pm until about 6pm. as well as queues in the mornings. There have always been queues at these times because of vehicles wanting to turn left and then right at the traffic lights into Donnington Bridge Road. But since the introduction of Filters in Florence Park the queues have been much longer and have lasted for longer. Drivers do not turn off their engines and the level of pollution in Howard Street is now dreadful. Also the noise levels are high from idling engines and music blaring out of the vehicles. Howard Street is a busy pedestrian route with school children walking or cycling to Larkrise School and St Gregory School and people walking to the parade of shops in the Iffley Road at the end of Howard Street. Cornwallis Street is not such a narrow street as Howard Street and also almost every house has off-street parking. I fail to understand why Florence Park was selected as an LTN. It might be beneficial for residents in that area but it has just displaced the traffic into Howard Street. Don't the residents of Howard Street deserve less traffic and less pollution? The idea that people will stop using their cars and either walk or cycle is misplaced. It is time that something is done about the level of traffic in Howard Street.

Object - Florence Park	The LTNs are not solving any problems, either environmentally or improving mental health, they have only succeeded in moving the problems onto different roads. Between Towns Road and Iffley Road, the roads I regularly use have become far more congested since they have been installed and they are not adequate to take the increase in traffic. As a cyclist the roads have become far more difficult to use during the times of high usage i.e. during commuting times so much so that I have to resort to cycling on the path instead of the road. There is an argument that people will get used to the LTNs and either walk or cycle, the few that do decide to change their mode of transport will not be enough to have an impact on the reasons for the installations. The LTNs do not solve the problem they just move the problem.
Object - Florence Park	Since the LTNs were put in place the afternoon rush hour traffic has been horrific. Worst than it ever has been before, particularly on Cowley Road. This is even before everyone is back out at work so it will be even worse then. For some of us that work at the hospital and provide emergency home services we have to drive so we can have our vehicles if we need to rush to someone's home. It feels as if we are being penalised for having this job, I would love to consider just cycling in but I can't because I need my car in case I have to rush out to Carterton or Didcot. The traffic is ridiculous, Cowley Road has looked like a parking lot between 4-6 pm and it isn't fair to residents. Find other ways to lower the carbon footprint and emissions as this one isn't working, all the cars that are staying on the road for even 30 mins longer each day is defeating the purpose.
Object - Florence Park	Increased and stationary traffic on the remaining arteries worsened with increased pollution and disruption No real life benefit from LTN
Object - Florence Park	It is creating huge traffic problems in both Cowley and Headington. It took us 35 minutes to do a journey that used to take 10 mins last week.
Object - Florence Park	As a resident on Church Cowley Road, since the LTNs were installed there is a lot more traffic on Church Cowley Road, Iffley Road, Cowley Rd, Howard Street impacting local residents who live on these streets in various ways. The sound pollution, structural impact from heavy vehicles, damage to roads and pavements, the ways in which these streets become unlivable on, danger in crossing the road, cycling, damage to parked vehicles, danger to animals, wildlife and humans. The level of aggression in drivers has grown with frustrated drivers being dangerous and unpredictable. The traffic is sitting still for longer and pollution is increased. Further journeys are more difficult, even pulling out onto the street is more dangerous due to large volumes of traffic and hostile drivers, cycling is dangerous. My other objection is lack of proper consultation, impact on elderly residents physical, emotional and mental wellbeing, the level of distress I have witnessed in neighbours due to increased air pollution, the divisiveness in feeling in local neighbourhoods split by the different experiences of the LTNs. I feel the responsible use of vehicles and attitudes around car ownership and usage can be addressed in a different manner, educating the public around pollution and fossil fuel consumption, localising lifestyles and understanding the impact of travel, and understanding community and citizenship with a range of different programmes, messages and education for social change.
Object - Florence Park	The traffic on Cowley Road has increased significantly since the installation of the LTNs. The evening "rush hour" starts around 2-3pm and is constant until 5:30-6pm. The noise of the cars, the tremors from the static buses, the blaring music (on sunny days) and car horns, pollution from static cars with running engines is the worst it has ever been, pre-lockdown. My worry is if there is an accident on Cowley Road it will become totally gridlocked around Cowley as there is no through-fare traffic off of Cowley Road between Reliance Way and the Cowley Police station. I hear more installations are planned further down Cowley Road which means getting to Headington or beyond will be via St Clements or the already busy bypass. There are no safe cycle routes on Cowley/Oxford Road. The only people who seem to be happy are the residents in Florence Park - a predominantly middle class area of Oxford. Has any consideration been taken regarding the poorer areas surrounding Oxford who need to travel to work via bus on the Cowley Road routes who now have to leave earlier in the morning and get home later due to the extra traffic. As they do not live in the LTN area, were they consulted? I am a keen cyclist so appreciate the quieter roads around the LTNs but not at the cost of the increased traffic along Cowley Road. I am also a car owner and all my journeys so far have increased in time trying to get around the city during times I cannot cycle.

Object - Florence Park	The road restrictions are adding additional traffic to the surrounding roads as well as adding additional time to journeys for people living within the restricted areas and those travelling through. There were already traffic calming measures in place which I feel were sufficient enough to control traffic calming in the area. I have unfortunately had to make journeys to the JR hospital since the new restrictions have been introduced and the journey has taken up to 25 minutes more because of associated traffic along the route and only have one entrance/exit point to access my home. On some occasions the traffic is so bad that gaining access to the main road takes 10-15 minutes. This is all adding pollution and congestion to an area that was already quite busy because of Cowley Centre. Myself and my neighbours aren't in a position to be able to walk distances to access shops and services. Also keep in mind that these observations have been during a lockdown where travel was restricted.
Object - Florence Park	Traffic in Oxford is gridlocked, it is causing more emissions and frustrations, and they need to be removed and back to normal asap.
Object - Florence Park	1. The LTNs has had a derogatory effect on the receiving roads with increased traffic congestion and pollution causing long delays and significant increase in travel times. 2. Resulting traffic congestion has significant impact on response times for emergency services and bus service timetables. 3. Residents living within LTN areas or in close vicinity are having only one option to exit onto heavily congested roads and are reliant on other drivers to let them out into the traffic flow. 4. LTNs' favour only a minority of residents but has a significant negative impact on other residents and other road users. 5. The resulting increase of traffic congestion on main roads will not encourage greater use of public transport as journey times will become increased and unreliable. 6. The increased traffic congestion in Cowley, as a result of the LTNs, will make it unattractive to live in the area and visit for shopping. Consequently, Cowley, as a District Centre, will become less viable and the proposed regeneration of [local] shopping centre is never likely to happen. 7. Before the LTNs can be considered to be made permanent, Oxfordshire County Council should provide, as part of the public consultation process, full details of any traffic and air pollution monitoring carried out since their implementation in March 2021.
Object - Florence Park	1. The LTNs are forcing traffic onto already over-congested roads. As Covid restrictions ease further, this is likely to increase. 2. Vehicles attempting to join the main road from side streets have to rely on other drivers letting them out, otherwise the only option is to take an excessive detour. 3. Air quality and the environment must be effected by the emissions of standstill traffic, especially for local residents on these main roads. 4. There is an impact on response times for emergency vehicles due to the amount of traffic, and even if the GPS systems have been updated, at present they cannot pass through the barriers. 5. Not all residents are able to walk or cycle and need to use public transport. Although buses are allowed through some gateways, the timetables cannot be adhered to when caught up in traffic, thus planning journeys is unpredictable. 6. Cowley is in need of regeneration, but the traffic and parking situations may well push shoppers etc out to other areas.
Object - Florence Park	LTNs in the area are pushing all the traffic to Church Cowley Road which is now filled with back to back traffic every day and dangerous to drive down as people go fast then slam on brakes. I don't think you can properly evaluate this change while in lockdown. I dread to think what the traffic will be like when lockdown ends. Finally it's causing rifts between those who benefit from the LTNs and those that do not. Why are you okay to give some residents quiet neighbourhoods with low traffic but are happy for others to have to face increased traffic and misery? Excellent social engineering!
Object - Florence Park	The LTNs in the Cowley area are a disaster. They cause a huge inconvenience. I live on Church Cowley Road and look outside my window there's a constant queue of cars - all day long! Both Cowley and Iffley Roads are clogged up. People are unable to get around without sitting in traffic! It takes me 30/40 minutes to do a school run which used to take me max 15 mins! I totally object to this.

Object - Florence Park	Pollution , traffic jams,
Object - Florence Park	I am disgusted with the introduction of these new LTN's. It is essentially moving traffic from already low traffic areas and compressing them into pockets. The air quality is now appalling, with older members of my own family now having severe flair ups with their breathing. That along with adding an extra 10 minutes on to commute times, due to cars sat idling in traffic really isn't a positive for the environment is it? This has really given me reason for concern about the pledges to Oxford's improving environmental quality standards. Projects like these popping up really makes me worried about future policy. This will be reflected in my vote in this upcoming election. I can assure you that from having chats with plenty of others in the local community they all echo my feelings. The polls will show.
Object - Florence Park	My objection is the traffic jams that are occurring outside of my home multiple times a day due to increased traffic. Also the fact I find myself in a traffic jam whenever I want to go somewhere or return to my home. Being local to Florence park I would not have considered Cornwallis a rat run prior to the scheme. I walk regularly to the park from my home and have never observed heavy traffic or queues on this road. For all the above reasons along with the increase of emissions, this scheme is a disaster to the area and Oxford city as a whole.
Object - Florence Park	Prevents good access for parents at St Gregory's school. This means more parents parking in the area (causing issues to local residents), parents dangerously U-turning causing a danger to children attempting to get to school on foot. Prevents good access to Florence Park car park. The car park now seems more frequently used by parents of students at Saint Greggs school, rather than park users. I am frequently not able to use the park anymore. By the time I sit in the huge amount of traffic, to access the only route to the car park, I no longer have any time to walk my dog before starting work. Very sad because the park is a beautiful free resource. It is an inappropriate time to start the trial. There is not a normal amount of traffic on the roads, so it is not possible to see the true extent of the traffic that will be caused by these measures. The traffic on Cowley Road has already hugely increased, meaning more pollution being caused by cars idling or crawling along. Traffic on Howard Street has hugely increased, meaning you have eased traffic in one area, only to make it a bigger issue in another. The longer routes will cause delays for emergency vehicles
Object - Florence Park	Journey to work takes longer, increase traffic
Object - Florence Park	Worsening local traffic & Total waste of time & money which could have been better spent of local family needs. Cannot drive up Cowley road on certain times is the day because since the LtNs were installed traffic now backs up to Kenilworth Avenue. This did not happen before. Have seen Emergency services being held up on the crazy queued traffic on the Cowley road. We local residents are not rats. We are just trying to get from A to B. & not all are able to walk over cycle there !

Object - Florence Park	I am a resident of Oxford road cowley and have noticed a huge increase in the level of traffic on my doorstep now because of the restrictions placed in the area. The main road was already congested before, and now residents like me who live on it are subject to greater pollution levels and traffic noise day and night. Why are we any less important than residents on the quieter side streets, excuse me?? What is most alarming is the restriction between littlehay road/ Cornwallis road which is one of the main routes between iffley and cowley. Along with the fact that there is a retail park nearby which can only be accessed by car for some shoppers who live further away, it makes little sense to me how you could possibly describe it as beneficial. It's favouring some at the expense of others in the community which is wholly unfair. Not only for obvious health and noise polluting reasons but it is also likely to have a detrimental impact on local house prices too for main road residents like me who have been completely overlooked on this occasion.
Object - Florence Park	Traffic has been dispersed to the already busy Cowley Road. So you are saving those that live on side streets to make home environments safer, calmer, less intimidating, & healthier but what about us that live on already congested roads. You are making our lives environmentally unsafe, stressful, more intimidating and less healthier.
Object - Florence Park	I have primary children at st frideswides school on cricket road I have to be home for my sons taxi (he has special needs 13 years old) by 3 05 pm to wait for his taxi the traffic measures are making me late. If I am not at home I can be referred to social services. I have never not been home before the ltn was trialed but I have been late on more than one occasion since the trial began if any councillors have any ideas on how I could get home in time I would be very grateful My family at home work so there is no one else who could wait for [childs name] taxi.
Object - Florence Park	I currently live in Marston and find the baby support available at Florence Park really helpful. My child is too small to go on my bike and the park is too far to walk so I need to drive. With so many of the roads around Florence Park blocked off I am driving further to get to the park and often find myself queuing on Between Towns Road and adding to the pollution in Cowley rather than reducing it. The signposting around the park is also unclear about where the blocks are so I often need to wait for other cars to do complicated three point turns and add to the pollution too.
Object - Florence Park	LTNs don't seem to have a justified reason for being put in place. Little to no evidence was submitted and as a resident on an affected road we were not consulted. Commuter and local traffic which would've previously taken alternate routes has now been funnelled down Oxford Rd/Rose Hill and creates stationary traffic at rush hour as vehicles attempt to turn on to church cowley rd en route to either templars square or access businesses and schools around rymers lane. These 'main roads' simply can't take the volume of traffic. With poor junctions, slow traffic lights and on road parking the congestion is a hazard for pedestrians, buses are regularly delayed and access to residential homes is now severely hampered at particular times of the day. Local necessary commutes (taking children to nursery and hospital visits) have gone from simple 20 min round trips to an hour in traffic. This does nothing to relieve pollution it simply displaces it to other roads, lowering house prices and reducing quality of life in the process. In the afternoon traffic regularly queues in other routes including iffley road and Holloway Road as no alternative routes are available, this leads to anger and frustration and I've witnessed irate drivers becoming more unsafe than previous as they perform dangerous turns in the road and speed through other sections in an attempt to regain lost time. Quite frankly the LTNs in existence and those proposed are the worst implementation of a traffic scheme I've ever witnessed in 40 years! The contempt shown for local residents is remarkable, poor consultations almost exclusively with cycling lobby groups with complete disregard of the people who have been made to suffer. I dread to think what the impacts to businesses will also be as people turn away from east Oxford completely. I can't see Templars Square ever being improved with the anti car stance which the current council employs
Object - Florence Park	The traffic on Cowley road has been awful since trialling this low traffic neighbourhood. This makes it difficult to leave and enter our own road and delays our journeys. The traffic on Cowley road as a consequence to this trial puts emergency service vehicles in difficult situations as when driving down Cowley road there is no place for cars to turn to make way for emergency vehicles. Cycling has become more difficult due to the traffic build up. It's causing our journey times to be longer resulting in more car fume emissions.

Object - Florence Park	I have lived on the Oxford rd in Cowley for over 40 years, it has always been a busy rd but since the introduction of the LTNs around my area especially Florence Park traffic and pollution have increased dramatically. How is it ok for SOME residents to have less traffic and pollution while many others have to put up with having much more. I'm not happy about this for obvious reasons but I'll list them anyway. Displaced traffic onto the Oxford Road Increased pollution for me and my family, I suffer with asthma all year round Increased waiting and journey times Wasted fuel Delays in getting to various appointments Delays in getting to work due to increase in traffic Constant queues outside my home
Object - Florence Park	I can see some benefits to LTNs but I believe overall the negatives outweigh the positives of the scheme; these include longer journey time, more pollution, and increased petrol expense. Rather than a complete road block, I would like to see restricted access to the roads i.e. no entry during peak hours like morning school run and afternoon rush hour traffic between 3pm and 5pm. And no restrictions over the weekend. This way it benefits everyone.
Object - Florence Park	The implementation of this LTN scheme has a serious impact on many streets and roads in Oxford. Traffic blocked from using roads closed by LTN bollards has been displaced onto other nearby residential roads. In turn Howard Street has larger volumes of traffic and access onto Iffley Road is restricted. The displaced traffic then blocks the vehicles travelling south at this point on Iffley Road. Two key road 'pinch-points' are [local public house] junction at Cowley, and the Donnington Bridge Road junction on Iffley Road. Neither was designed to cope with traffic displaced from the other LTN roads. This, in turn, leads to massive tail-backs and has very serious knock-on effects for traffic using The Plain, Magdalen Bridge and Abingdon Road. We would like to know what 'impact study' modelling was done by OCC when the details of designing this, and the other LTN schemes, was planned.
Object - Florence Park	It has made traffic worse in the surrounding areas. Longer traffic jams and more people sat idle in cars which causes more pollution. It's also made my journey to work which can only be reached by car longer creating more pollution.
Object - Florence Park	It hasn't reduced traffic it has just moved it to the main roads such as Cowley road and Iffley Road. I am pregnant and struggling with Sciatica, I cannot walk to my local Sainsburys. I have to drive and my journey now takes 20-25 minutes due to the ridiculous traffic on Cowley Road. It has also added 10 minutes to my 45 minute journey home from work. This is creating more pollution in the long run. Roads are there to be used. Florence Park provides ample space for those that want to ride their bikes/play with children. This doesn't need to be done on the roads in Cowley.
Object - Florence Park	Increased congestion to Henley Avenue and B4495 in both directions. Increased standing traffic which must lead to increased pollution. Inconvenience in trying to travel within the local area. increased travel times in every direction. Getting to and from the shops in Temple Cowley at 5pm (= less than 1 mile) now takes 20 mins in both directions which would have taken 2 minutes. This effect is with traffic levels still well below pre-covid volumes and will therefore get worse as and when normal levels resume.

Object - Florence Park	If I could choose strongly object, I would. As a resident of Cricket Road for 30 years, I find the Experimental Low Traffic Neighbourhoods absolutely unnecessary. We have experienced a few changes over the last 12 months which have created more problems that it has actually helped i.e. parking permits and Experimental Low Traffic Neighbourhoods and it's very frustrating as residents to not be given an easy way to communicate our opinion and express how these changes might impact our living before putting such measure in place. Having the Experimental Low Traffic Neighbourhoods in place have just pushed cars to use Howard Street/Iffley Road, Shelley Road/Oxford Road and surrounding areas, which cause a massive build up of traffic. A regular journey that used to take me 8 minutes now has taken me in excess of 25 minutes. Not only is this hugely frustrating but it is also not environmentally friendly. The Cricket Road area has two huge attractions that draw many people to this area on a daily basis, Florence Park and St Gregory the Great School/St Frideswide Primary School, closing off Cricket Road is having a detrimental effect on people being able to access these areas and not to mention residents being able to have a smooth journey in and out of their own street. I simply can not put into words how frustrating the whole Experimental Low Traffic Neighbourhoods is for someone that has to regularly travel around the area. I feel like the individuals that put these plans in place have probably never lived in the area, let alone driven.
Object - Florence Park	The knock on effect of closing these roads is ridiculous. Cowley Road is horrendous. It makes it more difficult for emergency vehicles to get around. It's made my journey to and from work longer, which in the long term is not good for the environment as my car engine is running for longer!
Object - Florence Park	Traffic displaced onto main roads leading to congestion and gridlock. Increased noise pollution. And actual pollution Waste of perfectly good roads that are now little used. Perhaps some traffic calming measures such as speed bumps or chicanes would be a better alternative to completely closing the roads ...
Object - Florence Park	As a builder I have a van with tools and materials that I need with me to complete different jobs all over Oxford. Since people have been going back to work the traffic has been getting heavier. However I have noticed that queues are far greater than pre COVID lock down. In the past I would have used side roads to cut between Cowley and Iffley Road, used Crescent Road to cut through to Hollow Way, and so forth to cut out using the major pinch points of the main Oxford arteries. Just like many other people with local knowledge but now it's adding on 3 to 4 times my journey time because everyone has to go the same way. It's not just the time I'm worried about it's the pollution. I'm now burning more fuel crawling along the road and just like everyone else, even those people that normally take these main arteries are taking longer and burning more fuel. It seems to me that this plan has been done to keep a few hundred residents happy at the cost of a few thousand motorists and the environment. I can more strongly object to this trial and truly hope you remove all of the measures in place in Littlemore, Cowley, Florence Park. For the good of the city environment and economy (there isn't many bus lanes in these areas so even the buses can't get shoppers into Oxford efficiently. Who would shop in a city that makes it so difficult to get into) Many thanks
Object - Florence Park	This has just moved the traffic elsewhere, blocked the Rose Hill/Iffley Road which Donnington Bridge lights and the single lanes cannot cope with, people are constantly blasting their horns outside our home now as they are frustrated by the increased congestion, I have a much more stressful commute to work (need my car for community visits) and have to drive further around the system to drop my elderly mother home increasing fuel consumption & emissions to get 1/2 mile away

Object - Florence Park	The LTN has created a problem instead of solving one. Traffic has overflowed throughout the main roads causing chaos and pollution, journey times have gone up and we are not even fully out of lockdown. Take the LTNS out!!
Object - Florence Park	These LTNs have put more traffic on main roads and it's affecting all the main routes in & around Cowley
Object - Florence Park	It is very difficult for me to get to work now, where the journey used to take me 10 minutes now is increased to 30 to 40 minutes. Absolutely ridiculous
Object - Florence Park	The scheme has (as predicted) caused huge queues on the surrounding routes. With longer distances to travel and more pollution from idling traffic this has got to be bad for the environment.
Object - Florence Park	It causes too much traffic on the open roads, doubling our normal times of travel to, from and during work.
Object - Florence Park	Creating too much traffic on main roads and dangerous atmosphere for school children.
Object - Florence Park	Having an open mind and willing to give it a go, I have to object to them. In Florence Park as a resident, there used to be 6 exits out, Clive Road, Littlehey Road, Cricket Road, Cornwallis Road, Florence Park Road and Rymers Lane. Now we only have 2, Rymers Lane and Florence Park Road. I have to say that I rely on leaving and returning by my van as my work dictates this. My journey times have increased drastically and on some days it has take 10 mins just to join the traffic on Church Cowley Road, when before this I was able to join within a minute or 2. Oxford Road and Church Cowley Road are virtually at a standstill. I have witnessed cars mounting pavements in Cricket Road turning to u turn at the bollards. I have children that I walk to school as I am close enough, but asking 4 and five year old to walk distances is too much for them, especially at the end of school when they are exhausted. The surrounding areas roads have become very congested and I have heard so many people complaining. I hate to think of what impact the new LTNs in Divinity Road, St Mary's and St Clements will have on traffic. Its effectively driving all motorists down Cowley Road and Iffley Road, which is already so congested. I say take them out! There wasn't an issue before and it's only consolidated the traffic on other areas.
Object - Florence Park	Whilst completely supporting a reduction in traffic in our area, it seems very unfair that all the traffic has been diverted to the main roads which are also residential areas. Since the change, Henley Avenue has had a continuous stream of static cars emitting noxious fumes. I would be interested to know the change in the quality of our air. This does not seem a good way to resolve the traffic in our area and it seems very unfair.
Object - Florence Park	The road works on Cowley road caused an insane backlog of traffic. I'm a disabled driver and being unable to cut out of the traffic backlog is totally unacceptable. The additional pollution caused by this build up counts against a carbon neutral environment Oxford is striving for. It's pointless convincing people onto buses at their ridiculous cost to also get caught in the traffic. This is actually the case for all the LTNs. It makes travelling for disabled travellers very uncomfortable and sometimes dangerous to double journey travel times.

Object - Florence Park	Since the implementation of this trial, the traffic outside my home has increased exponentially. While higher than average traffic levels are not unexpected or uncommon on Cowley Road, it was already bad and this has worsened the situation. To make matters worse on a personal level, the locations chosen for the closures are on routes I have to take daily to access my vulnerable loved one in a residential nursing facility. I had a preference for the quieter roads as I find driving there at slower speeds suits my needs as a driver. I feel safer than taking the main road, and do not choose these routes simply as a 'rat run' nor ever drive above the speed limit or carelessly. If possible I would apply the same reasoning for the Temple Cowley and Church Cowley LTN schemes too as all now affect my route options adversely. For example, at present I must book my visit to my relative and arrive on time for a Covid test, or risk missing out on seeing him. I have been late twice in the past week, based solely on the traffic standstill on Cowley Road, Oxford Road, Between Towns Road and Church Cowley Road. Today I was late for another meeting as I had been unaware that in order to access Florence Park, I needed to drive up Cowley Road and Oxford Road to Rymers Lane and back to Florence Park. So I innocently left my home near Howard Street along Cricket Road and found myself blocked before I reached the Florence Park car park. A journey that in pre- LTN times would have taken little more than five minutes took more than 40 minutes. How much more pollution did that cause from one car idling I wonder? Times that by hundreds of cars all day long (the traffic on Oxford Road was obviously even worse at 18.00pm than it has been at 14.30pm...) and how do these schemes actually benefit anyone really? The idea seems to have benefited and appeased certain sectors of the population who are able to go about their lives on foot or via bicycle, allowing the privileged (favoured?) few to enjoy the apparent benefits of a 'low traffic neighbourhood,' while leaving those living on the main roads like Cowley Road and Oxford Road feeling like our wish to have cleaner air and slower, lower traffic volume is unimportant. Ultimately my argument against LTNs in the East Oxford and Cowley area is that the negative impacts on air quality, traffic volume and freedom of movement of all residents clearly far outweigh any benefits to a smaller minority of residents seemingly arbitrarily chosen to benefit from such a scheme. The impact is inarguably unfair, and any ideas implemented to improve the safety and quality of our community's roads in future need to be based on measures that will improve the situation for the majority, and not treat residents of main roads as poor relations to those in 'residential areas.' They are all residential!!! Perhaps the implementation of more one way streets (for example, Divinity and Southfield Roads would be much improved by offering opposite directions of travel, and similar systems might improve traffic flow in Cowley too.)
Object - Florence Park	I very much support the idea of attempting to decrease traffic and car use, however this one had unfortunately failed. The traffic CAUSED by the LTNs on the Cowley road and surrounding area has not only made life incredibly difficult for those of us who do have to drive for work etc, but has in fact made public transport less accessible due to the undoubted increase in journey time, Not everyone can cycle or walk long distances so this is not acceptable. I am also very concerned that it is cutting off the poorer areas of Oxford to access to the city centre, especially the residents of Blackbird Leys who have voiced their concerns over being trapped in their estate only to receive an embarrassingly arrogant and dismissive response from the council (which as a side note should be looked into) I urge the people involved to do the right thing and stop this trial early, go back to the drawing board and use the good intentions to come up with something that works.

Object - Florence Park	Increased traffic on main roads. Take twice as long to get to work for my father who can not walk the distance to headington. Also my mother who is a cancer patient and has regular appointments can not walk or cycle so it takes a lot longer to get to her appointments. This only works for younger and health residents who are living in the area who can walk or cycle. Please reconsider and think of other options Thank you
Object - Florence Park	Severe impact on our business. Surviving covid was hard enough but these restrictions are suffocating our business.
Object - Florence Park	The LTNs are forcing me on to Cowley Road or other routes where there is heavy traffic most of the time, extending my journey and therefore increasing my emissions in the area and using more fuel.
Object - Florence Park	I am objecting the proposals because of the major traffic jams now being caused along the Cowley main roads. I have been spending more of my time sat in traffic because of the LTNs, which I am really unhappy about. They are a huge inconvenience and I am wasting petrol. My view is that they are not efficient and are causing prolonged congestion on a day-to-day basis.
Object - Florence Park	Traffic on surrounding main roads is horrendous. Can take up to 45 mins to get around to places which would usually take less than 10mins. Fearful that this will only get worse as many people are still working from home due to COVID. The current situation isn't a true representation of normal traffic.
Object - Florence Park	LTNs have caused nothing but issues in and around Oxford. Although they are working successfully for those specific neighbourhoods, it has not reduced traffic but instead moved traffic elsewhere. Roads such as Iffley road and Oxford Road have become congested continuously causing huge delays and traffic interruptions. I urge the city council to reconsider the LTN experiment.
Object - Florence Park	It is causing congestion and longer journey times. Difficulty getting my children to school/childcare and more issues parking than before.
Object - Florence Park	Since this has happened, getting to and from work has been an absolute nightmare. All the main roads are suffering now and fully congested. Many of these roads are residential so it hardly seems fair to them. Also, they are an absolute nightmare for emergency services. The benefit for a few is not worth the misery for so many others. The overall area is too small and congested for a scheme like this. It just puts the problem somewhere else and is no longer shared out.
Object - Florence Park	The proposed LTN has given rise to traffic on Cowley Road and Iffley Road, resulting in stationary traffic giving rise to pollution, noise and delays. This is against Oxfordshire policy on pollution. Also note LTN is putting the residence in danger in case of emergency (fire/ambulance).
Object - Florence Park	I use my car sparingly but due to physical health issues I do have to use a car to get shopping etc. In principle I agree with trying to reduce car use within the city. However so far the impact for many people has been very negative due to the increase in traffic on the major roads. Journeys that were taking me 10 mins now taking around an hour or more due to traffic congestion increasing the amount of traffic and pollution on these main roads. This scheme is not at all fair on pedestrians, cyclists and households that live on the roads where the traffic is being forced to go. Oxford struggles with air pollution and it cannot be right to increase the problem even more on these roads so that some communities can have cleaner air and less traffic.

Object - Florence Park	I am against all of the LTNs (Florence park, temple cowley and church cowley). I am a keen cyclist and rarely use my car but believe in making public transport and cycling more accessible rather than punishing those who have to drive. I usually cycle or walk to work; however, due to a significant injury, I was unable to for a long period of time and still sometimes struggle to now. I don't know how I would have coped if the LTNs had been in place during this time and I am a key worker. It really concerns me that vulnerable and/or less mobile people are able to get to work, school or medical appointments with the LTNs in place. I have recently had a baby and need to sometimes drive, as along with my injury, my baby was premature and cannot go in a bike seat until a certain size and weight - what am I expected to do? I feel very let down, as I am isolating myself because I cannot travel. I also feel that the current restrictions simply push the problem into another area. The traffic is no longer spread out and allowed to filter through, which reduces congestion. Living on Cornwallis road, it's quiet, however, my poor neighbours on church cowley road have traffic and huge amounts of pollution because of the LTNs. It has made it unsafe for children and cyclists and I no longer want to walk along the roads, as my baby is breathing this in. The traffic needs to be distributed across the city, to reduce cars sitting in traffic. The flow was so much better before. If there are concerns about people from outside the city commuting in then residents permits need to be given. As a cyclist (mobility and baby permitting), the Rymers lane bollard is the only one I support, as it is a main cycle route into the city centre and I think it encourages people to cycle. I also think it is positive to reduce traffic near the park, we children are often coming in and out. Please think about the city as a whole and not just reducing traffic in a few streets, as it simply pushes the problem elsewhere. Also, be mindful of those who are vulnerable and with mobility issues, as the current restrictions will further isolate this already disadvantaged group.
Object - Florence Park	Traffic everywhere, so annoying
Object - Florence Park	LTNs are increasing pollution and are therefore working against one of their primary intended purposes.
Object - Florence Park	Reducing traffic in residential areas is a good thing and does make streets safer. However, there are other ways to discourage through-traffic without blocking roads (speed bumps, narrowing, more space for cyclists), and trying to force people to use bicycles more often is likely to be less successful than providing incentives for reducing car use for short journeys (like a network of safe cycle paths). Schools also have a big role to play in discouraging traffic. Disabling alternative routes leads to more pollution overall as congestion increases, specifically if the roads that are left are compromised by road works or accidents. Our road now is cut off from direct access to the south (Leys, Culham, Abingdon), and other (narrower) residential roads which were not built for high traffic are the only route left for many.
Object - Florence Park	I live inside an LTN and do not wish to. I bought my house in Florence Park partly due to the easy access to the main roads going towards central Oxford. I had no reason to believe that road access would change or that changes to the road network would be imposed on me. Furthermore, from a wider society point of view, I think that it is unfair to displace traffic from outside my house to someone else's. I knew when I bought my house that it was on a rush hour rat run, it would now be unreasonable of me to expect that to be changed to the detriment of someone else. Please remove the barriers ASAP.

Object - Florence Park	I live in a side-street that links to Cowley Road and I strongly object to the Florence Park area LTN (and also to the other two LTNs in Church Cowley and Littlemore and all future proposals for LTNs in Oxford). Since the LTN has been implemented in the Florence Park area, my journeys by car are taking far longer (20mins at least). Now, the only exit routes from my road are Cowley Road and Howard Street and I am getting stuck in traffic around the Cowley Road/ Temple Cowley junction (with the traffic lights) and at the end of Howard Street. I am sitting in long queues of traffic that go back as far as Reliance Way, which is clearly terrible for air quality and for the environment and also terrible for the poor residents along Cowley Road and Howard Street who have had all the traffic dumped in their road. I disagree strongly with the fact that some "lucky" residents in Florence Park are seeing a reduction in traffic on their roads, whilst some "unlucky" residents on Cowley Road/ Howard St are seeing the opposite. It is completely unfair. It is also important to note that currently we are still only experiencing pandemic traffic and once everyone returns to the office, I anticipate that the traffic problems at these bottlenecks will get far worse. The theory that people will shift to other modes of transport as a result of the LTNs is completely flawed because public transport provision in Oxford is so bad and extremely expensive/ unaffordable. In non-pandemic times, the buses are over-crowded at rush hour, hot (no air conditioning in summer) and often don't reliably turn up at the advertised time. The connections are also poor and the routes often take huge detours through residential estates which slow down journey times significantly. For example, I work at the JR Hospital and it is extremely poorly connected to the rest of the city, despite being a major place of work for thousands of people. From Cowley Road, it takes 45mins -1hr by bus to reach the JR!! Not everyone is able to walk or cycle due to their health/disability. As a result, I strongly believe that the LTNs are a form of indirect discrimination against people with a disability, which is a protected characteristic in the Equality Act of 2010. I am also extremely concerned about the impact on emergency services. For example, today (04/06/2021), I witnessed an ambulance getting stuck at the LTN on Cricket Road and having to reverse off the way out (then doing 3-point turn in Bhandari Close), then back out to Cowley Road. I have taken a photo to document this. In this case, it was not a blue light emergency, but I can only imagine how much time would be wasted if it had been and the increased likelihood that the person would die as a result. I am also concerned about the impact on professionals who need to drive to many properties such as delivery drivers, taxi drivers and carers. I would also like to point out that the initial consultation was extremely sub-standard. It only polled the people in the streets where the LTNs would be installed and didn't consider people like myself in neighbouring areas that would be very impacted. The original and current consultations have not been well-publicised. I only became aware of LTNs when I saw them appear in Florence Park. I'm far from the only person in this position. I received no leaflet and no information to make me aware of the initial consultation's existence. An online petition (https://www.ipetitions.com/petition/end-traffic-barriers-in-littlemore-and-cowley) has gained many signatures (including my own), with the numbers of respondents against the LTNs far in excess to the numbers in favour in the original consultation (currently around 3,500 people have signed the petition against LTNs vs 447 in favour of the 3 LTNs in the original consultation). Although there may be a small % of petition responses that are either duplicates/ people from outside Oxford (as reported in the Oxford Mail), that percentage is likely to be marginal and the petition clearly shows the strength of feeling against the LTNs in Oxford. I am also very concerned that the methodology for assessing the impact of the LTNs has not been published by the council or consulted on, and that this is only a "consultation in name only" and that whatever the outcome of this, the council will impose these LTNs on residents. I would be also extremely opposed to additional LTNs being installed in the Divinity Road/

	Southfield Road areas and on Howard St/ Magdalen Road as that would really box us in. Any journey to other areas of Oxford and neighbouring towns such as Abingdon would become a complete nightmare. Perhaps this is the council's vision: make Oxford such a nightmare to live in that all residents will choose to leave Oxford for good... I guess that would result in less traffic if there is no-one left in Oxford.
Object - Florence Park	The LTN does not achieve the purpose it was set out to do. It does not reduce traffic but causes more traffic congestion on Cowley road (whose residents have to now put up with more noise and air pollution than before), further delays for everyone and more environmental pollution. The idea that LTNs will discourage people from using cars is misguided. People use cars because they have to (public transport is expensive, the connectivity is not great and in the time of pandemic not ideal). Scientific data will say that having multiple alternate routes allows free flow of traffic and avoids dependence on one critical path. With LTN, a road construction project or an accident on Cowley road will completely stymie the flow of traffic. Having different options avoids this bottleneck. I strongly object to this LTN and there are other actions that the council can take to improve the situation in this area. Making some of the streets one way for instance will be much more effective.
Object - Florence Park	Reconnecting Oxford showed me how to object. It was unclear without their help. By adding these barriers, you have added several miles, and time to the commute times of each of my 4 staff. As well as bottling up traffic, forcing more cars onto fewer routes, making traffic slower. This is a waste of time, fuel and energy. This further effects our clients, who often don't know the city, and are suddenly stuck somewhere. The weird restrictions add difficulty to the already difficult parking in Oxford. I understand that you want push the Park and Ride on the city, but as has been pointed out several times, the park and ride was established in 1973. I think it's very clear that people DO NOT want to use the service. If we introduce a new products or service, and people are not interested after 10-15 days, we re-evaluate. It seems like an insane waste of public money to continue for nearly 50 years! These LTNs feel anti-business, anti-visitor and counter productive
Object - Florence Park	It is now very difficult to drive to a destination in that area. It takes a long time and a lot of petrol. Blocking those roads makes the other roads too busy. This has created problems instead of solving them
Object - Florence Park	LTNS create HIGH traffic neighbourhoods in neighbouring streets!!!!!!!!!! Iffley road has become a congested mess at busy times. Pollution levels are high, journeys are delayed, buses at a standstill. Carers, hairdressers and gardeners are having to travel further between clients, increasing pollution and costing more on petrol; disabled people are having to wait for carers to turn up late due to your congestion and have to spend a lot longer stuck in traffic. You seem to think everyone can cycle: most cannot, especially if they are carrying tools/equipment.
Object - Florence Park	We have seen a large increase in traffic on Oxford road causing traffic jams and making it nearly impossible to pull out of Cedar Court in the morning. It has added significant time onto commutes and is increasing pollution in the area. I also have concerns about access for emergency vehicles. I think putting traffic bumps / chicanes in would have been a much better use of funds.
Object - Florence Park	The traffic that had been pushed into the Iffley road from closing the roads around Florence Park is a nightmare. Sometimes it takes almost an hour to get from the top of Iffley Road (near town) to my home after work and public or alternative transport is not an option as my son has multiple conditions and registered disabled. The pollution has also had an impact from the amount of stationary vehicles piled up in traffic, asthma sufferer's including myself have found we are coughing a lot more and are short of breath more than we used to be and of course it creates problems for the emergency services making it very difficult to get up and down the Iffley Road especially when they can get passed buses on both sides of the road.

Object - Florence Park	I highly object to the LTNs, traffic in other areas has skyrocketed due to them and the existing infrastructure is not able to handle the amount of traffic. My commute has more than doubled in time due to having to take the ring road. I also am concerned about waiting times for emergency services slowed by the LTNs, wasting critical time in some cases.
Object - Florence Park	The traffic became a nightmare. It's a struggle to get out my neighbourhood.
Object - Florence Park	The LTNs are bringing traffic on the east of town, Iffley Rd, Donnington Rd, to a grinding, frustrating halt.
Object - Florence Park	1. Access for emergency vehicles 2. Access for disabled 3. Excess traffic on surrounding roads
Object - Florence Park	All that is happening is build up of traffic in other areas causing more problems in other places
Object - Florence Park	It has caused traffic chaos. Longer journeys. Traffic jams, pumping more C2O into the environment. My husband is disabled so we need a car to get around to hospital appointments etc. All traffic is now funneled into a few streets.
Object - Florence Park	There are no alternative routes to go about servicing my customer when [expletive removed] dig up the Cowley/Oxford road today I sat here for over an hour. LTNs need to be flexible and opened when major routes are closed or seriously affected as a result of roadworks. THIS IS COSTING ME MY LIVELIHOOD!!!
Object - Florence Park	The traffic along the Cowley Rd is a joke, and that's the only Rd you can drive down now. Whoever thought of this needs their head tested and doesn't live in the surrounding areas. These LTNs need removing immediately. There is also a huge concern about how emergency vehicles can get around now with nearly all of Cowley blocked most ways.
Object - Florence Park	One area's LTN causes another area's HTN. Better to open ALL the roads so traffic spreads rather than us concentrated causing jams and pollution.
Object - Florence Park	I care for my elderly mother who lives in Cricket Rd, Cowley and visit her on a daily basis. My daily journey has increased by more than an hour as a result of the LTNs, which leaves me less time to spend with her. I'm sure my inconvenience is insignificant to the council, but what I think does need mentioning is how the LTNs are likely to kill off Templars Square. It has become a nightmare driving around Cowley since the LTNs were introduced so it is discouraging shoppers from going there (I'm judging this on opinions of my friends, family and myself). The last time I visited Templars Square about a quarter of the units were empty. This situation will not improve with the LTNs in place. If it were not for my mother I would never go to Cowley again. It's just so much easier to shop elsewhere.

Object - Florence Park	I am fully in support of managing traffic, and was in support of trialling the Ltn scheme. As we live with the new restrictions, there are a number of issues that have come to light, which I believe are a real cause for concern. Having to use only the main roads congests them further: During peak travel times there are serious traffic jams. The main routes are not able to cope with the level of traffic. Journey times and distances are significantly increased, as you have to drive far further to get to your destination. Pollution through emissions is inevitably increasing due to the increased distances and journey times. It is a nightmare for people having to do business in the area, particularly delivery people. WE NEED TO INCREASE THE DIVOLVED FLOW OF TRAFFIC, NOT DECREASE IT. It is utterly unfair that residents on main roads suffer greater pollution, when some side roads are empty. I BELIEVE WE SHOULD TRY OPENING UP ALL OUR STREETS, BUT HAVE ONE WAY SYSTEMS ON ALL OF THEM. There are some specific traffic problems around St Gregs school, which I think may have provoked much of the Ltn movement. For this, I suggest school start and finish times should be off limits to certain roads. HOW ABOUT THE INSTALLATION OF BARRIERS WHICH ARE OPEN ALL THE TIME BUT NOT AT SCHOOL DROP OFF AND PICK UP. Lastly, I believe there are concerns for safety due to decreased access for ambulances and fire engines. My journey times and distances are greatly increased by the LTN barriers. I am using more petrol and polluting the environment more because I don't have direct access in the right direction, I literally have to go round the houses in the wrong direction. I also now have to sit in polluting lines of traffic at multiple sets of traffic lights, whereas before I could avoid all traffic lights decreasing my contribution to pollution. The increased traffic on the main arteries can be awful, and this is not just down to people not using buses and roadworks, it is to do with the LTN barriers forcing everyone onto the main roads. I cycle whenever I can and care greatly about the environment, but this system is not working, it is making things worse.
Object - Florence Park	Causing significantly more congestion, far more time consuming and costly to commute
Object - Florence Park	The queues are so long even for short journeys to the area. People are not going stop buying cars because of the LTN. and also effects the bus routes because of traffic back log and also any road work that happens on cowley road has a knock on effect on all the traffic in the area. If u want people to drive less then make bus tickets cheaper and make cars more expensive.
Object - Florence Park	These bollards will make driver's frustrated and make it more dangerous for cyclists and pedestrians
Object - Florence Park	They simply move the traffic to other road - roads such as church Cowley road - that are already ill-suited to cope with the existing account of traffic. This has an impact on the traffic on Iffley and Cowley roads. As a local resident that drives, walks, and cycles with my child, I find them far more of a nuisance than a help.
Object - Florence Park	I live in Wood Farm Oxford and my child also goes to school in Wood Farm I work in Cowley I do not have the option to walk or ride to work as this would make me late, its taking me more than 30-40 mins to get to work due to all the road works on the main roads..... and now the LTN have been put in this is a nightmare. The main road in to stfrideswids primary school has an LTN so the only option is to use Oxford rd and cut down a siderd, and go back on my self to get in to the school where I work not only does it make staff late but also children.
Object - Florence Park	Clive Road is a Cul de sac. Now with ATN it has become close on both Ends. People living in Clive road can only go towards Oxford Road which is now very congested. Residents have lost their access to the Florence park Area and Iffley Road. Because of the traffic, I spend 30 minutes extra in my car. Not very good for pollution and global warming. This measure is counterproductive. If you want people to use buses, please reduce the cost of the buses but do not inconvenience people that have to drive

Object - Florence Park	As a car user and resident of Clive Road, completely blocking access to Rymers Lane is not the best solution. In my opinion best options will be setting of speed bumps and removed the pots. In the petition which I filled in, I wanted to slow down cars not close road. The problem is that we have only one exit anywhere by Oxford Road, always straggling with traffic. Driving back home from Iffley Road we have to go around Temple Square and only through Oxford Road to Clive Road. At the end my conclusion is that the only ones who are satisfied with that are the retired people and children playing football in the street kicking ball on the cars.
Object - Florence Park	LTN's are not working and need to be reviewed ASAP. 10 mins travel now will take at least 30 mins with constant huge gridlock traffic even outside rush hours. It is almost impossible to get to work or medical appointments on time, it is impossible to quickly respond to emergency if my vulnerable parents will need support. My road is closed from both directions, shops are having problems with deliveries as some of their cars are too big and are not fitting in through Maidcroft Road. Businesses are also losing as people from outside of Oxford prefer to go to Reading or elsewhere for shopping as new traffic is unbearable. And how the traffic will look like when all of the business will go back to work from office. Because of closed roads people will not suddenly change from cars to bikes, it's not working like that, not everywhere people can cycle, also have you thought about carers? Vulnerable people in Oxford having their daily visits delayed because of massive traffic - have this been discussed - carers cannot cycle between the visits they will also not use scooters their need to use cars. It will be much easier if you put bumps on roads to slow the traffic? Make cycling path. It is not fair on people paying the taxes to say we haven't got a money for better solution so we close your roads and it's your problem to live with that. You are extending the scheme because of scooter - do you think that suddenly people will use them to go to shops or maybe you will ask people to use them to medical appointment - well wishing you luck. Traffic and chaos made by LTN's are unbearable for residents. Essential trips are taking far longer than usual which means that appointments cannot be made on time. As a carer of my parents my response time to any emergency is taking longer than usual which means that they are put on risk at the moment. Air pollution is far worse than it was up before LTN's, car in traffic using far more petrol than normal. You cannot expect people working outside of Oxford to cycle or walk to work, you even cannot expect them to use the bus when ticket prices are so expensive and many people just cannot afford it. LTN's should be removed with immediate effect as majority of community does not support them. Also people were not properly explained what LTN's are, during consultations people were informed that you will place slowing down bumps on the roads and this is what people agreed to. Nobody expected that you will just close the roads down cutting people off from accessing the community. People need to be listened not ignored.
Object - Florence Park	It's a nightmare getting to the school I'm the mornings and to work, traffic along the Cowley road and Iffley road pile back for 30 mins sometimes my son has to be at school by 830 we leave at 745 and still sometimes are late. Then I am nearly an hour late for work most mornings
Object - Florence Park	As a disabled person, having the option to drive to the school benefitted me greatly. I cannot physically walk from Florence park to St Frideswides primary. It causes all sorts of traffic jams, I've witnessed someone reversing into bollards to try and turn around down Rymers Lane. That and other cars being damaged. I think it absolutely needs to be removed.
Object - Florence Park	I have not been able to see any real benefit to the LTNs in the Florence Park area. If anything it has made the traffic in Cowley Road more congested than ever. What was before a 5 min drive to St Frideswides school, it is now 15 min at least. Where is the gain here?
Object - Florence Park	Unable to go to work, used to take 5 minutes now it takes at least 20. The traffic build up around the roads that don't have the LTNs are full of cars all the time and the pollution within those roads are awful.
Object - Florence Park	It's causing mayhem on surrounding roads
Object - Florence Park	It's not solving the problem. It's just moving the problem elsewhere. People are dumping their cars on our road and going about their business. The main roads are way too congested and journey times are much longer. I.e increasing emissions/pollution.

Object - Florence Park	The current restrictions have made the traffic much worse due to closing the areas around Florence park. My only route into work on Cricket Road has increased by 20 minutes due to having to travel around the ring road. This has been further impacted by roadworks taking place in May and June. Closing further roads such as the planned Howard Street is going to increase my journey time home which is already longer than it should be and force more traffic into very few roads, namely Shelly Road. This is only moving the problem not solving it. My place of work will not change so I have no choice. In addition I use the local shopping area regularly and get fuel on my way home, this will now stop as I am not prepared to shop locally when it will double my journey time. I am a teacher and therefore a key worker and do not have the luxury of being able to work from home.
Object - Florence Park	I am objecting because all side streets will be closing. Working people with children will not be able to get to school or the work on time. Most child are already attending school late on daily basis. Not fair on working parents as they will be getting late almost everyday. Some streets will have to become one way to allow flow of traffic. Only Shelly road is open
Object - Florence Park	I can see that the idea of slowing traffic is benifical, however it has just pushed the traffic on to the same roads (those that aren't blocked!!) making them queued and heavily congested, this leading to cars letting out more pollution and fumes as they sit in traffic, my journey from home to work now takes me 10 minutes longer in the morning and can be as much as 20 minutes longer at the end of the day. (I live to far to not use a car to get into work) As it is such a problem with getting in and out of the area I will not be using the local facilities or amenities so I will not be shopping local.
Object - Florence Park	I am a long standing teacher at St Frideswide Primary school, Cricket Road. I already have to drive almost an hours journey to and from work each day from my home [village outside Oxford]. The barriers in place on Florence Park have increased both my journey time and fuel consumption. I need to get to the Hinksey hill roundabout/A34 in order to get home. The only route is via Rose Hill or across Donnington bridge and I am now having to sit in traffic every day just to get out of the Cowley/East Oxford area either on Oxford Road or Howard Street and this can take any where between 20-30 minutes to do so. Not only has this affected my journey but previous to the barriers being put in place I would frequent the stores at Temple Cowley as they were convenient after my working day but it is now impossible to get to them without sitting in heavy traffic. I feel a huge amount of sympathy for the residents of Howard Street too as traffic and fumes here have increased. I join a queue at half way down this street most days. The traffic also makes it difficult for cyclists to navigate up the road and lots end up having to mount the pavements. Traffic that used to be able to exit East Oxford easily and swiftly is now being pushed out on to already busy main roads. It seems crazy that this has been put in place by a school that serves not only the immediate community but where many pupils travel in rather than walk from suburbs such as Rose Hill, Blackbird Leys and Headington. I can understand that local residents would benefit from quieter, safer streets but most people accessing this area need to do so via a car. I truly hope the decision to put these barriers in place is reversed in the not too distant future.
Object - Florence Park	The restriction of traffic around the Florence park area has made the travelling to and from my place of work much more difficult. The alternative routes have seen a vast increase in traffic that they are not capable of dealing with. All the LTN has done has move the traffic onto already very congested roads and increased traffic on other narrow roads. It has also increased the daily stress levels of those travelling to and from the area.
Object - Florence Park	• The LTNs have added significant time to my car journeys. • They have increased traffic on Cowley Road and Iffley Road. • I spend more money on fuel due to the traffic. • The longer journeys also contribute more pollution to the local area.
Object - Florence Park	It's absolutely ludicrous to close off so many roads with a lame expectation that only cyclists and pedestrians be allowed to use them. As taxpayers, why shouldn't we be able to use other roads to crisscross across town to reach where we desire, thereby dispersing the traffic situation? Without affordable public transportation in place this scheme is a travesty.

Object - Florence Park	It used to take me 10 minutes to get to work by bus or Taxi (from Headington to Cowley Centre) and now it takes me 30 minutes minimum and 45 minutes max.
Object - Florence Park	For safety (I have experienced multiple incidents that have been reported to the police in the roads covered by the temple Cowley and Florence park LTNs) and time reasons I frequently drive to Iffley rather than walk, the closure of Clive road to Rymers lane means my journey has consistently taken 3 times as long (15 minutes rather than 4) due to having to go via Oxford road to Church Cowley road and the additional traffic lights. This is not reducing pollution at all it is simply moving it, I have noticed increased traffic on Oxford Road which is already busy and although not a huge amount of time and petrol extra per journey it is adding up.
Object - Florence Park	Strongly objecting, reduced business
Object - Florence Park	For the residents of the Florence park area, it has caused the following issues: Gridlock of traffic along surrounding main roads. It has cut us from other areas of oxford- since we can no longer drive through those areas. This segregation will be felt deeper as time goes on. These roads were never BUSY to begin with, we always felt safe walking around these roads. It is not representative of the BAME population that rely on their cars to get to one place from another. It has forced us into gridlock traffic- meaning we will be disproportionately affected by taking more time out of our day and spending more on petrol.
Object - Florence Park	I object the proposals as it has caused gridlock onto roads which were already busy, by closing through traffic from roads that weren't that busy in the first place. It has caused difficulties in my day to day life in getting to the places I need to, in my local area and getting to the surrounding areas. It has cut me off from surrounding neighbourhoods that I otherwise would have easy access to.
Object - Florence Park	For the residents of the Florence park area, it has caused the following issues: Gridlock of traffic along surrounding main roads. It has cut us from other areas of oxford- since we can no longer drive through those areas. This segregation will be felt deeper as time goes on. These roads were never busy to begin with and so as a resident I have always felt safe to walk along the roads. It is not representative of the BAME population that rely on their cars to get to one place from another. It has forced us into gridlock traffic- meaning we will be disproportionately affected by taking more time out of our day and spending more on petrol.
Object - Florence Park	Its has increased the journey time for my school runs from 12 mins to 45 mins. I am using more fuel which is not more environmentally friendly and is also burning a hole in my pocket. Being stuck in cowley road traffic 3 times a day has made my Asthma worse due to the fumes I'm constantly inhaling.

Object - Florence Park	By closing the link roads between Iffley Road and Cowley Road the traffic is being diverted along Iffley Road and Church Cowley Road. These are also residential roads where the air quality is deteriorating due to heavy traffic queuing along these roads. Car journeys are inevitably taking longer leading to more pollution. Traffic is often at a standstill along the Iffley Road from early afternoon. Please also consider the residents of these roads. Cornwallis Road is a main link road between the Iffley and Cowley roads and could not be considered a 'rat run'. Will the residents of LTN's be happy to pay for the maintenance of the roads that car drivers are no longer able to use? It would seem unfair to expect maintenance costs to be paid for from car taxes if drivers are not allowed to use the roads! Roads are built for traffic, not as a leisure facility for residents! Although I am in favour of reducing pollution and improving air quality, I feel that by closing these roads, the air quality is only being improved for a limited number of people and that residents of the main roads are not being considered. Perhaps if traffic calming measures such as planters used as chicanes in Cornwallis Road were implemented instead of closing the road completely, this would slow down traffic and have the desired effect of reducing speed but still enable drivers to use the road.
Object - Florence Park	Object: the traffic which usually goes through Cornwallis Road is just being pushed to other roads. Cars are actually going down Cornwallis Road faster than before as there is less or no traffic. People use the road as a pavement, literally walking along the road with pushchairs or just walking in the middle of the road which is dangerous as there is still traffic. Although I drive as well, I mostly cycle and cars are even less considerate to cyclists in Cornwallis Road now than before speeding along the road freely which is totally defeating the object.
Object - Florence Park	I don't support Oxford LTN zones. It creates even more congestion on the main roads.
Object - Florence Park	These [expletive removed] zones and adding many hours a week to my driving time in Oxford, they are harming the environment, not improving it. How can forcing cars to sit in additional traffic jams help?
Object - Florence Park	I would like to know if the LTNs are actually reducing traffic or just displacing it. My experience, living on Iffley Road is that the traffic on Iffley Road has increased and there is often traffic queuing and pollution outside my house that is much more than before the experimental LTNs were introduced. I have also experienced dangerous u-turns from cars in the Boundary Brook estate when the school zone is being enforced. I cycle and walk and support the concept of less car traffic. I have also witnessed dangerous u-turning traffic on Cowley Road from cars stuck in queues near the Police station. When I have walked and cycled on Cowley Road and around Cowley Centre the traffic has been dangerous. Yesterday at 7pm. I saw a cyclist who had been knocked over by a van on Church Cowley Road. If the LTNS are supposed to help arterial road traffic it appears that this is not working. Cowley Road and Iffley Road are arterial roads and also densely residential.
Object - Florence Park	Unacceptable increase in traffic and pollution on Oxford Road both at peak and off peak times.
Object - Florence Park	I Think the best solution to this silly idea is to have one way roads..some of the roads should not be used as two way roads. I believe a one way system would be a better idea and would benefit public transport as they are always running late and also reduce congestion, also traffic calming measures would be highly effective in these areas.

Object - Florence Park	I understand and appreciate the reasons behind LTNs, however I don't see how limiting the traffic in certain roads, and at the same worsening the traffic on Cowley Road could have an overall positive impact on the whole area. In my opinion there are certain criteria for LTNs to work: -Cheaper public transportation must be available -LTNs need to work for everyone not only for the residents of the road included in the LTN. -LTNs should not create more congestion elsewhere otherwise the overall impact on the environment will be null. I suggest to trail LTNs with movable barriers during specific times of the day.
Object - Florence Park	1) Closing off site 1 (Conwallis Road) creates all sorts of problems for getting out to work/shopping for any one on that side of Florence Park road. A significant number of people are just ignoring the signs demonstrating that the expense has just been a total waste of money and adding bus lane cameras is not going to do anything other than [expletive removed] [upset] more residence in the area. 2) You have made Florence Park road more dangerous as you have increased the traffic on it and the cross roads at Church Cowley Road was difficult/dangerous before you did this. On my side of the estate we all have to cross Florence Park Road to get to Shops, Bus stop, Mail Box and Pub so your assesement in planning before imposing this broken scheme was well short of what is required. You will now have to waste money on traffic lights at the cross roads so that people can get out of the estate come winter as the hole of Chuch Cowly Road will grid lock again come bad weather October onwards.. 3) You failed to envisage the impact on the Henley Avenue/Rose Hill/Church Cowley Road junction. You will now have waste more money to invest in more advanced traffic lights to prevent more episodes of total grid lock and traffic backed the hole way back up Rose Hill. If you had taken the time to design a new road layout by asking the residence why they use the roads the way they did then all this could have been avoided but instead you have made any form of consultation dicent difficult starting with failing to actually do any consoltation - just announcing that we (the residence) had been consulted. My views on why you did not do so is that you can't back up any claims the roads were being used as rat runs by non-residents.

Object - Florence Park	Problem not addressed at source. LTNs are causing long traffic standing queues that create more pollution. A local recent accident and bypass closure showed main routes unable to cope. Cornwallis Road (Florence Park) was a rat race but unnecessary to penalise the whole Estate. A bus gate here is unnecessary with the closing of Littlehay Road and has doubled traffic to exit Estate and getting out onto Church Cowley Road is hazardous. With the increase in cyclists pedestrians are increasingly at risk as most now ride on the pavement and ignore the "safe" roads. This is a well known problem among residents in this Road. Putting Parking Charges and P&R bus/Parking charges up is making Parking financially unviable and building student flats instead of local resident flats are forcing residents out of the City and because of the decreased village bus routes have no choice but to drive into Oxford to work. The traffic on Florence Park has never been an issue, except for Cornwallis Road rat run. The bus gate is totally unnecessary as the rat run is already blocked by Littlehay LTN. Residents now have to double their journey causing more pollution especially attempting to exit onto Church Cowley Road with the increased tailbacks at peak times. In London I was impressed by the road humps that were so high that a vehicle had no option but to slow to a near stop not the "pimples" we have now. Also cycling has increased but not on the roads but on the pavement leading to and from the Park. The speed and groups of adults that do this rather than divert a few yards is causing problems for pedestrians. None of the grant money has been spent on cycle education or signs reminding cyclists that they should not be cycling on the path either here or anywhere in the City. The Oxford CC tell me that they are not allowed to do this, they can put cycling signs up but not no cycling! I realise this may not stop this irresponsible behaviour but it might slow them down and above all appease the hostility between cyclists/pedestrian and car drivers. Also Florence park is now encircled by pollution from the increased traffic and pollution does not recognise LTNs areas when drifting about the atmosphere. Finally, listening to the comments of various friends and families, it's cheaper to drive than to use the bus especially the Park & Ride where two payments are needed. Public transport in the City is much too expensive and unless you live in Headington or Blackbird Leys buses are too few and unreliable. A high proportion of the public cannot walk/cycle due to age/trade/disability and until acceptable public transport issues are addressed LTNs are only a sticking plaster and a waste of funds.
Object - Florence Park	I'm objecting to LTNs because they are making traffic much worse in main roads like Cowley road or Iffley road. Even small trips inside Cowley area are a nightmare because we have to use Cowley road or Iffley road increasing the traffic when we didn't have to do it without LTNs. If you want to control the car speed in the neighborhoods, you can consider using speed cameras that will provide a revenue to the council if people speed up. Having streets for not being able to use them is a very drastic measure and make citizen lives more difficult. Politicians should resolve people's problems, not creating new ones.
Object - Florence Park	The traffic has increased to a level where it seems more pollution is created. For those who cannot cycle, travelling in and out has become very difficult.
Object - Florence Park	Traffic in the area is already low, but the restrictions introduce significant difficulties to get to temple Cowley from the Magdalen Rd area. There will be more congestion on the main roads and more incentives to drive even further for shopping.
Object - Florence Park	There is no consideration for residents living on main roads where traffic from the shut down roads are being redirected. There is a great increase in traffic noise and traffic fumes particularly at peak times. Living on the main road this means this directly affects my air quality and whilst I have read this is being monitored I cannot seem to find any data about Oxford Road Air pollution pre-LTN in order to actually see the impact this has had on the residents living there. Cornwallis Road and the Florence Park roads are large roads with the capability of allowing traffic flow. I agree small roads like Salegate benefit from closure to prevent unnecessary traffic going down them but not the larger roads listed above. It seems the people living on Oxford Road, Cowley Road and Iffley Road have been totally neglected by this scheme and put in a worse position.

Object - Florence Park	- the traffic is being displaced not reduced - there is no real incentive to walk while the pavements remain disgracefully unsafe - I have to drive further to get to most places causing more pollution - the planters are ugly and don't enhance the look of the streets - I am worried about emergency vehicle access - the initial consultation was very weak - there are many people whose livelihoods are affected by this and no consideration seems to have been given to them - you need to give people something positive rather than just reduce possibilities and make their lives worse
Object - Florence Park	The traffic filter means that I am driving a considerable distance more every time I leave my house with a need to access Iffley Road, this is adding to emissions and my carbon footprint and feels counter to the aim to reduce car use. The traffic filter forces me to turn right on to Church Cowley Road on a junction with considerably worse visibility than the junction I previously used (Cornwallis and Iffley), creating an extra risk of an RTA. The traffic along Church Cowley Road is considerably increased and the waiting times at the traffic lights is increased, again increasing pollution from car emissions. Cars are allowed to park close to the end of Church Cowley Road near the traffic lights for Rose Hill making a very narrow road for cars to pass by and when large vehicles coincide it can be impossible for them to pass causing further congestion. Overall traffic volume is not reduced simply displaced by this scheme and it is funneling traffic into congestion rather than providing more routes to spread the load.
Object - Florence Park	I believe the LTN has introduced too many restriction points in Florence Park. While reducing traffic on Rymers Lane was a good objective as traffic on that road was clearly causing problems, the others were not necessary. Cornwallis and Littlehay roads were a suitable thoroughfare for the amount of traffic that ran down them and with that traffic now forced along Between Towns and Church Cowley roads, they have become congested. That's a particular problem now majority of traffic in Florence Park must join those roads at the top of Florence Park Road, where turning right can introduce a long wait (creating a new air quality problem) and be potentially dangerous due to the reduced visibility of oncoming traffic in both directions.

Object - Florence Park	LTNs stand to benefit a few over the majority of those in the area. Reasons cited implementing them for the Florence Park area (noise, nuisance and danger) are merely moving the issue to other roads, or significantly increasing the noise, nuisance and danger these other roads already experience. The air pollution for a select few roads is merely being diverted to other roads and/or increasing it in an already highly air polluted road. This appears discriminatory based upon post code/availability of housing. To knowingly divert air pollution to other areas, which is known to increase risk of respiratory illness amongst other illnesses, would be open to challenge. Public transport has become slower using the Cowley/Oxford road and Iffley road during rush hour owing to increased congestion. This seems to go against the Transport Act 2004 Network Management Duty. Journeys which would normally be shorter through the Florence park area e.g. dropping children off to school from outside Cowley area now take longer (increasing journey time/distance travelled/congestion - thus pollution - in Oxford). An alternative to blocking roads entirely is needed, which is considerate of all of those in the local area (not just considerate of those in a select few streets who stand to benefit from LTNs, which it has been reported were the only views consulted in the initial consultation). One balanced option could be large speed bumps with a one way network, as seen on Magdalen Road, which would slow traffic considerably making it safer, create less noise and less nuisance. Furthermore the narrowing of roads for cars by creating a large, robust (curbed) cycle lane down every road would also encourage cycle usage in Oxford
Object - Florence Park	Traffic flow has increased dramatically throughout the area, it has not promoted walking or cycling. The LTns are a nuisance and the levels of traffic in the side streets has not decreased effectively but the levels of traffic on main routes has increased, not only are journey times longer but also the distance to travel has increased, none of this is beneficial to the environment or general standard of life. The LTns need to be removed as they have caused nothing but issues since implementation
Object - Florence Park	There has never been a large amount of traffic through Florence Park. Not enough to cause a nuisance. The LTN is much more nuisance than any form of congestion we've ever had.
Object - Florence Park	I wholeheartedly disagree with the strategy of LTNs in any neighbourhood. They are not the solution.
Object - Florence Park	I'm objecting .the scheme is for protecting cyclists and pedestrians and preventing accidents.do you have the numbers of accidents involving cyclists pedestrians in the last five years?.living on church cowley road my brother and myself have had three cars written off by cars hitting them at speed.my late mother and myself asked for traffic calming on church cowley road but to no avail.church cowley road is now extremely busy with added traffic due to the closures.this was a hasty plan implemented during a lockdown when traffic was minimal. I have noticed double parking on church cowley road now, so making the scheme a danger to residents and cyclists along said road
Object - Florence Park	The increased traffic along other local roads is detrimental to both road safety and pollution. Thanks to the LTNs now on these roads
Object - Florence Park	Traffic is unacceptable on the main roads now because of these ltn and lots more pollution now when you walk these roads with the cars stuck in traffic all the time the worse I've seen in Cowley and I've been here over 30 years

Object - Florence Park	I feel like a prisoner in my own home. The LTNs have led to increased travel time and the bus service in Littlemore is not reliable enough for me to use as a regular alternative. The increase in traffic along Oxford road (when it is open) is absolutely ridiculous and unfair on the residents there. They were having issues with heavy even before the LTNs were introduced and this has increased considerably. That increase is currently transferred to Newman road while work is being done and it's total chaos there, especially during rush hour. I cycle too but I don't feel safe on Oxford road since the LTNs were introduced, due to the increase in traffic. I have family and friends in Blackbird Leys, Greater Leys and Kennington. We used to car share often but this happens so much less now because getting to each others houses is so difficult that we often drive separately now. I am a pedestrian, cyclist, motorist and user of public transport and the LTNs have not led to any change in my behaviour. Instead they have led to anger and resentment that we are having to suffer to for the benefit if residents in other areas of Oxford. I object to all of the LTNs. Not just the one in Florence Park. Why shouldn't the residents of Littlemore be able to walk their children to school safely? Why should we have to put up with increased traffic, noise and pollution? Why should we miss out when friends say 'I was going to call in on my way back from Cowley Centre but there was just too much traffic/it was too much of a faff to get to you?' I pay my council tax too and it's so UNFAIR!
Object - Florence Park	I worked at a local school until the summer holidays that are off cricket road. These LTNs added around 10 minutes to my morning commute into work and then anything up to an hour onto my commute home. They have shifted the problem further down Iffley/Cowley Road with no regard for other residents that are now impacted by the traffic trying to get to work daily. I have left my job in Oxford and the commute was a influence in my decision as this has made it more difficult to access where I worked. I also will not be visiting Cowley to shop, where I use to frequently visit the shopping complex Templar's square, the LTNS have put me off coming into Oxford full stop and I will now shop online or pop into Reading.
Object - Florence Park	It's making so much traffic having all these roads blocked off I'm a carpet fitter and I travel around Oxford a lot and I spend most of my time sat in traffic then doing my job what I'm paid for I don't get paid unless I actually do my job so it's causing me stress. These blocked roads are only for people who don't drive in rush hour and don't need to get places urgent, if you think these are a good idea you clearly don't drive or just ride a bike everywhere you don't understand how frustrating it is to spend most of your day in traffic, there was nothing wrong with how it was before so why change it. It doesn't help emissions because you are sat in traffic doing the exact same.
Object - Florence Park	Increased congestion on other roads with no mitigating measures Between Towns Road, Church Cowley Road, Oxford Road Littlemore, Hollow Way very busy. No parking control enforcement on Hollow Way or Between Towns Road Forced to go over Littlemore roundabout to access work/local services from Littlemore to Rose Hill and vice versa - there is no yellow box junction on roundabout to allow south/north flow - entry and exit frequently blocked by traffic going east to west. Any small incident on ring road/A34 means long traffic jam with no alternative route for local residents. Any incident on the existing local roads means gridlock. There was no prior consultation for Littlemore residents who now feel trapped, forced to go onto ring road, cut off from local services. No improvement in bus services to encourage less car use Motor cyclists frequently use the supposedly traffic free roads by going through gaps between bollards. Crowell Road/Cowley Rd Littlemore especially should be reopened.

Object - Florence Park	The LTNs have been an absolute disaster and a failing of our council to do right for us. I am an avid cyclist and also I drive occasionally. The LTN's have created more congestion down Cowley road and other roads making it far more dangerous to cycle through. It has added a lot of time for driving to the supermarkets and shops (which I cannot carry on my bike). In an attempt to reduce congestion and make roads safer, OCC have made both considerably worse and it is an abysmal decision, I am truly ashamed of whoever was leading this project for the lack of foresight is truly unfathomable. Please reverse this awful decision, we deserve better with the council tax we are paying every year - the council is funded by us and here to make our lives better not more difficult.
Object - Florence Park	Ridiculous, inconvenient and have made traffic worse in other areas.
Object - Florence Park	The Ltd's are absolutely ridiculous they have caused traffic build up all around Cowley and a journey that normally takes 5 minutes to the doctors is now taking 30 minutes or more. Also as a female I feel the street are less safe walking in the evening time as you have no passing traffic and no one around.
Object - Florence Park	It is leading to longer journeys, more congestion, and is causing delays for emergency services regardless of what the LTNs proponents may say.
Object - Florence Park	Absolutely ridiculous traffic built everywhere else and takes so much longer to get round Cowley.
Object - Florence Park	I think it ridiculous that we are being charged to park outside our own houses! Or making residents pay over £1000 to get a drop curb, it's disgusting. This is not done across the whole of Oxford so why just this area and why now? I've never had a problem with parking outside my house because other cars were in the way, nor had I with excessive traffic. I've lived in this house which was my grandmothers on and off since I was born (I'm nearly 35!) and taken the house over 11 years ago. What happens when we want to have visitors, such as family come to stay? I used to have a company car that wouldn't always be the same so would constantly have to change it. Not to mention how unsightly it will be when you have double yellow lines up and down the roads. With the LTN imposed and now these permits your forcing locals that were born and raised here out of the place they love because it's costing more and will be more isolating/ ugly place to live. Shame on you! I didn't see any consultation until now, was this selective to get the responses you wanted? The data can be interpreted to fit the needs of the objective. For 21% to object this is a high percentage that's just being ignored or didn't have the original consultation.
Object - Florence Park	Since this ltn is installed in over street crime rate increase in past 4 weeks 3 cars have been broken down 1 house is being broken down before there is police presence coming going though our road because of lack of police presence and lack of passing vehicles i.e taxi and emergency service and local traffic provides us security now in its nightmare in night and they have free hand and easy to escape plz remove this ltn it's giving us so much pain
Object - Florence Park	Traffic has moved to main roads causing more congestion and car fumes. I also object to Parking Permits and yellow lines being introduced to the Florence Park area!! We are not near city centre or any hospitals so why should we PAY to park outside our own house? Residents with No driveways will begin digging up gardens to park vehicles causing more flooding problems

Object - Florence Park	The introduction of this scheme has led to massive problems on the Oxford Road. This is the main road into the centre of Oxford. I do not have a car and always travel by bus, Journey times have increased since this scheme was introduced, leading to long lines of traffic on Cowley Road to Oxford Road. Although I understand the reasons for the introduction of the scheme I do not understand why OCC think it is acceptable for some residents to benefit from a LTN while forcing the traffic on to the main road creating worse conditions for others. I assume, if asked, that OCC can produce readings showing the level of pollution on the Oxford Road from The Swan to Marsh Road covering dates prior to the introduction of the LTN. They will also be able to provide readings for the time the scheme has been in place. If they cannot do this or indeed did not take readings then readings need to be taken now while the scheme is in place. The scheme then needs to be stopped and readings taken without a scheme in place. It is very important to ensure that the residents of Oxford Road do not suffer from increased pollution levels. Oxford Road residents should not be considered to be collateral damage. All residents should be treated equally.
Object - Florence Park	Restricts traffic flow by putting all traffic onto same roads. Increased travel times. Increased pollution
Object - Florence Park	It has made our lives terrible. In heavy traffic or rush hours especially. School run has become a nightmare. Bikers jump on pavements to avoid long queues on Cowley or other affected roads. Can't see any benefits of this LTN but more stress and inconvenience for local residents and businesses.
Object - Florence Park	This Experiment has obvious result of increase in traffic, long queue, which is completely opposite what they were trying to achieve. 100% failure, and has made lives difficult by waste of time and energy.
Object - Florence Park	I am driving instructor and use the Florence park area to teach pupils. With the ELTN's in place it's difficult to learn for my pupils as area is limited. Another reason of objection is, as I have sometimes driven down Littlehay road to collect a pupil, pedestrians have been using the road to walk on and have taken disrespectful steps to threaten me and other drivers out of the road even though it's access only. I feel the LTNs have given some people the impression that cars are not at all allowed to use these roads, which is leading to these minority people damaging vehicles. My final objection is from road works around Oxford. On Oxford Road by the BP garage, hollow way and surrounding areas. The road works caused major traffic but they are necessary. If the LTNs were not there, people could have used alternative routes to get to their destinations rather than build traffic and emissions would be low.
Object - Florence Park	Traffic is ridiculous on the main roads due to these LTNs initiative. My kids go to two different schools and it's a nightmare to get there on time. Especially during peak hours, everyone is going to job or to schools and people who use cars, will use cars now with winters approaching.
Object - Florence Park	The LTN has made the traffic on Iffley and Cowley Road impossible. People with low mobility or disability are the most affected as they need cars or public transport to move.
Object - Florence Park	Florence Park is a quiet neighbourhood without LTN so there is no real need for them. I am a busy mum of 5 kids, including two toddlers. I need to be swift around the area with every day shopping, school run and after school activities. I also work so time is precious. LTNs have taken freedom from me with some everyday journeys tripled in time and feel pressured to feel guilty for using my car. I think this project is for cyclists' benefits only. I am cycling only for leisure not to mention Oxford is awful for bike thefts, we lost number of bikes over the years. Also we were promised livable neighbourhoods but only my kids played on the streets when LTNs were introduced, they gave up now as no-one is out from the neighbourhood. That only reinforced my opinion that livable means cyclist friendly only.
Object - Florence Park	I frequently travel to Cowley and held up by excess traffic. In addition the shops in Headington are staffed by Cowley residents who are delayed in getting to work

Object - Florence Park	Can't see its made any difference to traffic on Florence Park streets but has made Church Cowley Road more congested and harder to get out of the estate. Congestion at Templars Square, especially people parking on the double yellow lines, makes it at least unpleasant if not dangerous to cycle along there and harder to drive - but that is the only route available to us now. I see no advantages to it whatsoever. Initially I was fairly welcoming of the LTN in Florence Park. Having now experienced it first hand for several months I would like to object. I haven't seen much change to the traffic around the Florence Park estate. It wasn't that busy to start with and was no problem to walk or cycle round. So I haven't seen any benefits of the scheme. The big change is the amount of traffic on Church Cowley Road which has increased significantly. It is a route I walk and cycle on a lot and it is now crowded and dangerous. The road is so bad, many cyclists are forced on to the pavements (I have had to do this myself one one occasion as the road was so busy). Obviously cyclists then compete with pedestrians and make the whole experience unpleasant and dangerous for everyone. Cars are still parking on double yellow lines outside Cowley Centre, narrowing the road still further. Cars are getting fed up of the queues at traffic lights at both ends of Church Cowley Road so are taking risks, jumping lights, and putting pedestrians and cyclists at risk. Cycling and walking round here is now really horrible.
Object - Florence Park	As a cyclist it has made traffic on the arterial roads much worse. As an occasional Bus user it is difficult and slow to get to temple Cowley or the shopping in templars square. As a local resident it has also made car travel worse and increased pollution on all the main roads.
Object - Florence Park	As a disabled person who depends on a car to move around, I am being discriminated since I am being FORCED by the council to use longer routes and spend more on petrol to travel everyday. This is a very different situation from people who can use public transport, bicycle or walk - none of which I (and many other disabled people) can resort to. So basically this is clear discrimination by the council against disabled drivers. So yes, unless you start allowing disabled cars to pass (where you allow cabs to cross) this is blatant discrimination
Object - Florence Park	The proposals have caused havoc on the Iffley road and church Cowley road. So now my children and grandchildren are breathing in far more fumes as traffic is sitting for longer causing much more pollution
Object - Florence Park	1. I commute daily, 4 trips a day (Monday to Friday) + 2 trips (saturdays for sport activities) from my home on Littlehay road to the Europa school in Culham, about 11 miles away from home. It is impossible to use a bike or the school bus as spaces are unavailable for my 2 young children. Therefore I must drive my car, but with the LTN in place, I have recorded an extra 8 to 10mn per trip, it makes around 40mn of EXTRA gas emissions, so definitely not improving the quality of air or my finances when it comes to spending on more petrol. And this time increases to at least 60 to 70mn of extra driving per day, when I have to go to work. 2. It is creating massive traffic on Oxford road, by Cowley police station, as well as on Iffley road. 3. Since the LTN, people are driving more dangerously because they are impatient, angry with traffic in the area (overtaking the buses on Oxford road) 4. LTN enforcement is creating traffic chaos, unfortunately. 5. There are noticeably less cyclists on the road, at least in our area and this is due to the reckless driving of some drivers, it becomes pretty unsafe to cycle, especially during rush hours. LTNs could be implemented during summer holidays may be.

Object - Temple Cowley	The LTN has significantly decreased my quality of life. I have a disability and feel trapped in my house by the worsened traffic and extended journey times. I have to leave a lot more time to get anywhere and avoid going out more now. The council promises it will improve, but they provide no evidence for their assumption that the cowley road can accommodate all cars for small businesses (builders, delivery drivers etc), disabled people, commuting healthcare workers etc. It is quite clear that funneling all traffic onto one road doesn't fix the problem or provide people with a genuine need to use their cars with any alternative. The traffic is horrendous, in crescent road we are trapped. The streets are not more liveable or walkable as both ends of the road are jammed and dangerous. I can't describe how negatively this LTN has impacted my life and the young able bodied councillors just won't listen!
Object - Temple Cowley	All the LTns proposed will not reduce traffic but force more traffic onto the ring road which is already congested making it even harder for those of us living in villages to get into Oxford to work
Object - Temple Cowley	These funds could be better spent on cycle infrastructure
Object - Temple Cowley	I am unable to walk far. I use a 125cc scooter to get around. Salegate Lane is part of Temple Cowley but we have been cut off, annexed. If I want to go to the library, go to friends houses, the computer shop etc. instead of going directly I am now supposed to turn right into Holloway Rd, which is totally blind because a wall blocks the view and has no cross hatch markings to keep it clear. I have to fight my way in, then queue for several traffic changes, pumping out fumes while going nowhere, turn right at the traffic lights, queue again for more traffic lights then wait to turn right into Temple Rd. This may take 15 mins instead of 1min. There is far more pollution and traffic annoyance now due to the LTNs. Time and time again cars, vans, trucks turn into Salegate only to find the way blocked and then reverse, much more pollution and beep beep beep and use driveways for turning. It's far worse than before. It's madness. All Salegate needs is a width restriction. Asking people to cycle is all very well for the Lycra brigade but not for the old and disabled who also cannot be expected to walk in the rain and cold to bus stops which often have no shelter. Holloway is often chocker blocked from the bottom traffic lights to Wood Farm. It's crazy. What would happen to emergency vehicles. The road to hell is often paved with good intentions and this is one of them. I don't know how you get your statistics. I only know of one person in favour and that's probably because he gains his own parking spot at the bottom of Salegate whereas before he had none. This is all imposed upon us without any consultation and completely undemocratic.
Object - Temple Cowley	You surveyed the people who live on the roads that will now be blocked off - it is no surprise they support the scheme. You did not survey the people on the adjoining roads that now have increased traffic because of the closures - why did you not do this? The issue is to a degree a perceived issue. I walk extensively around all three areas and have not seen any traffic measurement machines (e.g. rubber bands across the road attached to a box at the base of a pole to "count" the traffic) either before the scheme was introduced and definitely not the case now. Therefore how can you measure any positive or negative results if you did not have a base set of measurements to begin with? Surely this is basic reporting standards, and has to take place before any change, and again after the change and analyze the results accordingly. Therefore I can only see the changes were introduced on a perceived issue - with limited and narrow surveys carried out - and no measurements before and after introduction of the scheme. The whole scheme is fundamentally flawed.
Object - Temple Cowley	completely against the LTNs between littlemore and cowley because now there is no direct route to drive into cowley. Also the LTNs near St Gregory's School need removing as it relieves some of the traffic on the cowley road. My main concern though is a direct route from littlemore through to cowley

Object - Temple Cowley	'I've come to the conclusion that the LTNs make it LESS likely I will cycle and walk. This is because Hollow Way is now busier and more dangerous for cyclists due to the amount of traffic congestion in Hollow Way. HOLLOW WAY is a RESIDENTIAL Road as well. It has houses and people living there and children walking and cycling to school but you've made it more dangerous and nothing has been done to make it safer. Hollow Way, Between Towns road, Church Cowley road are key cycling and walking routes between Lye Valley/Wood Farm/Headington and Cowley, but these roads are even busier now than before, so this is NOT going to encourage people to walk and cycle. I and many others cycle and walk along Hollow Way and now it's even more dangerous. I will NOT be cycling or walking down that part of Hollow Way anymore it's too dangerous and pollution is worse now. I will go in the car instead. Earlier in the year (April 2021) there was chaos in Hollow Way in the morning due to the road closures. There was a long queue at the traffic lights and a large cement mixer lorry was trying to turn right from Hollow Way into Fern Hill Road. It had to keep reversing back and forwards across Hollow Way due to all the traffic congestion causing extreme danger to cyclists and pedestrians. The traffic is still bad in Hollow Way now (w/c Sept 13th), in the mornings the traffic has been queuing all the way from the Swan traffic lights on Oxford Road up to Cranmer Road. Try cycling amongst all that traffic on the narrow section of Hollow Way. It is more dangerous and unpleasant than ever. I don't understand the logic in closing the less busier roads (eg. Crescent Road) which will then make the busiest roads even busier! I already avoided walking and cycling in Hollow Way, especially the narrow end near Cowley where the pavements are very narrow and it is very unpleasant walking/cycling there and feels unsafe. When I wanted to go to Cowley Centre shops I thought of these factors. -cycling/walking along that narrow part of Hollow Way is horrible, dirty, noisy, dangerous anyway but now it's even worse since you closed Crescent Rd. -I saw a motorcyclist doing a wheely along Hollow Way one weekend, I don't fancy cycling/walking with dangerous traffic like that about. -A motorcyclist was knocked off turning into Cranmer Road from Hollow Way in about October last year. It's not a safe road and you've made it less safe by closing Crescent Road. -In the evening in the garden on Sunday I heard a car going fast 40-50mph along hollow way. I often hear this when in the garden in the evening. I don't want to cycle/walk with that type of thing going on. -When I contacted the police in June last year they said the last time they did speed checks in Hollow Way was January 2019 and that was only for 1 hour and only in the 20mph section. I don't want to walk/cycle with speeding going on.

	So I went to Cowley Centre in the car. The LTN in Crescent Road should be removed and so should other LTNs that are causing more traffic on surrounding roads. It is not acceptable to me to artificially increase the traffic on Hollow Way by closing off other roads. I accept that I live on a busy road and that there will be a natural increase in traffic over the years, but to deliberately increase it by closing other roads is unacceptable and the increased pollution and noise is detrimental to health. Instead TRAFFIC CALMING MEASURES should be urgently installed along the WHOLE length of HOLLOW WAY and speed cameras installed because the police speed checks are completely inadequate. You anti-car schemes do not account for people who are disabled but are not entitled to a disability permit. For example, my wife broke her ankle a few years ago walking. Her ankle has not recovered completely and we had to buy an automatic car because she cannot use the clutch anymore. She can only walk up to 1 mile before there is a significant pain. Also she cannot ride a bicycle. But she is not entitled to a disability permit. She uses the bus when possible but it is very expensive. Why don't you subsidise short distance bus trips, it costs over £3 to go less than a mile! It is grossly unfair to block off roads so that some residents have peace and quiet but those of us on more major roads have to put up with even more noise and pollution. I should get a council tax reduction for this.
Object - Temple Cowley	I am a disabled motorist. Mobility poor. Car my legs. I am also a carer for unwell family in the area. Closing 4 roads in Temple Cowley and other LTN areas is causing so many issues for me due to displaced traffic. My direction of travel toward the Swan is constantly busy no matter the time. During peak time it's awful trying to get my kids to school/nursery. I can't actively travel. I am being punished and feel trapped by traffic. Places I used to visit are inaccessible. Friends don't come round because of traffic. It's too much now. Months and months and traffic isn't shifting. Pollution levels are high. Pollution travels too. LTN have zero benefit to me. I'm fed up of it. Living nightmare.
Object - Temple Cowley	It now takes me much longer to get anywhere in my car because whatever direction I go I have to crawl along Cowley road for 10-20 minutes (going and coming). It's like my freedom has been curtailed and I am supposed to sit in my house not going anywhere !?! Also there is still just as much traffic on my street! Why should local residents be penalised like this, can't we have at least smart filters that locals can use?

Object - Temple Cowley	Since the LTN was initiated by the council my car journeys in the area have become a nightmare. The traffic has become increasingly heavy in areas surrounding the LTN with more bottlenecks causing cars to remain stationary for longer periods adding to pollution in the area. I used to be able to bring the kids home after school for a bite to eat before going to an afterschool club off the cowley road. Now we just sit in traffic for longer than the time it took to get home eat and then go to the club. Surely, that is unnecessary pollution. There is equipment for clubs so it is not realistic to walk. If my children were not already at school in Oxford I would consider moving away from this area. I don't wish to spend my life sitting in traffic. The purpose of roads is for use by traffic. You should consult the wider public in Oxford rather than just the residents of the roads of LTN. After all we are affected. I had no letter through the post and had to search for this survey on the internet. You need to consider the impact of decisions on the wider local area rather than sneaking decisions through by consulting the lowest amount of people. You shouldn't be allowed to enact matters without a minimum threshold of Oxford residents having a say. This is not a controlled parking zone: LTN have an impact on residents throughout the area as a whole. How would the residents of the LTN roads feel if we said that they were not allowed to drive through other roads in the local area. I think they are being selfish to allow these LTN's.
Object - Temple Cowley	Increased traffic on Holloway Noise and pollution Constantly blocked road, cars sitting in traffic most of the day. Hard to get anywhere, more unsafe to cycle
Object - Temple Cowley	Hollow Way now has queuing traffic for most of the day. Pollution and noise Everything is being directed down this very narrow road now. Traffic is constant and we have queues outside our house for hours and hours at a time. Pollution is horrendous and so is the noise. Big vehicles make our house shake. We can't open windows any more and keep our curtains shut. Bicycles and scooters use the footpath rather than the road. It is very dangerous walking down the pavement now, especially for those of us who are not very well or able
Object - Temple Cowley	installation would cause more isolation for residents, increase car parking of cars in other parishes thus would not be able to park on own driveway. LTNs are nothing but a money-wasting scheme that monies could be better spent on resurfing whole streets that are in poor state and before long would become potholes in the near future
Object - Temple Cowley	It's completely out of order and a violation of our public rites we have paid the council for dropping our cerb also to paint a line for the use of authorised vehicles. About time you enforced this and stop these stealth tax money grabbing schemes. If you need to save cash then continue to work from home and stop splashing out on lavish event's and rent out the town hall and county offices
Object - Temple Cowley	Closing roads has meant that roads like mine have to cope with all traffic. I now feel as if I live on the bypass. The noise is intolerable and the pollution dreadful. I can't even get of my drive anymore. I am a blue badge holder and rely on my vehicle
Object - Temple Cowley	It's taking us as a family an extra 12 minutes each way to go to school and work as the only way out from our road is via Marsh Road. The traffic gets all clogged up in Cowley Road, increasing substantially the pollution levels. We work full time outside Oxford and have 3 children thus the use of the car is necessary and not a luxury.
Object - Temple Cowley	Pushing all traffic onto 3 roads has made the traffic horrific on those roads. Most of my car journeys are at least 15 minutes longer just getting off cowley rd. petrol fumes must be sky high. We are moving out of area largely due to the impact of LTNs.
Object - Temple Cowley	Inconvenience for business purposes, serious problems for the ambulance/paramedics and transport businesses. It has increased traffic times and created severe blockages along main routes. It defeats the purposes of low traffic neighbourhoods

Object - Temple Cowley	These LTNs have caused havoc in the local area. Any journey now takes a considerable amount of time and has lowered the quality of life for those who need a car to go about their daily lives. I need a car to work and get my daughter to school as both are out of the area and my mental health has suffered because of the misery caused by these road closures. I used to cycle within Oxford but no longer feel safe - in particular Hollow Way is a dangerous road because of the traffic and road users are more frustrated so pass me on my bike more dangerously. The car omissions must be horrendous where I live now because of the sheer volume of static traffic everywhere. The majority of the residents shouldn't have to suffer so a few can live on quiet roads. This is a busy city and these LTNs are not fit for purpose in my opinion. You've just moved the traffic to a different area. When there are road works the problem is increased 10 fold. Oxford is no longer a nice place to live and that's a real shame as I've been a resident my whole life and never seen things this bad. They have also caused a massive social divide which is evident to see on any social media platform. We as a city should be together.. Not fighting against each other.
Object - Temple Cowley	Whilst LTNs may be a good thing in principle, and certainly the people who live within the boundaries will probably benefit, as someone who lives just outside the boundary I have suffered the repercussions of the Temple Cowley LTN. The traffic on Hollow Way has now become impossible. It is my only exit/entrance from Normandy Crescent where I live - and travelling on the number 10 bus to Cowley or to centre of town has become a nightmare at certain times of the day. It took me one hour to go from Horspath Road to the stop at the Plain one afternoon - I arrived late for an appointment. The bus journey home is also a lot longer due to the heavy traffic on Cowley Road up by the police station. A new rat run has now appeared - those cars coming from the ring road or Headington and wanting to avoid the long queues up to the traffic lights Horspath Rd/Hollow Way. They are now cutting through the side streets in order to come out further down Hollow Way (by the catholic church). It has made Wilkins Road (where our local shops are) jammed full of cars - I pity the people living on that street. I am 67 years old and suffer from a balance problem which means that, as much as I would like to, I cannot rely on using my bicycle as I have days when I don't feel confident on it. Also, cycling is not really an option when travelling long distances, getting shopping from Cowley etc. I suggest that there be a rethink about the Temple Cowley LTN and a detailed study take place of its impact on the boundary roads - Hollow Way and Cowley/Oxford Road. I also do not approve of the longer term proposal to close Hollow Way to cars (using bus gates I believe). My car journey when I need to get places not reachable via the number 10 bus will be impossible!

Object - Temple Cowley	LTNs not working for us: • We were not consulted at any stage before the LTNs were installed and it seems that a vociferous minority, some of whom don't work and/or drive, have pushed this through without proper consultation of all households affected. • It may be quieter at the top of Crescent Road but it's certainly as busy as ever at the bottom of the road, vehicles driving above the 20mpg limit. • Scooter and motorbike riders can still get through the gap between the planter and bollards at the barricade so many are still going up and down Crescent Road, some dangerously fast. • Oxford Road traffic is much busier, causing long tailbacks and pollution. I am asthmatic and when I cycle on the Oxford Road the fumes are appalling. • My partner is a postman who delivers along the Oxford Road, Marsh Road, Temple Road and all the side streets – his delivery has become more complicated and takes much longer because of the closure point on Temple Road, now have to do part of the delivery then re-join the Oxford Road to reach the other end of Temple Road, Owens Way etc. • Our dog walker collects our dog from Crescent Road but because she also collects dogs from around Florence Park her journey takes an extra 30 minutes because of the LTNs. • When a property in Crescent Road was having a loft extension, the road was blocked for up to an hour because nothing could get past the lorry. This affected residents from Leaffield Road and Barracks Lane, the middle and top half of Crescent Road and all side streets. Cars resorted to driving on the pavement to get past! • Put simply, the LTNs have certainly not helped us in Crescent Road, our journeys take far longer, keep us on congested main roads for longer and a drive to eg. [supermarket] is an increase in both mileage and time. As a resident, the LTN scheme doesn't work at all, certainly hasn't improved our lives, health or time management. • A member of our household is seriously ill and trips to hospitals and GP visits are longer and more stressful because of the LTNs.
Object - Temple Cowley	They need to be removed, to restore some normality on Holloway and surrounding Roads. Absolute nightmare at times, and pollution must be at an all time high.
Object - Temple Cowley	Regarding the LTN Salegate way: The traffic on Hollow Way was already bad enough, it now just seems even worse. It's also quite difficult to spot the signs & turning around in Salegate Way is almost impossible.
Object - Temple Cowley	The implementation of low traffic zones will cause delays to service delivery and prolonged journey times as routes are extended to detour round the manmade impediments installed for dubious reasons. They have been removed in other areas after short duration and lessons should be learnt from other local authorities before inflicting this inexact science on the public at large at considerable cost.
Object - Temple Cowley	Hi as a frequent user and someone who works on the roads that you have already and are planning to impose the LTN's on I am strongly objecting to these plans. They are causing nothing but distribution and as a window cleaner I have to use the roads and this money making scheme of yours is a farce! As I am frequent communication with the local community I feel that the feeling is mutual and I am yet to meet someone in favor of your plans. This clearly is not deterring people from driving there cars in fact its causing more air pollution as now everyone is stuck in traffic jams. Please regrade from these preposterous proposals, retract all plans and reverse the current LTN's in place. At very least put it to a public vote.
Object - Temple Cowley	Increase in traffic, congestion and pollution on ring roads and surrounding roads. Longer, slower journeys as a result
Object - Temple Cowley	I have to drop my twins daughters to the school we don't have options to travel by bike or walk to the school the way to the school is now much longer and spend more money for petrol
Object - Temple Cowley	These LTNs are supposed to make it safer for children to walk/cycle to school. What about those that don't go to the closest school? I have to walk up Holloway to get to st Francis primary, I have 2 toddlers in a pramas well as a 3 year old walk plus older children, the extra traffic along with the narrow paths have made it extremely dangerous to walk home with my children.

Object - Temple Cowley	Oxford road has become too congested and polluted since introduction of Cowley LTN. Queues in the morning and afternoon has become a norm.
Object - Temple Cowley	It will push all traffic to the Ring Road, which is already over congested and completely stops if there is any accident or broken down vehicle; or to the Cowley and Iffley Roads, which are also already at a standstill at least twice a day and are increasingly dangerous for cyclists (of which I am one), with limited bike lanes, taxis and delivery drivers pulled over or onto the pavement, and no space for bikes, especially with traffic or stopped traffic. And the more impatient and frustrated drivers are, the more dangerous it is for cyclists! So I object wholeheartedly to LTNs in the Cowley area and the impact on the main roads into Oxford City Centre and the danger this will pose to cyclists (and how much more difficult it will be to rely on buses thanks to the increased traffic on the main arteries into town).
Object - Temple Cowley	From a personal perspective Crescent Rd is now lovely to live in HOWEVER I do not believe this scheme is right or fair on all residents in Cowley. The congestion on Oxford RD, traffic being pushed on to other streets, Cyclists skipping the queues by cycling on the pavement. Please remove and revert back
Object - Temple Cowley	Adds to pollution through increased congestion. Traffic becomes much worse as a result of LTN's. Why are we adding to poor air quality in Oxford? Massive reduction in people cycling in the winter, but the LTN's will effect the roads all year. This does not reflect the choice of the people since the cyclists are choosing NOT to cycle in the winter and yet the car driver/passenger is punished.
Object - Temple Cowley	Forces all traffic onto Holloway causing traffic congestion and massively effects the quality of life for residents. Now residents of Temple Cowley have less noise, less pollution, less disruption but everywhere else has more. You have moved the problems not solved them. Well done!!!!
Object - Temple Cowley	The LTNs in East Oxford have been propped up at the same time, and on multiple streets, seriously blocking all access from one part of the neighbourhood to another in such a way that people have to take a very long, circuitous route now. While I do not have a fundamental problem with well-managed LTNs, such an approach has been really inconvenient for many residents. Perhaps alternatives such as one way streets/roads would help achieve the same goals of the LTN without inconveniencing so many people at the same time.
Object - Temple Cowley	Gridlock on Hollow way , far more motorists forced down one road
Object - Temple Cowley	The ltn is counter productive. It severely limits the route to cowley centre area. Access to one carpark is difficult due to the increased traffic. The council's objective to reduce pollution has backfired due to the increase of traffic idling on over congested routes. These closed roads are not rat runs... They are just a method of getting from A to B. If this was the case then half of the uk need them to stop people taking a more direct route to where they are going. You are restricting peoples choice to move freely in and around Oxford. They need removing allowing people to return to normality. I for one will not go to the cowley centre area while these LTN's are in place. I would prefer to go elsewhere where I am welcome. If they stay in place then watch the shops fail due to lack of shoppers. Also you may find at the next council elections you will lose badly. You have been warned.
Object - Temple Cowley	It has not helped in anyway. It has caused congestion in other areas.
Object - Temple Cowley	Everybody in the neighborhood has to use the same point to enter and leave, nevermind where you go or where you come from. More traffic to Cowley Road, which was already very congested. More gas consume and then more pollution because we have to drive longer and suffer more traffic jam. People living in the neighborhood need to drive very much longer to come in or out of it. Cowley Road is taking a lot more traffic causing long queues, adding time and pollution to our journeys and deteriorating the live of the people living in Cowley Road. The live of some maybe is slightly better, but the live of lots is way worse.
Object - Temple Cowley	By cutting off Holloway you have created more traffic, there are two main bus routes that use this road, I am usually just sat in traffic because the LTN's have created a bottleneck. It's actually quicker for me to drive now, which defeats the whole object

Object - Temple Cowley	The current layout in this LTN needs adjustment as the resulting congestion at the only entry/exit point creates huge jams tailing back into the city and along Holloway.
Object - Temple Cowley	The traffic when trying to exit my road is horrendous. The LTN's have just pushed traffic out onto main roads making it impossible to exit side roads.
Object - Temple Cowley	Increases traffic gridlock in surrounding areas. Increases pollution in the areas the vehicles are forced to divert through. Delays the response times of emergency vehicles.
Object - Temple Cowley	Displaced traffic on main roads has increase air pollution and increased congestion. Closure of some roads with LTN bollards has meant that Holloway, Cowley Road, Between Towns Road are experiencing more traffic congestion, queues, slower traffic and hence more air pollution at peak times.
Object - Temple Cowley	These restrictions simply cause traffic elsewhere, often on roads that are not built to take more traffic. Furthermore Littlemore is completely cut out from Cowley and Blackbird Leys. The only way for instance to reach the vets at the Cowley Centre for me is to drive down the Iffley Road and then in between Towns Road. How much more pollution is this?? Not to consider the amount of time. I am a user of the leisure centre and currently to be able to use it I have to loop around via Iffley Road, Between Towns Road and Blackbird Leys Road to reach it. Or drive around the ring road. All because Bartholomew Road has traffic limitations. Littlemore is not best served by buses (1 every 30 minutes, which turns into 1 every hour) and people here must rely on cars for a variety of reasons, including lack of public transport. The council should tackle instead the amount of cars per house. We have clear example near us with families of 4 having 3 cars (no garage or allocated space); families of 2 adults and 2 toddlers having 4 cars; plenty of people parking their car and also their business vehicles. The traffic limitation are isolating Littlemore, a community that relies on its neighbours for amenities and service.
Object - Temple Cowley	I am finding life with the Low traffic awful. I work shifts at JR sometimes starting at 4pm, I have been late for work recently getting caught on school traffic. Have parked my car and walked home on a couple of occasions on getting caught in traffic. Friends no longer visit if they are in the area because of queues on Oxford Road. I have to plan going out, make sure I only make 1 trip on my day off. Very restrictive no freedom. I don't want to stay living here if this continues it is miserable. As for walking up the Oxford Road with queues of traffic how can this be healthy. It's just moved the traffic not cured it. I still think worse is to come. If people are heading to the Templar Square shops for pre Xmas shopping they won't realise it's such a Q until they get there. I think there will be standstill. I wonder how we will get up the Oxford Road at all
Object - Temple Cowley	It does not solve the problem of air pollution, as we are forced to drive around to get to Temple Road, which adds another 30 minutes to the journey and drive through a longer route, creating more traffic problems.
Object - Temple Cowley	It's a main road not a cut through or a rat run
Object - Temple Cowley	All of traffic is shifted on the main roads and one that main road. If I do video recordings of the traffic stopped out my front door it will look exactly the same all the time during the day. Devastating to this change for us over months.
Object - Temple Cowley	It creates too much traffic on the main axes which makes my journeys to city centre/train station longer than they already are.
Object - Temple Cowley	Extra travel time which results in more areas polluted
Object - Temple Cowley	traffic carnage, massive build up of traffic, vehicles sat polluting atmosphere
Object - Temple Cowley	Funnelling all the traffic onto Oxford Road is very bad - I dread to have to get out of town for meetings in the morning and have had to add an extra 15 to 20 minutes to the journey just to be able to get onto the ring road. Inhibiting the principal rat runs is desirable but the LTNs is not the solution and should be scrapped.
Object - Temple Cowley	More traffic on main roads. Just an example to get to other side of Crescent Road you have to drive 2 miles. More pollution and takes more time.

Object - Temple Cowley	The current positions of the LTNS make the traffic worse and concentrate the same amount of cars into a smaller area. They also only allow for one way in and out meaning that if there is an accident or heavy traffic you CANNOT go another way. The LTN by church cowley school doesn't work and make traffic worse. Other options should be considered such as a zebra crossing to allow safe crossing of the road or time restricted enforcement to allow traffic to pass through when the school is closed. This would allow better flow of traffic whilst providing another access route. If the LTNs are to be made permanent then they need to ensure that it doesn't isolate houses and also businesses as this will have a detrimental affect on trade and individuals.
Object - Temple Cowley	I think that although some of the LTN's have been thought out (eg bartholomew road and beau champ lane are often used as cut through and have schools on so the Ltn's are sensible)...other roads make no sense whatsoever. The LTN on Cowley/Crowell road in temple Cowley/littlemore is completely ridiculous...it is a main road! The people who live on this road know it's a main road and chose to live there despite this. There's no school and there's plenty of space for people to walk on the pavement and for cyclists to cycle. Put a speed camera there is you're worried about people driving too fast. This particular LTN is ridiculously frustrating and adds significant time to my commute as well as INCREASING the traffic volume locally (I have to do three sides of a square to get anywhere in Oxford now it seems).
Object - Temple Cowley	The experiment has been a total failure in terms of its stated aims. I have lived on Crescent Road since 1993 and mainly use a bicycle though I use a car when I absolutely need to. The LTN has created massive gridlock on Oxford Road, which every vehicle has been funnelled onto, creating a huge increase in pollution from crawling cars. The same has happened with Magdalen Road since the closure of Cornwallis Road and Littlehay Road. Though there were drawbacks to using the side roads the routes kept traffic flowing, and since the barriers were installed drivers have to drive much further to get to places like [major shops] creating yet more pollution. There has been a modest, welcome reduction in traffic on Crescent Road, but not a massive one and this benefit has been far outweighed by extra traffic and pollution elsewhere. Also, large vehicles have to reverse down the road when they reach the barriers, causing accidents. In August the car parked directly in front of mine, outside [removed exact address] was badly damaged by a commercial vehicle in this manner. I do not run a business and I cycle to work, so I have no commercial interest in this, I am merely stating that far from making this area quieter, safer and less polluted it has done precisely the opposite.
Object - Temple Cowley	Me and nobody from my family or neighbours like it. It causes traffic jam, we are using more petrol because we have to drive around rather than taking the shortest route, it's not good for environment. The roads should be open!!
Object - Temple Cowley	Since LTN started, Cowley road has now much more traffic making the incorporation from side road harder and risky. Also the time spend now to go up to the business park or to the city center has increased. Also noise in the main road has increased as well.
Object - Temple Cowley	The LTN's have added so much extra time and money on to all of my journeys. I am constantly stuck in traffic on the OXFORD road, which often makes me late and my children late for school. It causes extra emissions because we sit for 20 minutes on traffic and have to drive an extra half a mile to get to a road I can see as I leave my house but is now blocked by the LTN's. A few months ago I had to rush my baby to A&E and it added an extra 15 minutes onto my journey, which was very frustrating in an emergency.
Object - Temple Cowley	The increase in traffic along Oxford Road, having one entrance to own's way

Object - Temple Cowley	I am writing this as a resident of Crescent Road who has, over many years, experienced difficulties getting into my drive by the queuing traffic outside my property, which has at times been like a car park. The experiment has significantly reduced this which has been very welcome. However, the huge amount of traffic on surrounding streets leading to congestion, pollution and additional time, and expense for journeys has impacted us. Both business and personal journey times and costs have increased as it's necessary to travel further when driving both locally and further afield which obviously increases costs and we add to the pollution. As a small business owner the increased times and costs has impacted both myself and my customers. When walking to the Templars Square shopping area from Crescent Road, the amount of traffic queuing on Oxford Road is enormous and is often over a long period of time each day. The pollution this is causing is incredible and the experiment doesn't appear to have eased this situation. I would say it has moved the problem from one set of streets to others. The residents there must be suffering intolerable levels of pollution and traffic sitting outside their properties and what health issues are being stored up for the future, can only be guessed at. The number of buses using Oxford Road are high with many routes using this road. Due to the increased congestion, these vehicles are sitting in traffic queues increasing the pollution problem. There are more than 7 routes which travel along Oxford Road. Hollow Way is also suffering the same problems. The road is very narrow. It already suffered from hold ups due to having parked vehicles at various points along the road. Having the introduction of barriers within Temple Cowley has exacerbated this. The journey time from The Slade to Oxford Road along Hollow Way can take up to an hour. This is ridiculous. The area at the top of Junction Road near the 'planter' which has double yellow lines, has become a car park being used by parents taking their children to Tyndale Community School. They completely ignore the double yellow lines and in fact do not always park near the kerb. If this area was identified for a 'turning' area, this would be heavily restricted by these parked vehicles. It may be worthwhile to organise a parking enforcement officer to visit this area. The amount of 'barriers' within the Temple Cowley area is overkill. There must be a way of limiting traffic and preventing 'rat running' without barriers every way you turn in Crescent, Junction, Temple Roads and Salegate Lane. If you make Salegate Lane one way only from Hollow Way to Temple Road there would be no vehicles using this as a rat run because the reason they use it in the opposite direction (ie Temple Road to Hollow Way) is to avoid the traffic lights at The Swan junction. If the barrier at Junction Road was removed, residents at the 'hollow way end' of Crescent Road could still reach Oxford Road without having to leave Crescent Road, cross the traffic flow, to drive to Oxford Road, without having to wait a considerable amount of time for someone to let you out into the flow of traffic which, from my comments above, you can tell is problematic. As a resident it has been requested that a keep clear area is marked out on Hollow Way across the Crescent Road junction to ease this problem, however, this has not been introduced. By leaving the barrier in Crescent Road, the worst of the 'rat running' is still prevented because any vehicle leaving Oxford Road at the Marsh Road junction and wanting to travel to Hollow Way would not be able to. Were traffic surveys/pollution monitoring done before the installation of the temporary barriers? If not then any monitoring now whilst the barriers are in place cannot be used as a comparison, assuming that this information will form part of the results of the experiment. My own view would be that Oxford Road and Hollow Way have increased levels of pollution in addition to the amount of traffic.

	The barriers have not prevented mopeds and motorcycles from driving through the gaps and therefore they have not been prevented from 'rat running' or reduced the amount of traffic. Although the signs indicate that they are not allowed to drive through the gap it is wide enough to allow them to do so. I am also very concerned that emergency vehicles are prevented from attending emergencies by the most direct route. We have a fire station within a few minutes drive but it cannot attend a fire anywhere past the barrier in Crescent Road without having to drive down Hollow Way, along Oxford Road and enter at Marsh Road. This is not acceptable. The same would be true of an ambulance or police car. The delay for the ambulance could be life threatening.
Object - Temple Cowley	I can now only enter and exit my home via one road/route. Very frustrating when that route is extremely busy (Oxford road). I would love to be able to exit onto Holloway directly. If this is meant to help local people it doesn't. I both drive and cycle. It's made cycling slightly better but driving a nightmare at times. There are always queues getting home now.
Object - Temple Cowley	LTNs has not made any difference at all. Instead they have created more problems for local residents.
Object - Temple Cowley	The amount of traffic effecting the congestion, pollution, suggested angry motorists due to delays, Personally the amount of traffic is unbearable. The amount of time it takes to either leave our house or especially getting back onto our driveway is too lengthy. Our personal situation is difficult due to caring for my father whom is suffering from a stroke along with a recent diagnosis of cancer, myeloma. Go shopping, going out to friends or just going for a walk around has become more difficult. With walking the air is not nice to be breathing stationary vehicles polluting the atmosphere we are directly walking in. Opening our doors or windows is met with hesitation due to some of the issues mentioned along with the noise.
Object - Temple Cowley	Increasing travel time when travelling to/from BBL, Headington, Temple Cowley unnecessarily. I have to drive for work and I work for the NHS and LTNs are increasing my petrol consumption and increasing my CO2 emission not reducing it. I use the VOI electric scooters when I am not working to do my part for the environment but making my already difficult job more difficult is not acceptable. I understand the need to control traffic but with the bus gate, only use it at peak times. There is no need for it to be permanent.
Object - Temple Cowley	Hi, I am objecting to the positioning of these LTN's in Temple Cowley. My main objection is the total blocking in and only one access out of Leafield Road, Crescent Road and temple Road. There are hundreds of houses lots of business that have a single access out of Marsh Road onto the Cowley Road
Object - Temple Cowley	Traffic and emission concerns
Object - Temple Cowley	I have autism and have been learning to drive as this would of been my familiar route to follow to get help and support from my mother who lives in littlemore, i find the Rosehill roundabout dangerous and the new speed humps in oxford road destroy the bottom of my car as this is the only way to currently get to my mothers
Object - Temple Cowley	Significantly raised traffic levels outside my house on the main road. Increased noise. Increased pollution. More dangerous than ever to cycle on these affected routes. Huge traffic jams that were never there before (morning, lunchtime and evening are peak times)

Object - Temple Cowley	I do maintenance for a charity in Oxford that houses vulnerable youths and adults, we have about 200 properties to look after. The LTN's are making 5 minute journeys into 1/2 hour journeys through congested and now overloaded streets. Much of the 'recent' city was designed for vehicles, but they are now being choked out for a falsely 'greener' city. The perceived 'safety' for cyclists is only on these now restricted streets where speed bumps and traffic calming measures could be easily taken, and it's now more dangerous on the thoroughfares.
Object - Temple Cowley	Unnecesary
Object - Temple Cowley	Traffic / congestion has greatly increased since LTNs put in, which has made my journeys for work much longer, which has also led to more fumes entering the environment to pollute everyone's lungs!
Object - Temple Cowley	The LTNs (certainly on Cowley/Littlemore Road) cut everyone south of them off from temple cowley, Florence park and cowley road. The LTNs haven't changed driving habits and cars drive at even faster speeds down Cowley/Littlemore road which is even more unsafe than before. There is only one way out of the LTN which involves a ridiculous pinch point on Newman road and then the unsafe and extremely busy junction onto the A4158. This has cut us off and not improved our quality of life at all.
Object - Temple Cowley	I think it forces more traffic onto certain roads resulting in longer queues and journey times and more pollution.
Object - Temple Cowley	They block off vital routes for emergency vehicles and make other roads more congested than they need to be, it's an unnecessary scheme and completely moronic
Object - Temple Cowley	I live on Herschel crescent. I work for the nhs in a community role which requires me to get to my patients in my car. Car is a requirement for my job role. I am aware of the benefits of the ltns and could be swayed if some of them were thought through again. In my opinion Newman road is not a safe junction to access temple cowley or iffley from Herschel crescent, (Newman road is the only exit currently) turning right is extremely dangerous and I have seen a number of near misses. Alternatively I could go left and go all the way around the roundabout but that also has its dangers, when you get stuck in the middle at the traffic lights. Cowley/Littlemore road would be a far safer way for littlemore and Herschel crescent residents to access temple cowley/cowley/iffley. I feel this ltn needs to be reconsidered urgently. Newman road is too dangerous currently and can not cope with the amount of traffic exiting a hugely populated area (Herschel crescent and surrounding roads). I know this is meant to make people walk more and use public transport but unfortunately it is not working as many people (like me) need their cars for their jobs. Ltn routes need to be reconsidered, or alternatives such as providing far better public transport links between littlemore and the rest of Oxford. Why not reduce traffic actually coming in to oxford - a congestion charge maybe to try and reduce the amount of commuter traffic?
Object - Temple Cowley	you have now made 15 minute drives turn into 30 minute drive, causing more traffic and accidents on the roads. The LTNs need to be REMOVED ASAP
Object - Temple Cowley	The LTN barriers make life a nightmare when driving through Oxford (which many of us NEED to do) on a daily basis and I cannot believe how little thought seems to have been given to how these barriers affect thru-traffic, residents, and the flow of vehicles in general. I have been caught behind vehicles attempting to do 8-point U turns on narrow roads because they have suddenly encountered a barrier when they expected to be able to drive through a paved road. It is an absolute pain and something that would make me consider leaving Oxford if it continues to worsen. I can't help but become infuriated by the council's approach to passenger vehicles in this city, which seems to be to annoy drivers out of vehicle ownership.
Object - Temple Cowley	Higher pollution levels on roads with extra traffic being pushed onto other people

Object - Temple Cowley	I was open minded about the trial however I was unsure how the outcome impact would be measured in an already quiet area. It was quiet before and still is after LTNs and unfortunately I feel has concentrated traffic in other areas. As a medical doctor who speciality is emergency I have particularly suffered as my area that usually has 4 means to filter traffic is now narrowed to a single already busy hollow way/Cowley road. It particularly upsets me when I have to drive through residential areas to get to an emergency like divinity road where undoubtedly they have noticed an increase in traffic. They deserve a quiet neighbourhood also. Traffic gridlock is now common and unfortunately contributes to pollution. To my horror I have seen the emergency services on blue lights stuck in gridlock more than once, and buses which helps reduce car use are stuck in traffic also making this greener choice undesirable. The only change I was a fan of was closure to traffic during school runs. I do not have children myself but it was a delight to see the little ones cycle or walk with confidence and those that plan to use personal vehicles can plan their journeys outside those times. Unfortunately that seems to have been short lived.
Object - Temple Cowley	The ltns set up in Temple Cowley have suffocated Littlemore, making life difficult for young families, the disabled, socially disadvantaged, and the elderly. The fumes, traffic speeding, and congestion are unbearable. The only people this benefits are those in Florence park and the wealthy. The people asked are happy because it's on their road, the people who are not asked are most affected. I.e if I live in Littlemore there is no area representing me, only church Cowley, temple Cowley and Florence park. So cleverly the council have bypassed essential people who needs to be asked. If there was cheap transport and a decent transport system in Littlemore including doctors surgery's, swimming pools, and amenities the ltns might have worked. Please get rid of them they have made life in Littlemore a living hell.
Object - Temple Cowley	As a student nurse and home care assistant the traffic restrictions have been nothing more than a nuisance at best when trying to care for the most vulnerable members of our community during the pandemic. It caused delays due to increased traffic elsewhere and longer journeys let alone the increase fuel use impacting both environmentally and financially on some or the lowest paid members of the community who care for those who need it most. They're an absolute disgrace.
Object - Temple Cowley	With the proposedly temporary traffic filters in place, I now only have 1 way in and out of the area I reside in. All traffic is now all on the surrounding main road circuit so instead of being dispersed across multiple routes its now all on one route and the backlog and pollution is now concentrated in one specific area. Also as I have now only have 1 entry and exit into my residence, it is now subject to all issues with roadworks, road blocks, etc. In Temple Cowley area alone there are 4 traffic filters....I think that is overkill and there should only be 2. This would allow the people who actually live there to have 2 ways in and out of the residence area. I also believe that the filter in Crescent Road should be at the bottom of the road by the junction with Marsh Road.
Object - Temple Cowley	This initiative has led to much more congestion, and to longer journeys. There are also too many blockages, and they are not placed strategically: on the same roads, but relatively closer to the city centre would be better (people should drive out of Oxford, but not into it...).
Object - Temple Cowley	Its made my life more difficult in Oxford. I spend hours on the road every week that I didnt before it. Its causing more traffic and pollution. Im going to move out of Oxford as soon as I get the chance as I feel Im not welcome here anymore. I live in one of the affected streets right near the LTN barriers and we get more traffic than before as everybody has the same route for exit and entering. Its a trap when the bin men are coming in that can almost certainly make you be late for work like it has been already for many of our neighbours.
Object - Temple Cowley	Takes longer to get to places and there is more traffic.

Object - Temple Cowley	The LTN creates congestion on the main routes. Traffic evaporation has not happened. The LTN barriers are ineffective at preventing motor driven two wheeled vehicles from passing. Other roads have been adversely affected by the closures. For example I regularly now see traffic queuing out of Fern Hill Road because of the queue caused along Hollow Way. This never happened before the LTN's. I do not see why residents now have to suffer increased traffic on the affected routes because of the LTN's. I am not a supporter and vote for the permanent removal of the Cowley LTN's (all of them).
Object - Temple Cowley	I object to all of the LTN's in Cowley. Hollow Way is a total nightmare - trying to get onto Hollow Way is a nightmare. Heading to Hollow Way from the Swan is a nightmare, but I have to go that way as I live off of Hollow Way, and everyone else who doesn't necessarily live there has to go that way, as it's only way to go. I have stopped going to Templars Square, as usually end up having to go to Iffley and up around the ring road to get home, as it is impossible to get into the traffic going in the direction of where I live. It is stopping me from feeling as though I want to go out.
Object - Temple Cowley	Direct route to ring road is no longer available for me. I must drive down Temple Road, across Marsh Road, then into stationary traffic in Oxford Road. This is very environmentally unfriendly. I want to be able to get to the Ring Road by the shortest route.
Object - Temple Cowley	It causes massive congestion and cuts off fluid networks.
Object - Temple Cowley	Waste lots of time in horrible traffic in Cowley! I live in Temple Road and I would like to use this road as usual, instead of driving miles around and wasting time in traffic in Cowley now! Terrible experiment, extremely unhappy. My vote is to remove this road post in Temple Road!
Object - Temple Cowley	I am objecting to this proposal. It has been a nightmare to use overcrowded Cowley Road every morning and afternoon to drive my kids into school which is 15 mins drive from my house in Temple Road. Since this road is installed I must leave my home at least 20 mins earlier and waste this time in a traffic. I would like to see this road post to be removed.
Object - Temple Cowley	I need to regularly visit my elderly mother-in-law and take her to appointments, but the LTN on Bartholomew Rd forces me to travel an extra half mile using the (already too busy) ring road from Linnet Close.
Object - Temple Cowley	This does not help reduce the traffic levels. Increases queuing time in another areas.
Object - Temple Cowley	The Council needs to take more consideration for disabled drivers, who are unable to walk, take the bus or cycle in Oxford due to their disability. The introduction of the current LTN near Littlemore has made it dangerous and difficult to access Littlemore. It's already making it difficult for disabled residents to travel to hospital for surgery/treatment or receive care in the home. As there are only two entrances into Littlemore, one on the ring road, which is difficult to access during rush hour. The other just off the ring road, which is not designed for cars and has resulted in several car crashes recently. If the new LTN's are introduced, these will increase pollution and traffic jams in Oxford. As external visitors will continue to use their cars coming into Oxford. If the LTN's are introduced disabled driver should still have the right to use the LTN road. Now the council has the new cameras for the city zone, these can be used to monitor the LTN's. This would allow for disabled driver easier access around the city! As currently there seems to be a move by the council for transport options that do not support disabled residents. Instead of introducing LTN's it may be better to introduce a 20-miles speed limit. This would reduce the carbon footprint but not discriminate against disabled drivers.
Object - Temple Cowley	Don't reduce traffic but cause traffic gridlock onto surrounding main road
Object - Temple Cowley	I Strongly object LTN. I am a residence on horspath road and have to use Holloway Road for every little and big activity. My children go to our Lady's school. Being parents of young children, this LTN only made life worst for us. Holloway never used to be as busy and unsafe as it is now because of LTN! Our family time has been compromised hugely coz of being in traffic cues.
Object - Temple Cowley	Unnecessary congestion being caused

Object - Temple Cowley	The main Oxford Road where I live is completely packed with traffic in the mornings and evenings , bumper to bumper , the air quality is now unbearable and during the covid climate where we need to ventilate our properties we aren't even able to access fresh air due to the vast queues of traffic , this experiment suits some but we have become trapped in our homes , subjected to constant noise and poor air quality, will you purchase our houses in order for us to find a better quality of life ?
Object - Temple Cowley	it will cause unnecessary traffic and pollution in and around the area.
Object - Temple Cowley	They are ridiculous! Fernhill Road and Holloway backed up every day! Making it extremely dangerous for children to walk to and from school! People are getting angry waiting and driving badly just to get through and the emission build up on our roads are so high! It adds at LEAST 1 hour onto my journey where I need my car to get my daughter to her club I think the roads were safer before the Ltn's
Object - Temple Cowley	Redirecting traffic elsewhere actually creates more environmental damage due to greater fuel consumption. Traffic is forced onto already congested roads. LTNs are not the solution - further investment in public transport and reducing public transport costs for users is a far better solution.
Object - Temple Cowley	It's not working. Road closures due to LTN has caused the main road I live to be noisier, busier, more traffic, more fumes, cyclists and e-scooters using the pavement instead of the road. Had an E-scooter knock in to be and hurt me and my puppy.
Object - Temple Cowley	The LTN's in Cowley area have caused a total frustrating amount of chaos. Increased congestion and journey times. Pollution is definitely worse too. Although, I am a regular cyclist when I have had to use the car I've been totally exasperated (i.e. to visit my elderly father to take him to various appointments). Traffic builds up in the road to get onto Hollow Way along Fern Hill Rd and Marshall Rd. The Hollow Way lights are also time consuming - only allowing two/three cars through and then it's clogged turning towards the swan. It has all been a totally unnecessary convenience to the local residents.
Object - Temple Cowley	Increased traffic since introduction of LTN Reduction in air quality since introduction of LTN Road now being used as a "rat-run" since introduction of LTN Having to queue to get out of my road since main road is now congested Taking longer to get home by at least 30 minutes because fewer roads available Having to sit motionless in traffic because other options have been closed Using more petrol to journey between the same two locations Gridlock often created when any minor road incident occurs Going to medical appointments now taking longer Going to some locations no longer viable because LTNs have created dead end routes where the only way out is to do a U-turn and do a return journey. Many locations, to access certain shops and businesses, no longer practical.
Object - Temple Cowley	Doesn't make life easier for people, too much wasting time on traffic jam, longer distances to drive as you can't cross some streets , stress for parents who are in a rush from job to pick up kids for schools , is just stressful!!!
Object - Temple Cowley	Gridlocked roads surrounding my neighbourhood. No ability to travel anywhere. Absolutely no improvement to cycle or walking options in my area. Increased traffic to my residence as only way in/out of neighbourhood. Only puts traffic in neighbouring roads: is this really fair.
Object - Temple Cowley	I spend 40 to 50 minutes extra time a day getting to and from work - I'm a teacher at a school in Abingdon and my journey time used to be 20 minutes. Now it's more like 40 minutes to get to work and sometimes over an hour to get home. It's ridiculous. I get the bus too- which takes 40 minutes to get from Holloway to town- absurd amount of time. I am totally in support of reducing traffic but these LTNs are not the solution. Better public transport and safer cycle routes or car sharing is surely worth the investment. The amount of stress this has caused me you can't put a price on. I would have never bought my house 5 years ago if I knew my car journey's were going to be horrendous to get anywhere due to LTNs.
Object - Temple Cowley	They are a disaster, increase traffic and fumes, they also halve local trade.

Object - Temple Cowley	I live on the Oxford Road [removed as makes location identifiable] and the traffic getting in and out of our driveway has been horrendous since the LTns. Also my parents are elderly with Mum using a wheelchair as well as sticks so the car is vital for us to get around, also for my father I'll with cancer hospital appointments are now regularly parts of life. even going to Florence park is now an ordeal. The air quality is worse for us know and my asthma has come back. We feel hemmed in literally, taking longer to get anywhere and going around the houses to get there. I could go on and on. But this system was thought up by able bodied people who don't live in the area or experience all of the negative impacts of the schemes
Object - Temple Cowley	This has increased traffic on Holloways and in Wilkins road as Wilkins road is used as a shortcut when Holloway traffic comes to stand still very often during rush hours and the entire area smells of fuels due to increased fuel pollutions from standstill increased traffic during rush hours as traffic can not go through the Newley introduced LTN crescent road temple road etc This has made living in Wilkins Road a hell as we are seeing so much increased traffic trying to do shortcuts via Horspath road and through Wilkins road and fern hill Roads especially when Holloway gets jammed with traffic and cones to stand still I use bus to work and often find no 10 bus on Holloway and others 1,5,u5,12 all get stuck in traffic on Oxford road as well thus means I now get late to work compared to before LTN The increased pollution generated by the standstill traffic during rush hour is causing health issues to young and elderly suffering from chest breathing condition like asthma etc Either prevent the traffic completely from using Holloway as a pass through or let the traffic flow freely so it gets through quickly and vehicles are not parked up with engines running in traffic Monitor the pollution during rush hours in Holloway and Oxford road and neighbouring street and you will see unacceptable level of pollution Traffic should be diverted to the eastern bypass ring road to [supermarket] roundabout and [supermarket] store junction only buses and local residents traffic should be allowed to use Holloway as a pass through shortcut Since the introduction of LTN I spend more time on the bus while it is stuck in traffic on Holloway Oxford road cowley road as I work in the city centre and this has had mahout impact commuting time and quality of life living in the area I am considering moving out of the area There are no alternatives proper cycle routes to cycle safely to city centre with out being knocked down by a bus on narrow cowley road etc in my 60,s I do not feel cycling is safe on my route to work. I do sometimes feel no one is really listening in the council non of those making the decisions has to put up with the problems we locals living and commuting in the area have to suffer.
Object - Temple Cowley	I strongly object to the LTNs as they were implemented without correct consultation and are an absolute nightmare for access, restricting my travel routes from and to my house by 80 %!! I could access my road from FIVE different routes prior to the LTN installation and now I can only use ONE. People have to use their cars to travel to work and other journeys and now from my address we all have to sit in long traffic queues which we are forced to use due to the LTNs which causes gridlock and increases pollution. At worse I sat in traffic along Hollow Way for 40 minutes when I could have used Crescent road and Junction road to access Don Bosco Close which would have taken 1 minute, if that!!
Object - Temple Cowley	It is a false procedure, diverts traffic to other roads causing terrible jams. Older people and people with disabilities either ill etc. can't get to retail park for shopping. Overall it does not lessen pollution. The main reason for LTNs is to lessen pollution and prevent drivers from using shortcuts s rat runs. The latter could be prevented by installing speed cameras. This is a waste of taxes and not thought out.

Object - Temple Cowley	The traffic on Hollow Way is often at a standstill causing a lot of pollution, and traffic in general is driving along there all the time. I understand the need to reduce cars coming into the city, and car use in general, however it appears that cars are still being used but are being more concentrated in certain areas. Living in the city doesn't mean you can be car free, I work for the NHS in the community in the Iffley/Cowley area and need my car to do my job. This has been really difficult recently due to continuous traffic on the very few through roads. I only use my car for personal reasons when essential, and although being able to walk and cycle through the LTNs is pleasant, it does not make up for having to do this along polluted streets. In fact having to cycle along these main roads has put me off completely as I feel they are more dangerous than they were before.
Object - Temple Cowley	Traffic jam on main road because of LTN creates more problems for the public, more pollution, increased journey time, passengers travelling in buses and taxis have to spend more time in traffic which they could spend doing more important jobs, and for that reason this has caused frustration, depression, anger etc
Object - Temple Cowley	Gridlock cause more pollution
Object - Temple Cowley	LTNs are increasing the traffic on Holloway at peak times. It took 30 mins to get from Cranmer road to Marshal road, which is unacceptable. The roads that are closed off are not 'rat runs' they are merely roads built to be used.
Object - Temple Cowley	This idea creates more problems than solve. Motorcycles are still passing through the barriers which makes it even more dangerous as pedestrians don't expect them. The traffic on non blocked roads is hectic so cars are always blocked and all in all pollute the environment more than before ltns were introduced. It seems like only drivers who paid a road tax can not use the roads. As alternative to ltns I would recommend to create a one way road system which will create a smooth traffic for cars and pedestrians will be feeling safer knowing that the vehicles can approach them only from one direction
Object - Temple Cowley	Affecting travel for residents, causing traffic problems for residents.
Object - Temple Cowley	The LTNs are simply moving the problem of traffic and pollution to other roads and the residents of those roads will suffer more from pollution.
Object - Temple Cowley	All roads should be opened up to cater for increasing volume.
Object - Temple Cowley	LTN increasing traffic on the main roads is pathetic, there are residents living on the main roads too so how is it right to divert all the traffic on their roads and make it harder for them get out of their own road. Its not reducing traffic just spreading it on the main roads and increasing traffic. It is much harder for the cars coming out from the side roads as no one wants to give them way on the main road and queues are longer and slower - increasing traffic congestion and pollution.
Object - Temple Cowley	Traffic along Holloway, these LTNS do not reduce pollution they create more as it's taking people 2-3 times longer to get where there going, something needs to be done as it's just horrendous.
Object - Temple Cowley	Spend more time in traffic and more petrol.
Object - Temple Cowley	Cowley Rd is now often at a standstill, creating more pollution in that environment. This is not the solution to our problems!
Object - Temple Cowley	1- have to travel about 3 miles instead of a quarter of a mile to get to cowley centre to pick up large shopping. 2- have to keep doubling back from holloway medical centre completely causing too much traffic going down to lights
Object - Temple Cowley	I feel like I can't drive in Cowley anymore. Traffic jammed everywhere. Took me more than an hour after 18:00 from Holloway to city center. Stressful

Object - Temple Cowley	This is a repeat of the Cutteslowe wall that divided a community and is doing the same again now. They obviously have not learned a thing from past mistakes. All traffic is now channelled to other roads which can't handle it. excessive queues and stationary traffic is causing congestion, wasted time and excessive pollution. and this all decided by councillors who don't even live in the areas acting in an authoritarian manner. Why is it they don't actually come and speak to the residents.
Object - Temple Cowley	Doesn't reduce traffic merely displaces it and causes more problems elsewhere. Hit people with congestion charges - that would be a better resolution.
Object - Temple Cowley	I feel that all 3 LTNS are creating more problems than they are solving, they may have quietened down the roads that are closed but this is at the cost of everyone else in the surrounding area. All roads should share the burden of the traffic rather than the elitist few living on within their closed road low traffic ideology. I believe there are other methods to reduce the amount of traffic/danger on the roads where LTNS are, such as traffic calming, lower speed limits and cameras. To close certain roads this pushing traffic onto others and causing gridlock is more of a sticking plaster than a solution. And just to be clear I am objecting to all 3 LTNS in the cowley area not just Temple Cowley however, your form will not allow me to express this.
Object - Temple Cowley	The LTN areas are causing major traffic congestion in surrounding areas.
Object - Temple Cowley	Increased traffic on main roads. Constant congestion on Oxford road no matter the time of day or week. It is increasingly pollution as drivers spend longer waiting in traffic and makes using the road as a pedestrian or cyclist horrible!
Object - Temple Cowley	It has increased the traffic outside my property significantly and has increased journey times due to heavier traffic. I have concerns for vulnerable members of our community who will be more impacted by these changes and difficulty with access for ambulances/other emergency vehicles as they can now only travel indirect routes.
Object - Temple Cowley	The LTN cuts off direct, increasing the traffic to other routes.
Object - Temple Cowley	The reason I am objecting because LTN is not helping to reduce the CO2 emissions and it is affecting my work as I am a taxi driver and so many Roads are closed.
Object - Temple Cowley	The traffic is increasing in main roads as Holloway, Oxford road, Cowley road, increasing the pollution
Object - Temple Cowley	I object to ALL THREE LTNS. It is my opinion that traffic has increased in surrounding areas as a result of LTNS. It is unfair that the few to benefit from LTNS on their road should cause added pollution and traffic to others. They do not change people's habits and cause a nuisance. My journey increases, so does pollution especially with being sat in traffic caused. The LTNS are unsightly and put lives at risk with emergency services being delayed by them. They damage the local economy affecting businesses footfall and people not being able to drive to them. Routes are longer and insufficient for the amount of subsequent traffic. I pay road tax to use the roads, but LTNS stop this.
Object - Temple Cowley	The traffic congestion in this area was always a problem. If Hollow Way is blocked it prevents access to this part of Barracks Lane, slowing Emergency Vehicles and essential service vehicles. The added housing in William Morris Close will add yet more traffic. We are very vulnerable in Barracks Lane and Turner Close
Object - Temple Cowley	The LTN in all areas in Oxford are not working!! It is just displacing and concentrating traffic in to fewer roads. This is causing HUGH traffic jams on Holloway rd, Oxford rd, Cowley rd, Between Towns rd, Iffley rd, etc increasing travel times by 3fold in rush hour and the pollution on these roads have increased dramatically.

Object - Temple Cowley	So much traffic causing more pollution Makes it so difficult to pull in and out my driveway It's biased towards cyclists, believe it or not but you can not actually ride a bike every time you travel. What if I need to drop someone off with luggage, travelling long distances, needing to travel with multiple people. You can not build a city entirely around cyclists. This city is easy enough for cyclists to travel. Please grow up and stop trying to make this city easier for yourself, think about everyone else. I live on a main road, constantly congested, I do not even want to open my window due to the sheer amount of bad air I would be inhaling. Think about everyone. This is the most stupid idea I have ever seen put in place and I do not know one person who agrees with it. Stop ruining this city.
Object - Temple Cowley	Increased congestion on main roads and increased travelling time and distance to health centre.
Object - Temple Cowley	They just displace traffic through Cowley Road creating long queues and traffic and ultimately great inconvenient and distress for a lot of residents that need to travel by car to go to work and/or take children to school
Object - Temple Cowley	This has caused a lot of traffic jams since it's implementation and divided the community
Object - Temple Cowley	Traffic not reduced, constant lorries turning into the close, food delivery vans are left blocking the road. Displaced traffic is causing pollution and journeys are taking longer. It's misery trying to move around, it's affecting my health and now increased mileage just to get to my house. The LTN are breaking communities as there is a difference of opinion and causing disharmony. The road is for everyone. There is no evidence of more cyclists or walkers. It's a nightmare.
Object - Temple Cowley	Creating too much unnecessary traffic, increasing traffic causing increase in carbon emissions
Object - Temple Cowley	I object to this as this will increase traffic in areas
Object - Temple Cowley	They cause major problems on surrounding roads. Worst idea ever. It's causing chaos everywhere else. This scheme is adding to pollution levels as traffic is backed up on the main roads where it never used to
Object - Temple Cowley	LTN is not reducing traffic in our area is increasing pollution increasing the time I spend driving every day and forcing me to drive on very congested road
Object - Temple Cowley	There are 4 planters in my close environs (Crescent Road, Temple Road, Salegate Lane, Junction Road) which have created extreme difficulty for access, for example for emergency vehicles (police, ambulance) who have had to do u-turns in Junction Road thus delaying their attendances at emergencies - this has been witnessed by me on several occasions. Traffic has been rerouted on to Hollow Way/ Cowley/Oxford Roads creating extreme traffic congestion and increased pollution to the residents who live on those roads. Motorbikes and e-scooters continually ignore the prohibitive notices on the planters. Temple Road has a busy school and I understand there are problems with parents dropping off/collecting children even though they have been advised to park in Marsh Road depot and walk, and even though there are 'school monitors' to police this. Salegate Lane is a very narrow road and there have been problems with vehicles doing u-turns and compromising the safety of residents' vehicles. It seems to me that Junction Road does not need an LTN - this would give through access from/to Hollow Way and straight access to Oxford/Cowley Roads. The only LTN that I think is needed is that on Crescent road which I understand has been a 'rat run' in the past.
Object - Temple Cowley	It is really hard to take kids in a school in the morning too much traffic or take to the doctor go to the shopping that roads are very busy now
Object - Temple Cowley	The traffic is awful! It has caused endless problems to the local area and put huge amounts of pressure on other local Streets and neighbourhood. Horsepath road, white road, Oliver Road is awful and the speed of other cars is 30-40 on small roads because of traffic! Someone is going to get killed because of this

Object - Temple Cowley	My interpretation of the trial period and first hand experience of the decreasing accessibility since the introduction of the LTN's
Object - Temple Cowley	Increased congestion, more hold-ups, more pollution
Object - Temple Cowley	Traffic pushed into other roads causing long queues, concentrating air pollution .I hate what the council are doing to my lovely home town. Headley Way traffic just as bad, road narrower than legal requirement, trees and flowers gone. Green belt being built on. Sacrilege.
Object - Temple Cowley	Affects both travel, blocked roads mean heavier main road traffic which in turn is unhealthy for walkers inc children.
Object - Temple Cowley	It is creating traffic gridlocks in other areas and making journeys take longer. I am having to drive longer distances as I have been diverted from my usual route and therefore polluting Oxford more than before. I am using more fuel. I am also paying road tax for roads that I cannot even use. I strongly object to the LTNs in all areas.
Object - Temple Cowley	No justification for this.
Object - Temple Cowley	Greatly increased traffic levels on Oxford Road up to Temple Cowley

Object - Temple Cowley	Discriminatory against elderly, disabled, those with health issues, and anyone for whom travel, other than by foot, bicycle or bus is essential. Might have benefitted some roads, but has just shifted problem. Causes longer car journeys, queues, more petrol usage, higher emissions and therefore pollution for Cowley, and therefore effects residents in Oxford Road, Hollow Way, Church Cowley Road, Westbury Crescent, for example. Far more dangerous for pedestrians crossing the road and cyclists in Oxford Road and Hollow Way now. Far more awkward and potentially dangerous right turns over busy roads, such as from Church Hill Road, Beauchamp Lane, Westbury Crescent, Newman Road. Large vehicles have to reverse up/down Church Hill Road. I am affected personally as I am full time carer of elderly mother and rely on the car daily. From my area, most journeys require using Marsh Road and facing the queues in Oxford Road now. Life is much more difficult and stressful. It is a worry as I cannot get back to mum as quickly, as journey times so unpredictable. Much longer journey in distance and time to reach elderly family member near Donnington Bridge, via Oxford Road, Between Towns Road, Templar's Square, Church Cowley Road and Iffley Road. The roads leading to Templar's Square are already very congested at weekends, and will be worse leading up to Christmas. Journey times for emergency services reaching parts of Temple Cowley are definitely longer, even minutes can save lives. Convoluting routes also cause problems for delivery drivers (who have supported our economy over lockdown), district nurses and other medical staff, milk man, post/parcel deliveries, service engineers, taxi drivers (time and money issues for all of them) Awkward journeys and queues prevent or deter residents from using local shops and services easily. Hold ups on the ring road, or road works such as in Cowley Road, have had a knock-on effect and have caused gridlock at times. Effect on elderly drivers, trying to maintain independence on local errands, now forced on to busy roads and even the ring road. Bartholomew Road and Cornwallis Road are bus routes, obviously important through routes and should also be open to the public, too. This is a very divisive issue. It has caused more problems than it has solved. I think something should be done to help Crescent Road, but otherwise I object strongly to the LTNs, even though I cycle and walk myself, where possible. They are draconian measures. The Council should be working with drivers, most of whom are hard working, busy and responsible people, rather than penalising them and making life so difficult for so many people.
Object - Temple Cowley	Creates more traffic on the main roads leading to traffic jams and more pollution from engines running
Object - Temple Cowley	Traffic is insane. Having a ASD son, can you imagine how terrible has been to be stuck in the traffic with him screaming his lungs out? No thanks !!! Remove them! It was a terrible idea!!!
Object - Temple Cowley	my wife is disabled and is totally reliant on motor vehicle
Object - Temple Cowley	The traffic displacement has caused significant disruption to surrounding roads. I do not believe that consideration has been given to those in other areas affected as a result. Pollution has now increased as a result of the LTNs and roads are more dangerous as a result.

Object - Temple Cowley	Bad traffic on oxford road, longer journey times.
Object - Temple Cowley	LTNs create additional traffic and problems for the neighbourhood. I strongly object
Object - Temple Cowley	Causing more traffic on other roads
Object - Temple Cowley	They don't work
Object - Temple Cowley	traffic situation now worse than before and with great inconvenience
Object - Temple Cowley	Traffic builds up in other areas instead. Holloway road is always congested
Object - Temple Cowley	Traffic is being funnelled into roads causing major congestion. A five minute journey to the local doctors can take anything from 10 - 30 minutes therefore increasing my carbon footprint. Static traffic queuing produces more pollution.
Object - Temple Cowley	Time I'm spent in traffic Cost of having to spend time on roads I didn't use to have to use The increases pollution caused by stand still traffic caused by jams
Object - Temple Cowley	blocking the road makes it difficult for me to communicate with my children's school on Sandy Lane
Object - Temple Cowley	Traffic congestion particularly in Holloway
Object - Temple Cowley	I am definitely objecting to the proposals:- Since the LTN started the traffic tails back from the traffic lights at the Oxford road junction, sometimes back to Horspath road. moreover some of drivers seek to cut this traffic holdup out divert down Cranmer road then through Rupert road or Fairfax Road (where I live) and hence down Wilkins road to rejoin Holloway further down, then of course another tailback occurs at the junction of Holloway and Fern Hill Road. It seems to me that the problem has just shifted to somewhere else. I have friends and family in Crescent Road (now a part of the LTN) and it has taken 20 minutes to get to them whereas before it was never more than 5. Compounding this problem is the cars parked at every junction around here. Drivers park up at all of the junction then get a bus to work. The fact that we recently were made a CPZ has made no difference. TRAFFIC IS MUCH WORSE ALONG HOLLOWAY, POLLUTION IS MUCH WORSE WITH THE BUILD UP OF TRAFFIC AND BEFORE THE LTN THE POLLUTION WAS AT LEAST SPREAD OUT OVER A BIGGER AREA.
Object - Temple Cowley	The LTN's cause gridlock and increase air pollution as a result. It takes much longer in a car/taxi or on a bus to get where you want to especially at the times of "high volume of traffic" (early morning/late afternoon)
Object - Temple Cowley	No initial consultation had been given about implementing LTNs as far as I am aware. I don't remember them being in party manifestos. Redirected traffic due to LTNs is causing co creation on other roads. Routes to certain locations now take longer which is an inconvenience. Car owners and commercial drivers are being penalised in favour of pedestrians and cyclists with no obvious environmental benefit.
Object - Temple Cowley	Horrendous traffic on the main road!! Absolutely appalled that those of us who live on the main road are subject to traffic, noise, and air pollution. It's saturated traffic in one area. I work from home and the amount of disturbance I hear outside my window makes me hate my area!!!! This ridiculous idea also blocks other routes for emergency services - I don't understand how such an idea was ever allowed. It's completely unsafe. If this continues I will consider arranging a protest, I have lived here majority of my life and never have I ever felt so targeted - those of us who live on the main road have massively had the quality of our lives impaired. We should be compensated for this ludicrous idea and the person behind this should consider stepping down. There is no consideration or care for the community. It's absolutely disgraceful and I'm ashamed that such people are in power and represent the area. STOP THIS INEQUALITY! WE DESERVE TO LIVE IN CLEAN, SAFE ENVIRONMENTS!

Object - Temple Cowley	It is ill-thought out. The bollards are bad - rising bollards under residents' control would make everyone happier. The bollards are badly sited - there should be just one on Marsh Road - most people living here want easy car access to the Ring Road, not to central Oxford, and so have unnecessarily long journeys around, adding to the traffic congestion on Oxford Road, Cowley. It is bad that the Temple Road closure is not signed, so many people still drive up it, seeking a way through. The timing is bad in that Covid means people drive their cars instead of travel on public transport to cut down their risk. The combined effect of all the Cowley area LTNs is bad in that all push extra travel onto the main road, adding to delays, pollution and climate change. The school street scheme which might have helped reduce pollution outside our house was also ill-considered in that it has predictably collapsed due to lack of volunteers. ...And to add insult to injury we face having to pay for a CPZ which we don't want and will discourage our friends and family from visiting.
Object - Temple Cowley	Congestion and traffic pollution are my biggest concerns. Dangerous driving has become a big problem on hollow way as a result (cars driving down the wrong side of the road to cut in to traffic or to get down another side road and cars driving on the pavement to get round obstructing vehicles). Journey times are incredibly longer when having to drive around Oxford. A 10 minute journey can take nearly an hour on some mornings! My young daughter walks to school and tells me of the road rage she sees every morning. It is absolutely ridiculous to me that these LTNs have been put in to place, there has been no consideration for people that are normal commuters and have no other options but to travel by car or van at peak times. Lots of us are builders that need to carry our tools to and from work, mothers on the school run with multiple children and destinations, couriers, taxi drivers etc. Local businesses are affected, buses are taking longer, parking has become an issue and the roads are so congested that it is extremely hard for the emergency services to reach their destination in the necessary time to save lives.
Object - Temple Cowley	Traffic is being diverted to main road where I live, as predicted a congested and polluted road has become more congested and polluted while some side roads are quieter. Longer and more polluting journeys for residents and non-residents that need to use the area.
Object - Temple Cowley	It is causing such a hassle for me and getting to work has been extended due to LTN.
Object - Temple Cowley	There has been a significant and noticeable increase in traffic on Oxford Road. The traffic is frequently stationary and so causing increased air pollution outside my home where 3 adults live. It is very difficult to cross the road to reach shops on opposite side and the Cowley Centre. I take a daily walk in the Temple Cowley LTN and have seen no increase in other pedestrians, cyclists, children walking to school or playing in the street. I feel very angry that main roads in Oxford are taking the brunt of ALL types of traffic as these are not A roads or motor ways but streets with houses where people live. It is unfair and inequitable that we suffer increased pollution so other residents benefit from none, and the anticipated change in traffic use (i.e. more walking and cycling) has not materialised. I have had no evidence presented to me from the councils that this experiment has been successful in its aims.
Object - Temple Cowley	It simply moves one area of pollution to another area and adds more time to hornets increasing pollution
Object - Temple Cowley	It has generated traffic jams, increased pollution, damaged the economy and divided the community.
Object - Temple Cowley	The same traffic is being pushed onto fewer roads. It is unsafe to walk at night the area along Littlemore road to Cowley centre The only way out of Littlemore on Oxford road roundabout is now extra busy with queue's down Rose Hill and Church Cowley rd to get to Templars square I don't think there are less people driving now they are just having to take longer journeys causing more pollution and traffic. Littlemore road is a main road so I don't understand why it has been blocked. I can understand the other residential streets off this being blocked but not the main road to get towards Cowley.

Object - Temple Cowley	Far from making the area safer, it has made it much worse. Considering there are a few schools within a 1 mile radius, pupils are getting to school late and incurring unnecessary detentions (I work in a school). The traffic lights at the bottom of holloway do not do anyone coming from that side any favours. they are on for a very short time and in that time no cars can move as there is no space from the cars coming from business park side. More people are now going towards Churchill hospital which is already laden with traffic. The whole Cowley area has gone from being quite safe to really congested and badly managed. It feels like London in a very small space. LTNs, no matter where they are in the Cowley area, have just made a poor area even more poorer. The only time anyone can drive safely with no traffic issues in these areas is at night.
Object - Temple Cowley	Individual car responsibility is not the solution. Individual change impact is proven to be insignificant. We need better bus routes and increased awareness & education for all road users, including cars but particularly cyclists. It's your job as Council to improve road flow and LTNs are not the way forward as it increases the pollution on other liminal roads due to slow traffic. NOT A SOLUTION
Object - Temple Cowley	Heavy traffic. Restricted access to my house
Object - Temple Cowley	Terrible for travel, congestion, added stress to mine and family's life
Object - Temple Cowley	I hate the LTNs. They have made getting about my area almost impossible. They have caused gridlock on the surrounding major roads which is causing more pollution, rather than less, which is one of the supposed reasons for having them. They don't reduce car journeys because funnily enough people still need to use their cars - they just make the journeys longer and more annoying - again adding to the pollution. Please remove all the LTNs.
Object - Temple Cowley	I have witnessed dangerous manoeuvres outside my home to avoid the LTN, causing risk to pedestrians and cyclists. The traffic elsewhere appears to be much worse and has not changed behaviour to encourage active travel. Before making driving unappealing, active travel should be made more appealing - as a cyclist I would not use Temple or Crescent road due to the steep incline and lack of cycle lanes, but using Oxford Road now has more traffic and lack of cycle infrastructure so I feel unsafe choosing active travel as an option. Even public transport has been impacted by the levels of traffic so I am less likely to catch a bus now than before the LTNs were installed as it takes too long.
Object - Temple Cowley	Takes more time that usually to get home, as is only one way available and the traffic is very busy.
Object - Temple Cowley	All that's happening with the LTN's is traffic is being pushed onto roads ill equipped to allow for the volume of traffic. There's too many roads now blocked off which is detrimental to all who live in a LTN area. Much more pollution is affecting everyone who lives here. There's no logic to cars etc sitting in huge tailbacks emitting fumes and affecting the air quality. It's also almost impossible to join traffic from the roads leading onto Hollow Way at peak times as everyone is reluctant to allow drivers to join the queue. It's utter chaos!
Object - Temple Cowley	The idea that it's eased traffic on temple road is nullified by how busy, narrow, and dangerous Oxford road is. The LTNs add time and inconvenience to any journey, and there hasn't been a notable drop off in traffic anyway
Object - Temple Cowley	They are complete and utter fail. They have increased driving time and traffic on most major roads around cowley and have added more than 15 minutes to journeys which should take no longer than 5mins. They have tried to deter people from using cars which has completely failed and when there is a accident around the ring roads it brings the whole area to grid lock. Remove them and the people who thought this would be a good idea.
Object - Temple Cowley	I work as a taxi driver in oxford and live in the city my life has been made very difficult as a result of the LTNs and have lost a significant amount of money as a result
Object - Temple Cowley	There are no incentives for people to get put of their vehicles, the bus service is poor so traffic is shifted to Littlemore. No account has been taken of the needs of disabled people, much more reliant on their cars. It is causing more pollution because of this as we have to drive further. Better bus services are needed and roads kept fully open.

Object - Temple Cowley	My comments relate to the whole of the Cowley LTNs and not just the road that I live in. I was against these at the introduction but thought I would give it a go before responding but I must say that my view has hardened against it and not just because it affects me every time I drive my car. Before the lockdown (LTN) I walked to Cowley Centre and as far as Iffley, Tesco and even Headington on occasions so I don't feel that closing the roads has changed anything for me. I am unable medically to ride a bike. I still walk every time I need the Cowley shops and we now have food delivered. Since retiring I have taken on an allotment and I have been volunteering for 20 years for the RSPB, both of those are outside the ring road. Now I have to drive down Temple Road at its narrowest point, Marsh Road which had a lot of traffic because of the depot and the narrowest piece of Oxford Road before arriving at the other end of Temple Road where I would normally have departed from to go out of the city. This is only an extra mile or so but doing this 'extra trip' up to 10 times a week since the closure, and then back home again has churned out a lot more fumes than it should and would have done. I have stood at the Marsh Road exit on to Oxford Road and more than 7 out of 10 cars turn left and go the same way as me towards the ring road rather than the city - indeed in all my trips I have only turned right on 5 occasions! If only it was this easy to reduce emissions, and do our bit for the environment, but the plan of making every car driver travel further does not hit that mark but only increases the problem and I do really feel sorry for the residents of Oxford Road especially with greater petrol emissions suffered. In addition it is now very difficult to plan trips as you do not know how long you may be queueing up Oxford Road, very rarely you get up without any queue but normally only on a Sunday or in the evening. On Saturday we had a classic example of traffic in a line from the Swan traffic lights, past Templars Square and Church Cowley Road to Rose Hill traffic lights. I am sure that was not doing anyone any favours and it is not really Xmas shopping yet. Relatives living within the LTN have their own gripes of how hard it is now to visit relatives in Littlemore etc but rather than this extended experiment to try to force us to like it we now have far more unhappy people who put up with this through gritted teeth. The whole exercise could have been an opportunity to make travel within Temple Cowley better for local people and the closure of Crescent Road was long overdue but not by sending every car driver in this area down Marsh Road. One way systems I feel would have done that better. I could write far more and let off more steam, seeing a large juggernaut lorry reversing its way down Marsh Road after getting stuck and holding up cars from three directions for example but I feel you know my thoughts. I hate to be causing more emissions but I like so many others, have a life to lead which sadly does mean driving a car (buses not travelling to right places at right times etc and not conducive to carrying gardening tools etc) but I look forward to having an electric car at some stage soon and helping out more but sadly at present I do feel I am in an open prison only allowed out when a car lets me into the queue on Oxford Road - there are so many people coming and going down Temple Road during the day that it certainly does not feel I am in a LTN and not seeing any benefits which some people allude to in other parts of Cowley. Finally, I am not aware of anyone, friends, neighbours or family who have stopped using their car, travelled any more on a bike than they did or walked more and that is where my opposition to this stems from. Thank you
Object - Temple Cowley	it's increasing traffic congestion and pollution
Object - Temple Cowley	Pointless system has cut off Herschel crescent off completely. Takes 3 x as long to get any where now. Congestion on other road are ridiculous now.
Object - Temple Cowley	Because they have moved the traffic onto the main roads and the traffic jams that are now caused by the LENS surely cause more pollution.
Object - Temple Cowley	Causes longer travel
Object - Temple Cowley	They add time onto journeys, therefore increasing congestion on main roads

Object - Temple Cowley	The residents of Littlemore need access to Temple Cowley for shopping. Locally we lack: GP services, dentists, a vets, and depending on time or day and availability, pharmacies. Cutting us off from Crowell Road/Beachamp Lane and forcing long round trips creates more traffic through Littlemore - Newman Rd/Oxford Road - and more congestion resulting in standing traffic. Busses are not always the answer. I am a twin Mum and I have always struggled to get my double pushchair easily on and off Stagecoach & City busses. I walk when I can, but if I have to carry any large-ish amount of shopping I cannot simply go on foot or via bike. Being cut off from Templars Square shopping further disadvantages our community, which already homes some highly vulnerable people. I have been a resident of Littlemore for 11 years and have always thought it a great place to live **until now**. A catalogue of disastrous road works and closures, plus the LTNs has really ghettoised our community. We are poorer, less connected, and detached from our bordering friends and small businesses we might previously have patronised. I feel trapped and like there is no way in or out. Busses are far too expensive and slow - not to mention unreliable - for the cost of tickets. I honestly can't believe I've got to pay my mortgage and my council tax and what do I get for it? Very little. Compared to residents in other parts of the city, what we are experiencing as a community is discrimination. Our experiences of commuting and travel are inconvenienced compared to the majority of residents in the rest of the City. I would guess someone out there completely overlooked the impact that LTNs would have on Littlemore or has a very poor knowledge of the amenities we *lack* and hence must travel to access in and around OX4. I was not informed by letter or leaflet about the LTNs ahead of them appearing - again poor consultation because it wouldn't have occurred to anyone that the current Church Cowley/Temple Cowley LTNs would impact people living in Littlemore or Mincherry Farm. I object to all of the LTNs. Trial them somewhere else, and listen to the concerns of your communities.
Object - Temple Cowley	Causes gridlock and pollution
Object - Temple Cowley	don't agree
Object - Temple Cowley	Traffic has been pushed into other roads making them very dangerous with speeding cars or queues of traffic. Getting past the main roads is a nightmare making journey times almost triple causing us numerous times of being late for appointments, school, work or collecting our children. Car pollution has increased in many areas where it was not a problem before
Object - Temple Cowley	The LTN prevents me from accessing temple Cowley shopping centre, unless taking bike. We have 3 children and cycling is not an option, especially when buying bulkier items. Our childminder is located in blackbird leys. The LTN have made our t journey time triple. My wife and me are both working full-time and tge LTNs are causing us problems in getting to our work on time. This could result ultimately in losing our jobs.
Object - Temple Cowley	Whilst I understand that the residents benefit and that we are endeavouring to encourage cycle/walking until the public transport is such that we do not have to catch multiple busses to get to a destination which usually takes hours to get to places there are many that depend on driving. By reducing the number of routes the traffic then increases on the fewer routes increasing the impact on the residents on those routes with both noise and air pollution. It takes longer to drive anywhere thus further exacerbating the enviromental impact. A far, far, far better solution would be to focus on safer cycle routes as they have done in Copenhagen where the cycle lanes are inbetween the paths and parking so not mingling with the traffic.
Object - Temple Cowley	Causes more pollution than it saves, quieter on the roads implemented but what if you live on Hollow way, Church Cowley Road, Oxford Road etc have you forgotten they are residential as well. What happens if you live the wrong side of the barriers so now have to go around? Slows everything up including the buses which unless you haven't noticed only use main roads and makes cycling worse on these roads. Being forced on us by County Council who have little interest in the city.

Object - Temple Cowley	The LTN implementation has been a farce. Implementing it just before digging up Oxford Rd (on several occasions) has results in waits of 30mins or more to get into Temple Rd (from the other entrance). There is no enforcement of mopeds (and motorbikes) using Temple Rd as a drag race. They are more dangerous than other traffic. The School Rd enforcement was patchy when in evidence and is now non-existent.
Object - Temple Cowley	It will disrupt our business
Object - Temple Cowley	When the LTN were first established I thought they were a good ideas, but during the last year I had observed that they have not fulfilled the propose of traffic reduction that was hoped for. Now that all the traffic is being forced along the same few roads there is an extreme increase in slow moving traffic and therefore an increase in pollution.
Object - Temple Cowley	Because all the traffic will be diverted to the main roads and cause severe congestion and that means higher levels off pollution. What a clueless bunch of councillors. Why should someone suffer for the better of others. Plus are we not supposed to work towards a lower polluting city? Well this will increase pollution.
Object - Temple Cowley	For the Following Reasons I fully Reject these LTN's 1. I live in Leafield Road (off Crescent Road) the position of the LTN in Crescent Road are completely missed placed. We have a one way access through to marsh Road, which covers hundreds of houses and business from Leafield Road, Temple Road, and Crescent Road, this has caused significant congestion with extra pollution being caused by standing vehicles trying to get on to the Cowley Road. At some point because of the number of vehicles parked and the number of business in the area loading/unloading this will have a significant effect on emergency vehicle access to these roads. 2. Regarding the wider area, Cowley Road is now a major Bottleneck as there is constant traffic Congestion from Marsh Road to the traffic lights by the Swan, there are lots of residential properties along this road as it narrows, causing extra pollution from stationary traffic into homes. Why has'nt this been taken into account before these LTN's were put in place? 3. Cornwallis Road/Rymers Lane/Crowell Road, these Road are as wide as Cowley Road, and have a major impact on reliving congestion within the cowley area, I have seen traffic congestion in Howard street on a Regular basis as it looks like vehicles are cutting through that area as they can't use Cornwallis Road, This is completely unexceptable as this is an old victorian road which is completely unsuita ble as a rat run. Finally this whole plan needs re evaluating, but at the very least the LTN's needs repositioning in Crescent Road, and Removing in Junction road, to allow two way access. Also Cornwallis & Crowell Road LTN's need removing to protect the residents of Howard Street and Cowley Road from Pollution from standing traffic.
Object - Temple Cowley	My parents live towards the top of Crescent Road on the hill, if they urgently needed an ambulance or fire engine then the vehicles would have to go the long way round because there is only one road in and out to their house. Thus putting them in danger. So many more vehicles are now clogging up the arterial roads (Hollow Way, Oxford Road, Inbetween Towns Road). Omissions have escalated, damaging the atmosphere and people's health in these areas. Road are for vehicles not for children to play in. The roads which have these LTN's in them are NOT rat runs, they are for people to get from A to B and go about their daily lives. To close off Littlemore Road, has cut off the residents of Littlemore. The clue is in the name of the road, it is the main road to Littlemore! Who ever thought of this ridiculous idea need to be sacked and clearly they do not live in these areas effected.

Object - Temple Cowley	I Object Strongly to the proposals. LTNs increase traffic, congestion, pollution and stress on roads which are not blocked off. They waste people's time and money. They make life harder for ordinary working people, who have suffered enough since March 2020. The increased pollution will eventually affect even closed roads too as, it spreads through the air. If the council really wanted to encourage people to use public transport, why didn't you support the excellent PickmeUp Bus?
Object - Temple Cowley	Increased traffic on Holloway and Oxford Road. Longer and less convenient journeys for us.
Object - Temple Cowley	Making my life hell. Have to leave for work/school run 15 mins earlier, the traffic is so bad on Oxford road a majority of the time, I don't even have time to come home and change my daughter to take to After school clubs so she mostly changes in the car (at 12 not ideal) or we got to family as just not enough time. It's like a car park as are getting all the traffic what used to use Florence park etc. The only people who this don't affect is the people who don't work or have to go out at rush hour. I use twice as much fuel now as well and I have no choice but to use my car as my daughter is at school in Wheatley and I work at the JR.
Object - Temple Cowley	Too much traffic on the main roads. Congested.
Object - Temple Cowley	pushing more traffic onto Cowley Road causing bad traffic jams, before it was easy now an Impossible road to drive up
Object - Temple Cowley	Closing Crescent Rd and nearby streets is causing horrendous traffic congestion in Hollow Way, discouraging use of local businesses there, and increasing journey times (including for buses), pollution and general inconvenience. I know one person in Wheatley who has trouble visiting her old father in Crescent Rd because of the traffic.
Object - Temple Cowley	Increasing traffic congestion and pollution, I have witnessed dangerous driving at traffic light areas, especially at the bottom of Holloway. I have been late for appointments even when taking a bus as they are stuck in the same traffic jams.
Object - Temple Cowley	Its causing traffic jams & pollution, please get rid of the LTN road blocks.
Object - Temple Cowley	I object to all three LTNs. It's causing more air pollution then before by traffic being pushed to main roads, longer journey times, danger to children, emergency vehicles I've seen are struggling. This is reeking havoc to my quality of life.
Object - Temple Cowley	It had made me and my life hell. Getting in and out of the oxford is nightmare. Traffic on road is wors now, from crescent road to bmw plant it take over 30 minutes which can be done in lest then 4 minutes. Me, my family and neighbours are not happy with it at all. So we strongly object.

Object - Temple Cowley	I STRONGLY object to the Temple Cowley LTNs in particular –and to all of the Cowley LTNs in general – because: 1. They do not reduce traffic, they displace it. 2. They do not reduce pollution and fumes overall as the displaced traffic sits in queues for longer and emits more fumes than when travelling. 3. They increase travel time and force motorists to travel further distances which again increases pollution and congestion. I drive minimally in and around Oxford and only when I have to. The introduction of LTNs has forced me - and my neighbours - to drive more than before as now I have to travel longer distances at a slower pace than before the LTNs existed. This is most inconvenient and counter-productive to your aims. If you genuinely want to reduce traffic, congestion, and pollution, remove all LTNs to allow a free-flow of traffic and replace them with speed bumps, speed restrictions, and number-plate recognition cameras. LTNs are a blight on our neighbourhood, make travelling a nightmare, and are to the detriment of residents and businesses alike. LTN = Local Traffic Nightmare. Of course, I realise that you are unlikely to take notice of this consultation –other than using it as a “tick-box” exercise - as the County seems determined to push LTNs through regardless of residents’ views. There are some misguided LTN zealots working for and advising the Council who will not listen to any amount of reason. For the reasons I have mentioned above LTNs are the wrong tool to reduce traffic for this area and should be scrapped as soon as possible.
Object - Temple Cowley	Causing people to sit in traffic causing more fumes which defeats the object
Object - Temple Cowley	my business has seriously lost work since installation and we are at danger of closing. there has been damage to our signage due to people turning their vehicles in our driveway. People are now ignoring the double yellow lines and using the turning area as a parking /drop off point for the schools.
Object - Temple Cowley	So far the only effect these LTN's are having is displacing traffic into a more concentrated area increasing travel times and the number of idling cars meaning an increase in pollution. These blocks seem completely un-thought-out. If you really wanted to decrease the number of cars in Oxford you should look at the bus systems and how to improve the access to busses that move around Oxford instead of just in and out.
Object - Temple Cowley	The LTNs on Crescent Road and Salegate Lane don't reduce traffic, they just push it away to the main road, Hollow Way, which was already very congested and is now ridiculous, especially now that many people are travelling to work, rather than working from home. I know that the idea is for people to use their cars less but that isn't always possible and the LTNs turn a 10 minute trip into a much longer journey, not only because it's physically further but because of the congestion, as cars sit in traffic idling their engines, therefore adding to pollution in an area which already has bad air quality. It can take over half an hour to drive from the top of Hollow Way by the Cornerhouse pub down to the bottom of Hollow Way. Google Maps states this should take less than 4 minutes. That's an extra 25+ minutes of pumping out exhaust fumes into the atmosphere. LTNs are therefore the opposite of environmentally friendly.
Object - Temple Cowley	I don't see any positive outcome with the LTNs. Has increased all my journey time. Increased amount of traffic on Cowley Road therefore meaning more fuel being used and making the air less clean.
Object - Temple Cowley	I would find it difficult to go to work in the BMW factory.
Object - Temple Cowley	I have found traffic has increased on main roads increasing pollution for those that already live in polluted areas. I have increase mileage getting to destinations because of the circular routes I now have to take instead of straight forward routes
Object - Temple Cowley	traffic is worse

Object - Temple Cowley	All the LTN's have done is shift the traffic. It is not proven to lower emissions. It has caused Holloway to be constantly busy even at off peak times. Journey times in car is longer. I like to cycle but you can't do that everywhere and all the time. I wasn't consulted on these LTN's before implementation. Not very well thought through at all.
Object - Temple Cowley	I think they are a waste of tax payers money they have caused more traffic and more pollution to my area I don't feel safe letting my children WALK to school as there are to many irate drivers on the road it takes people up to 45 minutes just to get past Holloway road I am a builder and need the use of my van but have to add an additional 1 hour to my commute sat in traffic caused by the Ltms They need to be removed and let the traffic flowore freely
Object - Temple Cowley	It is only causing traffic to build up in other areas and making emissions far worse as the queues are far longer, the traffic has been moved to other areas and overall this is not reducing emissions it is making them far worse as people are queuing for far longer times and the health of the community is being impacted far more than before the problem has simply been moved from one area to another. I feel so strongly that Oxfordshire County Council is endangering far more lives and needs to be accountable for the damage they are causing to far more young children then previously please contact me.
Object - Temple Cowley	its of no use to us it will cause more problems.
Object - Temple Cowley	Causes a lot of traffic on my road - increased pollution. And buses are waiting longer I feel that I have less privacy.
Object - Temple Cowley	The LTN has caused a large impact on the the trade at the cricketers arms. Because of the extra traffic using the oxford road, the area gets gridlocked and there is only one way for the customers to get here. Customers have told me that at 14.50 hrs it can take 3/4 hour to get from blackbird leys to cricketers arms, even on a bus. The road gets blocked by cars when the parent's are dropping off and collecting the children from school. Now that it is a no through road, and little traffic, temple road garage race up and down temple road at great speed testing cars they have worked on at the garage. Temple road garage also use the road to park, and work on cars. The drug dealing has increased since the LTN was fitted. When the upstairs windows are open we get more exhaust fumes coming in the building than we use to with out the LTN.
Object - Temple Cowley	Too much traffic on the main road, no enough room for emergency services to get through in a an efficient manner. Cars siddle idle in traffic creates more pollution in the main road areas. Journey times around Oxford have become significantly longer. This experiment was a complete waste of time and detrimental to the city's residents
Object - Temple Cowley	I believe this will cause an increase in pollution in some areas
Object - Temple Cowley	All of the LTN proposals submitted by the councils are shortsighted. Efforts to reduce congestion will likely increase traffic on main roads (e.g. closure of Littlemore Road means many routes will need to pass through Between Towns Road). Efforts to reduce air pollution are negligible (extra miles required to travel between two destinations). Furthermore, these implementations are neglecting motor vehicles which are zero emissions (electric). The council should remember that miles travelled is directly correlated to CO2 emissions. Therefore these road blocks result in longer distances travelled, and therefore more harmful gases. These schemes are really harmful to delivery drivers also, who may not necessarily be invited for consultations as they travel from 100's of miles away. The council must consider this when collecting results, to ensure all road users are fairly represented.

Object - Temple Cowley	This implementation of barriers only increases everyone journey time, which in turn increases emissions. These barriers will not deter drivers from using vehicles, but rather push them all onto main roads which then only increases congestion's in Oxford. If Oxford City Council are serious about wanting to make road users use more environmentally friendly modes of transport whilst reducing congestion's, then they need to provide a solution that works for the wider population. Trying to force users to use bicycles or go onto buses is not going to work and is a medieval / leftist communist methodology. Buses and Bicycles do not work for a great majority of people and are neither fast or flexible enough for users. Oxford needs an underground much like London which links all the major neighbourhoods e.g. Cowley, littlemore, rose hill, City centre, Headington etc. This solution will not only improve and resolve the congestion / emissions issue in Oxford, but will also bring investment and jobs into Oxford. The underground in London has been a great success.
Object - Temple Cowley	Will only cause more congestion on main roads. Also think this will cause an accident due to people going around onto pavements. Also not fair to people not using as "rat run".
Object - Temple Cowley	I think it'll cause traffic jam on main road plus can cause hazards for pedestrians and schoolchildren.
Object - Temple Cowley	I live in a close of Crescent Road and the ltn is going to make my journey for the school run and work a nightmare. I need to get to Garsington then to the JR for school/work Monday - Friday, the traffic is already bad but now I'm going to have to sit on loads of traffic on the Oxford road, god forbid they start road works. Since they have been installed my life is a misery! I have to take my daughter to school and then get to work. I have had to get my daughter up earlier just to get the school/work on time. I currently have to leave 30 mins before. I'm stressed before I even leave the house. The Oxford road is like a car park at all times and when there is road works well it's even worse. The knock on effect is all over cowley. It's ridiculous
Object - Temple Cowley	Good evening I am a widow leaving with my daughter .Each morning I am giving her a lift to School In Cowley after that I have to go to work to Wheatley .I need to go through Barns road because if I go the other way round through Rose Hill I am wasting 10 min or even more because of the traffic .Please let us use Bartholomew road as a way to go out .Think about the pollution and the congestion that you are creating closing Bartholomew road to the residents .Please Kind regards , Monica Montanari
Object - Temple Cowley	Because it's causing a lot more congestion and traffic also putting people at higher risk off an accident as they're either have to contend with a disgruntled driver being careless as traffic builds and due to the longer distance travelling to and from Cowley area. And also the extra amount of emissions being released because of the traffic build up. Possibly delays for emergency services at peak traffic times because of extra traffic building up and having nowhere to pull up to to let anything pass.
Object - Temple Cowley	It's a big hassle need to increasing my journey 15mins in one way everyday more fuel consumption and more time consuming
Object - Temple Cowley	For me to drive from my house in Marlborough Close to Templars Square or Florence Park, I have to drive onto the Ring Road, down the Iffley Road and along Between Towns Road. The journey takes me two sides round a triangle leading to me creating more pollution on what used to be a very short journey. My 6-year-old daughter attends a group in Beauchamp Lane on a Thursday evening. It's too far to walk, especially at night in the dark, so we will need to park in front of someone's house on a different street rather than use the car park.
Object - Temple Cowley	These measures have been introduced during lockdown and are already causing, frustration, ams, delays and confusions. Once we are back on the road I can only imagine how bad these will be. I am a housing officer and my job involved visiting vulnerable people across the city, especially in the Cowley, iffley, Littlemore. and Central areas. I worry response times will increase. Time sat in traffic will increase. Contact with these Vulnerable people will decrease due to time constraints and high traffic levels. This will adversely effect Staff (wellbeing) and residents.

Object - Temple Cowley	St Christopher's School is in the area is not going to be accessible to people on the catchment area. Will add more traffic onto a the road with our lady's school in the neighbourhood. This is going to be more dangerous for all.
Object - Temple Cowley	The traffic this is causing me to be able to just get out my road in the morning is ridiculous. It is not viable for me to walk as I have to do a school run on my way to work which unlike others I have no option but to drive to work. This is not only impacting my road, its impacting the bypass, the surrounding roads of where the LTNs have been installed. This is causing terrible traffic in the city which is increasing pollution by the traffic being at a standstill. The risk of injury is worse, on my road there are children walking to the school at the top with cars having to perform a u turn. Temple Road will now gridlock every morning due to cars being parked on one side and 2 way traffic having to go up and down the road thus blocks me in on my road in Owens way. This will impact emergency services due to road closures and increased traffic on surrounding roads. These are not rat runs they are roads! This is the most ridiculous attempt at creating a low traffic neighbourhood. All you have done is increase it. They need to be removed and other options considered such as one way roads or speed humps.
Object - Temple Cowley	Obstruction. Freedom of movement.
Object - Temple Cowley	As part of a busy family with both parents working full time (one being a key worker at the Jr hospital) we are already very strained with our schedules to drop off, collect and juggle our 3 children as well as get to work on time. These traffic restrictions have impacted our traveling negatively and caused stress we are not in favour.
Object - Temple Cowley	I sometimes use the car to take my daughter to and from school and this will now be incredibly difficult with the roads closed. The route I would now have to take would mean going down Hollow Way and the Cowley Road and back up Marsh Road which significantly increase the journey time.
Object - Temple Cowley	Travel impossible. Traffic being moved to other areas causing those areas to have horrendous traffic and air quality. Please end this experiment now.
Object - Temple Cowley	There is a large build up of traffic on main roads, causing noise and tailbacks. Journey times are longer.
Object - Temple Cowley	The reason why am not supporting the experimental low traffic is that we have now started experiencing traffic queues by traffic light which is time and fuel consuming hence pollution.
Object - Temple Cowley	I am objecting and asking when the ltms will be removed. I live on one of the busiest roads and since the ltms were introduced there is constant traffic in front of my house and we are still in lockdown. so imagine how badly the traffic will be affected by the time we finish the lockdown restrictions and all of the area I cannot easily move around with my car and van because it is all closed up. journey times locally are longer by 10 mins not 2-3 mins. The LTNS HAVE TO BE TAKEN DOWN ASAP.
Object - Temple Cowley	It's causing long delays for me to get home to littlemore. More traffic in other areas!! I pay for road tax and now the cyclist have full on roads for free! I'm using up more fuel going round to my destination which causes more pollution. It's common sense you dumb twats! Remove the blockade now!!!!
Object - Temple Cowley	I object to to LTN as this is taking away the infrastructure from residence. This project contradicts the very fundamental reason this was introduced to reduce emissions. This has proven to increase emission making journeys longer. With creating a one route into littlemore office a road was to be closed for road works or a collision this would lead to no access to certain roads.
Object - Temple Cowley	1. one of the Council worse decision & ill planned experiment. (A person has been died by not getting the emergency services on time due to blocking of this road experiment) 2. The roads are built with the road tax money which is paid by Vehicle owner. (Not the Cyclist) 3. The person who blocked these road, should be accountable for wasting the tax payer money. 4. No one know, when & how this survey been conducted by council. 5. The queue on main roads are too long now because of this experiment which is just a waste of fuel and time.

Object - Temple Cowley	Traffic has been sent onto the main road. To go anywhere we have use hollow way and que for at least ten minutes making us late for school and work. If we had an emergency it would be impossible! Traffic has been a major problem on the main road - hollow way - and people are using small roads like Wilkins Road and fern hill road to cut through making it very dangerous for our children and even elderly using the roads. Speeding has increased. We have been late for school and clubs on a regular basis since these ltns were installed! A 8 minute journey is now 25 in the morning causing more pollution. And the afternoon journey that was 10 minutes took me almost an hour!
Object - Temple Cowley	As I am someone who works outside of Oxford, driving in and out of Oxford has become very difficult with the increased traffic Cowley, especially on the Cowley Road and Holloway Road. The ease of moving around Cowley has been completely compromised and has become more of a hindrance than a blessing. The LTNs create too much traffic in my area, plus movement around cowley has become very difficult
Object - Temple Cowley	We are not happy with your decision as we get old this house in this area is convenient if we have Access easy to shops doctors ecc !
Object - Temple Cowley	Traffic was not as bad as you suggest before. Traffic however on Holloway is now awful and it's only been a few days in. The pictures on the consultation are different to where you are placing the block on junction road - and still are - one shows the top of junction road and one shows the bottom. (and the name of the road is incorrect - says little hay road) If it was at the bottom where you originally said I would be less angry. Already pedestrians and scooter users are walking in the middle of the road - no lights on the scooters and not moving for traffic. The extra traffic on the roads around the ltn are an accident waiting to happen. 3- 10 minutes for and ambulance to get to a house could mean a big difference for somebody severely unwell or in cardiac arrest.
Object - Temple Cowley	complete waste of money stops local residents of getting to where they need to quickly create's more traffic on other roads leading to cars being at standstill. these must go not in six months time. (now) completely messed up temple cowley for all local residents the local shop will suffer as a result
Object - Temple Cowley	My property is within the LTN and the LTN is restricting access to my house. Walking, cycling or public transport are not options for me to get to work so I am restricted to using the car. It's difficult to get out of the area to get to work. This was never a busy area in the first place and I don't see the need for this scheme, it's just creating issues for residents.
Object - Temple Cowley	It has made routing around Rosehill busier especially on the junction leaving and towards the Rosehill roundabout. Far more congestion and pollution from cars being sat in traffic. Taking kids to school has doubled in time. It's really hasn't been thought out. It feels more of a money making scheme for the councils given cuts. Please remove the restrictions. This wasn't thought out and not fair!
Object - Temple Cowley	I object to the LTN scheme, as ever since the installation, traffic has tailed back on the main roads in the surrounding area, especially Oxford Road, causing delays and idle traffic adding pollution. Also I have already noticed potential customers are thinking twice about coming in to use our business as they do not want to navigate there longer way around or get caught in traffic. Also I look on to Crescent Road all day every day and traffic still bombs past my window at great speed instead of adhering to the 20mph speed limit! As far as I can tell the volume of traffic also still seems very high!
Object - Temple Cowley	It is causing more traffic on the other roads and you are causing lot more pollution this way.....And not achieving anything
Object - Temple Cowley	not everyone can cycle or walk, i have to drive to Didcot for work and this is adding 2 miles each way making more car pollution and more traffic
Object - Temple Cowley	Access from my place to work, friends and family has been made a nightmare. Work at Cowley Centre, Family at Florence Park and Crescent Road. I now have to drive further and sit in traffic on the Cowley, Oxford and Iffley roads. No thought has been spared for families on the Iffley, Oxford, Cowley and Holloway Roads who have to live with this mess.

Object - Temple Cowley	As a Marsh Road resident, yes, resident, I find that these are absolutely deranged methods. First of all, Oxford Road is too narrow. How will you be able to help the emergency services, your ambulance, your fire brigade, your police, help during "emergency situations". I have watched the police be stuck in traffic alongside me for over 10 minutes with their siren. Imagine it was the ambulance that needed to reach to someone in critical condition (i.e. remember covid?)..... Secondly, if people are annoyed with traffic or speed or safety, isn't it just a SMARTER situation to put SPEED BUMPS to annoy the usual road offender who would simply have no choice BUT to SLOW DOWN? Thirdly, with the incredible traffic now created by yours truly, it has added 20 minutes of extra time to my commute which I am sure does the opposite for pollution (unfortunately I cannot afford an electric car). Please just think about this. London is different, it works as roads are wider, especially in Harrow so I understand the idea but this is an ineffective way. Speed bumps lead to quieter roads, everyone knows that...
Object - Temple Cowley	I have to drive around Oxford every day as well as hundreds of other professional carers to visit elderly and disabled. This work is not a matter of walk nor bike any more. Council(s) are stretching the pound and pushing us to do as many visits as possible within as little time as possible. Many "zero hour contract" carers are not paid for any travel times nor gaps in between visits, yet we are expected to be anywhere in 6 minutes on average. Now on top of all that madness of rush and neverending roadworks they have added these roadblocks deliberately! Functional traffic in the city is as important as circulating blood in a body. Roadblocks are unnecessary clots leading to strokes and heart attacks. Yes, few locals would have quieter street, but in a long run it will turn some city areas into "deadly quiet zones" with life and business disappearing. (Walton Street in Jericho is an example and memento.) Residents' opinion surveys are misleading as naturally almost everyone would like their own street quiet, but wider consequences of measures like LTNs affect mainly neighbouring areas as well as the city as a whole. Concentrating traffic by pushing it onto limited number of already busy main roads is contraproductive. It affects also public transport - buses got stuck in more traffic jams lasting longer. It was also ingenious timing to introduce these measures just a few month before local election. Would be interesting to know who paid the bill for this and how much was it. How many social care clients might have been helped instead
Object - Temple Cowley	Why send traffic further than necessary it creates pollution why not install average speed cameras much more efficient They are happy to build new estates and put more traffic on the approach roads what about those poor people that live there if the supporters don't like it move the road was there before them and if you don't want other people on your street then please don't drive on there's
Object - Temple Cowley	This has made it much more difficult for me to take shopping to my friend in Blackbird Leys, I now have to go down onto between towns road in heavy traffic and back up. I also now have to travel 3 times as far to get to the bypass and on to the A34 to visit my vulnerable brother in Bicester. I would also normally use the bypass to get to work but am now forced on to already congested roads for this journey. Many believe this makes the roads safer for pedestrians and cyclists but it has just made them careless!! I live right by the bollards and people are now just crossing the top of the grates and Gaisford Rd without looking for traffic turning in or coming out. 3 times now I have had pedestrians step out in front of me without looking to see me indicating to use that road!
Object - Temple Cowley	Longer car journeys, moving traffic to another place, congesting other already congested streets ultimately making cars burn even more fuel.

Object - Temple Cowley	The traffic signals are not efficient at all that the queue that forms on Hollowway is ridiculously long. Sometime the lights let 1-2 cars through and other times 6. This I consider a major issue! Parked cars near Bennet Crescent restricts cars sometimes going past as the other side is so busy and therefore causing further traffic. This causes a back log on Fern Hill Road when trying to exit onto Holloway as no one wants to give way due to being in such a long queue. The traffic has become worse since the introduction of these barriers and I can only imagine them getting worse when further restrictions lift. I feel this has not been thought out, some one has not sat there, looked at the traffic, taken into consideration the traffic signals, existing parked marking bays and considered how this is effecting the traffic further!
Object - Temple Cowley	Traffic on the Oxford Road and Church Cowley Road today is appalling, congestion and emissions mid afternoon worse than pre pandemic. Great for some of those who live on roads that now have minimal traffic, awful for everyone else. Oxford is a city, traffic is to be expected, a more equitable approach to reducing emissions would be a blanket clean air charge (see Bath) that would impact everyone equally not create winners (a few streets with clean air and higher house prices) and losers (everyone else and the businesses/individuals who rely on driving for their livelihood. Sort out public transport first before continuing with these schemes or introducing anymore.
Object - Temple Cowley	Waste more fuel getting around. Also worry about emergency services - wouldn't like to think if anyone had a time critical emergency such as a heart attack
Object - Temple Cowley	I have observed significant increased traffic on Cowley/Oxford Road and Hollow Way. Also, I believe people on Crescent Road want to get up onto Hollow Way - hence I would support the movement of the barrier on Crescent road to the bottom on the road.
Object - Temple Cowley	Since the LTN has started the amount of traffic on the Cowley Road and surrounding open roads has increased dramatically adding to journey times significantly and consequently pollution in the area due to cars at a standstill. Travelling 12 miles to get to and from work to teach each day should take me no more than 25 minutes however the last few days due to the road closures it has taken me up to an hour and a half and if this continues then I will be forced to look for a new school to work in causing more grief to the school and council etc. The traffic is reaching new levels and instead of decreasing it I feel the new closures have had the reverse effect. It is also causing people so much more stress and anxiety on their commute arriving in the wrong frame of mind to start the day and teach the future generation. This past year has been stressful enough for everyone without this. I urge you to review the huge disadvantages and repercussions these changes are having.

Object - Temple Cowley	If these are to make the roads safe for cyclist and walkers, then this will not work as the following needs to be taken into account. 1) cyclist need to make sure there have lights on there bikes between sunset and sunrise, like the law states and the light brightness legally required and not covered by bags etc. Where I live I see 80% (and that is being generous, I would say more) ride on the roads outside my house with no lights. CCTV to show it. Also wearing dark cloths. 2) walkers walking in the middle of the road in dark cloths in the dark. Unless I am mistaken, but causing a danger to a road is illegal. Please let me know if I am wrong. 3) runners running in the middle of the road. Surprised more are not hit. Again, is causing a danger to the road illegal. 4) Cyclist trying to push past cars because they think they are invincible. The rules of the road need to apply to all users. 5) children to be taught playing in the road is dangerous. This is a town and not a country lane. There are parks and greens to play on. Again, is causing a danger to the road illegal. 6) cyclist should have insurance and tests for using a road just like a car and if they do not obey the rules of the road, then lose their right to cycle, again, we all use the roads. As they don't do test, they don't know the rules of the Highway Code. So dangerous to all other road users. 7) cyclist need to under the traffic light system, I see so many that do not stop and also have hit me while I am crossing from my walks. 8) You are just pushing the pollution to another part of Oxford, also causing more as time/traffic increased in the areas they are pushed to. So, as you can tell from the above. Without these points being dealt with, it will not matter what you do to the roads walkers, runners and cyclist are not going to be safe on the road, they are just causing danger to themselves and others.
Object - Temple Cowley	I'm strongly objecting as this is not a viable solution to the root cause of too much traffic on our roads. All this has done is force all the traffic into one road (Oxford road) causing massive tail backs and higher fuel emissions with all the idling engines polluting the atmosphere. It's also having a major impact on local businesses (local convenience stores have dropped already in takings by 50%) and prevents care workers, mobile health workers, nurses, mobile hairdressers, taxi drivers ferrying vulnerable people, local gardeners and tradespeople etc etc from getting to appointments on time and impacts the care of vulnerable people in need of services and the livelihoods of all of the above.
Object - Temple Cowley	The commute to work around Cowley is ridiculous spending at least 40 mins to get from Temple Road to the Swan Pub. Doesn't matter what time of day I do this. Its pointless shopping in Cowley any more as its impossible to get anywhere.
Object - Temple Cowley	I am raising concerns and objecting to the LTNs in my local area as the traffic it is now causing is immense! The White Holloway is backed up daily. Friday it was from the top all the way to Cowley centre. Saturday it was all the way up Holloway to The Slade, in both directions to the ring road and towards Headington. It is worse at school times. Also Cowley Road is so busy due to back log of traffic as all have a knock on effect this is due to the LTNs in Temple Cowley and Crescent Road area plus the ones in Bartholomew Road , Church Cowley area & Crowell Road. As much as was want to protect the environment now ALL the traffic is backed up daily causing more anger of drivers, heat and pollution from cars, more stress for us who work & are trying to get to and from our place of work (car required) and so was can collect our children from school (around our work schedule) something needs to be done as this is a big knock on effect right now & so dangerous for kids and families crossing the roads when you have busy roads and gridlock and irate drivers .

Object - Temple Cowley	The LTNs are doing more damage than good. 1. First and foremost, they are a liability to emergency services (ambulances, fire fighters, etc.), which waste precious minutes getting to the site of the emergency resulting in endangerment or actual loss of life. 2. Apropos the above mentioned point: implementing LTNs during a deadly pandemic with bollards obstructing ambulance passage is criminal negligence, to put it mildly. 3. The LTNs have actually increased traffic, air and noise pollution: they have simply moved all traffic (which was once spread across the Cowley area) to the low-income neighbourhoods. 4. They constitute a further obstacle to low-income households to get to their often out-of-town workplaces. 5. They affect large families who can't afford expensive bus tickets, or will take a much longer time to get to school /work /relatives /friends in need due to poor public transport connection. 6. LTNs are a hindrance to elderly, disabled and neurodivergent people who can rely only on their car for necessary and urgent travel. Conversely, LTNs make it difficult for the families / friends / carers of the aforementioned categories to reach them promptly in case of emergency or enjoy their company longer and more often. 7. This project was - as usual - thought out by and for a privileged minority who will be able to enjoy the luxury of having no traffic passing by their homes. Conversely, the little traffic that DID pass in front of their homes, is now diverted ENTIRELY to the low-income areas, with grid-locks forming continuously, on a daily basis. Fumes coming from grid-locked vehicles are hardly beneficial for the environment and people's health. Cycling is NOT AN OPTION for many people, such as the disabled, the morbidly obese, the elderly, neurodivergent people, families with small children, large families. For all these reasons, I believe the LTN project in Cowley should be scrapped in its entirety.
Object - Temple Cowley	This proposal will punish car owners by forcing them onto fewer available routes, without offering any better alternative. Furthermore this discriminates against people with disabilities who have fewer transport options available to them.

Object - Temple Cowley	The introduction of LTNs has had a very negative impact on my families quality of life. We already suffered with a heavily congested road but this has gotten far worse since LTNs have been implemented. I have a five year old and a 2 year old and my primary concern is for their health. With the ruling that air pollution was the cause of death in the tragic case of [name removed] as stark evidence of the harm of living by a heavily congested road, I am extremely worried about the damage being done to my young children. I want cleaner air and safer roads as much anyone but I feel as though the brunt of the traffic is being disproportionately thrust upon those living on the main roads. As a driver, I am spending considerably longer in the car in stop-start traffic which is both stressful and is adding to the problem of pollution. I do not drive when I could walk, and resent the assumption that the majority of drivers are feckless and lazy. The division and disharmony in the local community is palpable, as evidenced by strongly polarised social media responses. The LTNs in this area were hastily implemented and poorly thought out. The public consultation prior to implementation was non existant. In my opinion, Littlehay Road and Cornwallis Road are wide enough to be viable through roads and would provide a key link between Iffley and Cowley. Similarly, Temple Road to Junction Road and on to Crescent Road provide an important alternative route between Hollow Way and Temple Cowley. It seems to me that real change in motorist behaviour must stem from central government policy, such as reducing the price of greener vehicles and facilitating alternative means of transport, such as bike subsidy grants and investment in public transport. Given that the roads are so congested and dangerous for bike users (I gave up cycling as a result of fear and one too many near-misses), and that government advice is to avoid public transport, it seems that these are not viable options for many road users.
Object - Temple Cowley	Increased traffic on Hollow Way. Increased traffic fumes in this area. Traffic mostly stationary for 1 hour from 4pm daily. Due to LTN being installed in temple Rd, Crescent Rd, Salegate lane. Traffic stationary most days in Barns road due to LTN installed in church Cowley Rd, Little more Rd, liddle Rd, Clive Rd, Rymers lane. Instead of it taking me 10 minutes to get to Templar's square it is taking 1 hour there and 1 hour back. It is not fair to always penalise the driver.
Object - Temple Cowley	Excess traffic. Vehicles that used to go down Crescent road are now forced to go past my house. Traffic no longer moves freely and we are experiencing long jams, which means that the pollution and noise levels have increased considerably. It is no longer safe to walk on the pavement as bicycles use it as it is quicker for them. No thought has been given that Hollow Way is a residential road and that some of its residents are unable to travel by foot or bicycle. There are also young families that risk being hit when they attempt to cross the road. There seems to be feeling that Hollow Way is now an inner ring road and when the road is clearer cars and buses regularly travel at speeds in excess of 40mph.
Object - Temple Cowley	These are a joke.. They haven't been put on rat runs They have been put on main Rds Littlemore Rd is not a rat run They have caused a lot more traffic problems and more pollution in the areas that the traffic has been pushed out to and is now stationary most of the time
Object - Temple Cowley	The traffic is diverted to an other road that is already chocking from traffic.
Object - Temple Cowley	The impact it is causing with excessive traffic on Holloway

Object - Temple Cowley	I HAVE TO WAIT EXTRA HOUR EVERYDAY TO GET TO MY HOUSE WHEN IT SHOULD TAKE 5 MINUTES HOLLOWAY IF FULLY LOCKED AND TRAFFIC STARTS FROM 3 PM TO 8 PM I CARE FOR MY MOTHER AND THE TIME IS WASTED IN THESE TRIPS ARE VERY IMPORTANT ON TOP OF THAT EVERYONE PARKS THEIR CAR ON HOLLOWAY ALTHOUGH THERE IS PARKING RESTRICTIONS BETWEEN THOSE TIME AND I HAVE SEEN COUPLE OF TIMES WHERE THEY COME AND GIVE FINES FOR DRIVERS BUUUUUUUUT GUESS WHAT NEXT DAY IT HAPPENS AGAIN SO FINING DOES NOT SOLVE THE PROBLEM. REMOVE THIS UNNECCASARY LTN [expletive removed] AND GO BACK TO NORMAL FOR HEALTH AND SAFETY OF INIDIVIDUALS AND FOR THE SAKE OF THOSE WHO LIVE ON THE STREETS THAT IS FULLY POLLUTED BECAUSE OF THIS NONSENSE. I PUT TEMPLE COWLEY BUT I AM OBJECTING ALLLTNs .
Object - Temple Cowley	As a disabled person who needs to drive due to mobility reasons, every journey I take has been impacted by an LTN. Oxford Road is the main connecting road now, and the traffic displacement to Oxford Road and the other now main roads is at an unacceptable level. The traffic has not evaporated. I am stuck in traffic jams each morning. Dropping my daughters to school (Tyndale and Florence Park), can take in excess of 45 mins. Previously taking 20. I have had to use the eastern bypass to get round the heavy levels of traffic on Hollow Way heading to the Swan. Church Cowley Road is just as busy. This scheme is really not fair on residents of these roads with added traffic, noise and pollution. I have heard others locally explain how their journeys are taking longer and they are stuck in traffic. This scheme has not been thought through, The main roads (Oxford, Rose Hill, Church Cowley) are not designed for more traffic. Traffic lights at some junctions are not set up right. Mini roundabouts at the Rose Hill/Church Cowley Road junction would aid flow, and a mini roundabout at the Newman Road/Rose Hill junction would improve things. I feel cut off as I don't want to go out in the car. 5 minute journeys are now taking 20. I can't even quickly nip to the shops for essentials. Everything is taking longer due to traffic. I am becoming beyond frustrated with this scheme. Please remove the following LTNs - Crescent Road, Temple Road, Littlehay, Rymers Lane, Crowell/Littlemore Road, Batholomew Road. Segregating areas and cutting off many entrances and exits off areas is not helping. Church Cowley Road is dangerous. Cars parked both sides. I witnessed someone nearly being knocked off their bike trying to pass a parked car as a car was trying to pass them. The cyclist wobbled and nearly fell off. He was an elderly man. Traffic will not evaporate in Oxford. People who need to drive will (without being impeded by LTNs). Some will think of other means but not many. Rainy days are an example of when there is even more traffic! Since non essential retail opened, the roads have got more and more busy. On Saturday past we were trying to get out of Cowley to get onto the bypass. Cowley was gridlocked. It took us 20 mins to get onto the bypass. People of Cowley and neighbouring wards cannot take this anymore!!!! Please also consider this - an online consultation is not accessible to all. Not everyone has access online or ability to complete. The consultation process should encompass the views of as many residents as possible to see a accurate representation of public opinion of the scheme. I am very aggrieved that disabled peoples needs are not being considered I want to find ways to work with the council to ensure the needs of disabled people are met Further more how can you just extend the trial without proper consultation?? Under hand tactics and corrupt What about the people who actually live here We are not happy My only in and out being marsh road. This week road works are causing even more issues. I feel trapped as I know what I face when I leave the house. Put yourselves in my shoes!

Object - Temple Cowley	WHY ROADS ARE CLOSED ALL THE TIME? To get home I have to go through all the Holloway and Oxford road traffic and go back up Temple Road home where is another traffic of parents dropping off/picking up their children, pushed to my street due to the closure of all surrounding streets.. I am a single mum, I work in the community and have a 3 year old daughter. I must use a car to work. It's nearly impossible to meet my commitments towards work and drop off/pick up my daughter (nursery opening hours are 8.45 am and 2.45 pm). It takes me nearly an hour the route usually completed in 10 (max 15) minutes. In the morning I had to go through all the town to avoid traffic - contributing to the pollution and digestion. I am scared to think of any emergency and how would an ambulance manage to arrive on time in life threatening situations. I have to change my daughter's nursery now because of that issue and I am concerned how it will impact her well-being and mental health as she truly enjoys her current nursery. Very sad that action appears to be implemented without consultations with all local residents. (I have tried to access the link provided in the letter 5 times - all unsuccessful.
Object - Temple Cowley	I feel the LTN's have done nothing but cause further issues. As a university student on placement within the emergency services I have seen first hand how distributive the road blocks have been. The aim is to prevent people making short cuts, but what if that shortcut meant a member of the public survived a medical emergency? These road blocks do not show up on emergency service data terminals meaning for my patient we got to them too late as we could not take a simple shortcut to reach our patient, instead that patient died; I will never know if they may have survived if emergency services were able to go the recommended route. Is blocking a shortcut and ultimately causing more traffic on main roads worth a member of the public's life??
Object - Temple Cowley	It's caused more traffic and longer journey times and affected businesses and will only get worse once all the restrictions are lifted. From early morning and from 3pm onwards it's absolute gridlock. The emergency services have even been caught up in this too, and it doesn't seem they are aware of the filters and have got stuck trying to get to an emergency.
Object - Temple Cowley	I object to the proposal as it's caused more traffic on the roads which has resulted in more pollution. There are queues of cars on the main roads, e.g. Oxford road. Our journey to school from Fern hill rd to Union st would normally take about 10mins now takes about 30mins, I am spending more time in the car which can not be good for the environment. Many local residents feel the same way.
Object - Temple Cowley	Ridiculous congestion, delays, extra travel time and pollution as a result of the LTN trial. A 5 minute journey is now 25 minutes at least at peak times.
Object - Temple Cowley	A 10 minute journey taking my 4 children to school now takes me 40 min no matter how early we leave it's an absolute joke we are standstill and the queues are horrendous I don't know why you are trying to fix something that is not broken the system worked perfectly fine before you decided to make this mess and waste ridiculous amounts of money! An absolute joke!
Object - Temple Cowley	We have more traffic lorries and cars that now come down our road before it was a quiet road. We now have parents that park in our parking bays /road to drop off their children for school morning /afternoon because they cannot park outside the school. We now have cars parking in our bay during the day and evening so they have to use the permit for the spare car which means when I get home from work I cannot park my car in the parking bay that was provided for our close. Also I don't bother going down to Cowley Centre or John Alan Centre to shop because of the traffic jam that Ltn has caused this and now I think Cowley will become a ghost town within 5 years and shops and Cowley Centre will close because no one wants to sit in a traffic jam which means jobs will be lost and unemployment will rise in the area. Plus Ltn is not helping the environment and engines are running a lot longer than normal because of the traffic jams. HOW IS THE LTN HELPING IT'S NOT!!

Object - Temple Cowley	Significant increased traffic on Hollow Way, this includes air and noise pollution. I am no longer able to make short trips for my children in the car and I'm regularly caught up in traffic jams, not ideal with a 1 and 4 yo. Too young to walk and too much shopping/gear to cycle.
Object - Temple Cowley	Greatly increased traffic. Pollution, congestion, safety for young cyclist's on an already dangerous road.
Object - Temple Cowley	I object as this is effecting my health, my mental welling and discriminatory to anyone who is not healthy, old and a led bodied. Since the implementation hollow way has become stand still with traffic. This means as an asthmatic the population outside my own home is significantly great than it was and shocked the council after recent deaths from air pollution find it acceptable that the burden of population is pushed on to some. Not only due to the increased vehicles using the area but mainly due to the constant queue of traffic and stationary engines. This means to travel to and from work (in headington) I sit on hollow way for up to 30 mins to get home. To drive and collect my great aunt (93 years old - unable to walk and relies on lifts) from Florence park to take to the shops takes 30 mins as I can no longer leave Bennett crescent and turn right due to the continuous stand still traffic. If lucky for someone to let me out it will from bennett crescent take around 10-15mins to clear the lights to to turn right towards cowley road. Road were built for vehicles not children to play on when we have the luxury of green spaces and parks then to ads should not been closed to create areas children can play. Lived in oxford all my life and so proud of a city that was all inclusive now in cowley it has become elitist for the young, healthy and able bodied.
Object - Temple Cowley	What used to be a 25 minute commute to Harwell now takes me 45 minutes to an hour on a morning. I object to the standstill traffic that lines Hollow Way and the surrounding neighbourhoods for hours. The degree of emissions and air pollution building up is disgraceful and foul, I feel as though this plan was proposed without any thought as to the health of residents living on and around the preferred routes. This evening I have witnessed 3 separate police vehicles attempt to travel down Crescent Rd, only to be blocked and either have to ask pedestrians for the fastest way around the LTN or turn around. Since the LTNs have been installed my quality of life has been significantly impacted.
Object - Temple Cowley	The LTN installations between the Cowley, Littlemore & Rose Hill areas have had the inevitable consequence of making the life of those of us living in other roads increasingly unbearable. The traffic increase which of course brings the associated hidden killer in air pollution is totally abhorrent. This took place with a very, very limited amount of consultation & no evidence of traffic surveys or air monitoring beforehand or afterwards. Both of which are vitally essential to get a fact driven basis on which to make a correct decision. As an avid supporter of alternative means of transport I am left in a situation where the pollution at my front door and for some distance in the locality is deteriorating daily & harming my ability to undertake pedestrian & cycling options. Do not let this become another Walton St vanity project which is eventually withdrawn showing no benefit to anyone. There are alternatives to enforced LTNs & a proper consultation with the public & some open mindedness by councillors could put those into operation to the benefit of everyone instead of segregating communities. It needs to be learnt that a tick box form is not a consultation.

Object - Temple Cowley	There is no infrastructure to support the idea of LTNs. While I believe reducing emissions and encouraging more people to use alternative forms of transport, Oxford city council has not provided adequate means to do so. - Cowley road is awful- it is small, busy and a terrible road. To drive on is not ideal and now there are far more cars creating more traffic and pollution for those who live on Cowley road or just off it. To cycle on is dangerous at times due to the potholes and unmaintained roads. Because it is so small, cars try to overtake when it is not safe meaning it's dangerous. - how are emergency vehicles going to get down Cowley road at peak traffic? There is nowhere for the cars to go to get off the road. - the buses are unreliable, expensive and don't get you to where you need to be - all the LTNs have done is replace the same amount of traffic (which is only going to increase after restrictions ease) onto roads that are not suitable for it; Cowley road is already in need of road works and it's only going to need more repairs leading to more traffic. Residents on Cowley road will suffer because of it.
Object - Temple Cowley	No thought has been given to Littlemore. There are only two ways out now and both are severely restricted. The roundabout has no lights and is blocked most of the day and Newman Road requires a right turn which is largely impossible. People in Littlemore cannot walk with large quantities of shopping, especially, if like my child, you are disabled. There are no direct buses on Sunday to the town centre either, even if she were not self isolated as she is not vaccinated. Driving has significantly increased in length. Miles are added in traffic jams causing even more pollution. These journeys are not optional. We can NEVER cycle due to mental disabilities. This is discriminatory and ridiculous
Object - Temple Cowley	This trial has now been in place and I cannot see any good coming out of it, traffic on the main roads like Cowley Road and Iffley Road is terrible, everyone spends more time in a car, uses more petrol, emission of CO2 is higher, quality of life of people is worse as it takes longer to visit friends. It's quite obvious councillors are trying to discourage people to own the cars but I think that's not the right way to do this if we feel pushed. People will not get rid of cars until there are affordable busses that take you to the place where you need to go, right now this solution doesn't exist, As a single mother living in Cowley area, getting a car was the best decision. I have more time now to spend with my child rather than losing it for travelling longer to work. It's easier to take my son to his friends, for a sleepover etc. It's so much easier for me to do weekly shopping. What you've done with this scheme is made my life harder again, as it takes me twice the time to take my son for football and then collect him, due to traffic on Cowley Road every day. It also takes me longer to return home after taking him to school, again thanks to the traffic that you created in Cowley area. I don't know who you're serving, but you are not serving your residents that fund you.
Object - Temple Cowley	Objecting I live along the Oxford Road Cowley. Since the LTNs have been implemented the slow traffic outside my house is continuous - 7 days a week - all day. My biggest worry is car exhaust pollution because of the stop/start traffic. Car pollution is very detrimental to our health and over time causes serious long-term health problems. If the council is willing to accept claims from residents about their health in the future then you may need to increase council tax. Look up car pollution and see what affects it has on old and young alike.
Object - Temple Cowley	I am objecting, as a resident in Marshall road the LTN are causing heavy traffic on Hollow way, causing it to block the entrance to our road. This is a particular problem after 3.30pm Monday-Friday and also can cause a problem to get out of our street in the mornings when people decided to completely block the road. If these LTN are being kept in place then a keep clear area needs to be put for the entrance onto Marshall road for both sides of the road as it's a major concern and we are actually thinking of moving because of the blockages.

Object - Temple Cowley	This scheme creates more traffic and pollution just in different areas that what is was in before. Holloway cannot cope with the amount of traffic being pushed down it now but yet the cars cant go anywhere. For the people living close to these roads its awful and our standard of air quality has dropped. Why is it seen as acceptable to push problems around the city? Why were we as residents not consulted about these plans? You say we were but we never saw anything? You have lost our vote going forward with half baked plans like these.
Object - Temple Cowley	I am against LTN because of the build up of traffic on the road where I live. There is now more congestion and pollution and makes what should be a very simple and quick journey 4 or 5 times longer to complete. I understand that people should walk or cycle more but this is impossible when you have young children and have far to travel. This is absolutely ridiculous and am amazed that this has even been able to happen.
Object - Temple Cowley	The traffic is seriously congested throughout the day now, especially during peak times. Its causing more pollution, disruption and disturbance to our street. Even trying to cross the road outside my house has become increasingly dangerous as cars are pulling out all the time and speeding up to get around the buses or parked cars that are on the road. What was a short 10 minute journey by car to take my children to nursery in the mornings is now taking 35 mins. My route has not changed for this journey. Just the traffic being pushed onto our roads, increasing travel time immensely!
Object - Temple Cowley	The increase in traffic in my neighbourhood, the time it takes me to travel from my house around Oxford even by bus and the increase in pollution in my local neighbourhood. The local roads have become clogged with traffic due to the inability to take shorter routes, the bypass is at a standstill most days and living in my neighbourhood I feel trapped by the sheer volume of traffic on the roads and the fact cars are sitting in idle traffic the pollution is increasing. The roads are not rat runs they are part of the infrastructure to enable people to move around the city and denying this is ridiculous, the impact is detrimental to those now living on the roads that are seeing huge increases in traffic and pollution - the problem has just been pushed into another area! This whole experiment has favoured the few and the negatives will be felt by way more people.
Object - Temple Cowley	The closure of these roads does not reduce the traffic. It simply pushes it out to other roads and makes them over loaded with excess traffic. We still have to get to work, we can't change that. I live in Kidlington and would have to get 2 buses every morning and evening just to get to work. This would increase my day by at least an hour everyday. I pay my road tax and feel I have as much right to use these roads as the people who live on them.
Object - Temple Cowley	I am a taxi driver. And I come across all sorts of customers. There are some customers that want to be at places asap so I can't be taking long routes for them. Short routes are very important for my job role.
Object - Temple Cowley	I feel the road, (including the other roads that have LTNs on) through all the time I've lived in here and driven around the area, about 12 years, have never seen traffic that would need such drastic measures. What about the residents who live in the areas where people have to drive now to get to where they need to go? People have said it's no safer, people can still get out of cars and cause a nuisance, shouting etc Also had to drive all the way around Oxford to go to my vets where my cat needed attention, causing her distress, the journey to take an extra 30 mins, sitting in traffic which should have taken me 10. How does that help the traffic problem? For people to be in cars longer using more petrol, and causing more pollution? It doesn't, buses should be run better, incentives to walk more, or bike, maybe spend money on educating the importance of health and fitness, rather than stopping people drive through certain roads causing more stress! It makes no sense. People aren't going to stop driving, so the problem goes somewhere else, making another area bad. Now with road works I literally take half an hour longer in my car for a journey that once took 2 minutes, meaning more pollution to Oxford! (Cannot walk easily)

Object - Temple Cowley	This scheme didn't have a proper consultation with the residents because of covid. Since installing all the residents who go to work or school now have a ten minute drive to and from made into hours. This is ridiculous for pollution and congestion. Our company at the bottom of Crescent road joins the local residents in objecting strongly to this stupid scheme. This morning there was a gas leak somewhere in the area and (5/5/21) and no one could go to or from the area. God forbid firetrucks or ambulances might have been necessary. Please for once listen to residents and remove this stupid waste of our money.
Object - Temple Cowley	This scheme is so stupid that I find it hard to accept any right thinking adults could actually try it. It has turned my (and my neighbors) 10 minute trips to and from work and school into a nightmare. People are standing out of their cars every day as they are stuck in traffic jams, taking pictures of the pollution and wasted time we are all forced into enduring. If you had properly spoke to the residents instead of sliding this through with covid as an excuse for hiding you would have heard their real objections. This morning (Wed 5/5) there is a gas leak which has resulted in huge traffic jams, with engines turned off for over two hours! God help us if this exploded and a fire engine or ambulance needed to get through. Stop this insanity and give us our roads back.
Object - Temple Cowley	I live in Bicester and work in cowley. This morning it took me 45 minutes to get from Tesco on the retail park to Hollow way cowley. Since the LTN's have been put in place traffic has been really bad around cowley but this morning was particularly horrendous. I don't have a stop start system on my car so God knows how much more pollution I am now creating. 28000-36000 deaths a year in the UK attributed to air pollution. I understand what you are trying to achieve here but most people who are using a car around Cowley do so because of necessity. People have less options for routes to get to their destination therefore the roads that are open get congested because they can't cope with the volume of traffic. This in turn causes pollution, stress and loss in revenue for businesses and individuals.
Object - Temple Cowley	The traffic around Hollow Way since the introduction of this LTN is horrendous. We have enough traffic trouble with Learner drivers and students. Why would anyone want to take a bus full of germs and then sit on it in a big traffic jam when they can sit safely in their car.
Object - Temple Cowley	The closure of the roads in this area has forced all traffic onto Holloway. This road was busy before this scheme. Now every vehicle is sat in traffic wasting fuel and time. I feel the way forward is to open all roads to ease the flow of everyday traffic. I feel the idea is a waste of money. The council should be improving road conditions to cope with the increasing number of residents.
Object - Temple Cowley	Environment, traffic
Object - Temple Cowley	The traffic is causing none stop problems!
Object - Temple Cowley	The LTN in Temple Cowley have caused a huge increase in traffic on Fern Hill road (where I live). The LTN have resulted in congestion and traffic jams on Hollow Road. Motorists are using Wilkins road and Fernhill Road to try and get a bit of a short cut.
Object - Temple Cowley	Hollow Way traffic is unbearable, the LTNs in Temple Cowley have forced traffic onto a road that struggled to cope beforehand. The area between Hollow Way and the bypass is now clogged with traffic, parked and speeding cars, the whole area is dangerous. Alternatives such as one way, turn left / right only, or making Hollow way one way should be considered instead.

Object - Temple Cowley	I am 100% against this idiotic closure of public highways. The congestion it is now causing on the few roads that can be used during rush hour is wholly unacceptable. It should not take a person upwards of an hour to get from the City Centre to Cowley. My job involves carrying a lot of tools and equipment so I have no choice but to drive a vehicle. Before these closures were put in place it could take me 45 minutes to drive the few miles from the city due to the other poor states of the city's roads and need for more buses than anybody needs now all you've done is made things even worse! Frankly the council's anti motor vehicle policy in Oxford is plain to see but you've managed to take things to another level, end this pointless experiment and let people use the roads. p.s. instead of wasting money on these needless ventures maybe put those funds towards actually fixing the roads, some of them are in a real state of disrepair.
Object - Temple Cowley	The ltn is moving the problem to other surrounding roads causing chaos. Also people turning in my workplace drive way are beginning to cause damage to my property.
Object - Temple Cowley	By blocking these roads you are forcing all traffic onto the main roads which in turn is leaving traffic at a standstill. This is affecting my daughters education as her school is 5 miles away from home. She normally gets to school 15 to 20 minutes early but now she is constantly late. On one occasion she was 45 minutes late! Her father lives on Fern hill Road and I have to drop her to him and then he takes her to school. Most days it is taking about 15 to 20 minutes just to get from there to the eastern by pass. This is not good for the environment as people are having to wait in queues of traffic and are taking longer to get to their destinations. Meaning more exhaust emissions are released into the air.
Object - Temple Cowley	Traffic on main roads has been substantially worse since ltns introduced. Local residents forced to travel further into more busy roads People travelling along back roads are not 'rats', they are locals or delivery drivers.
Object - Temple Cowley	it has made my cycle to work more difficult. Lots more traffic and more pollution.
Object - Temple Cowley	Ltn cause more More traffic queues and more pollution and it takes longer to do journey for example today it took one and half hour from Holloway to cowley Road stuck in the traffic am more worried about pollution cause by big queues
Object - Temple Cowley	I cannot get to cowley road, iffeley road, town at anytime of the day due to the increased traffic on cowley road. Primarily temple cowley junction. I walk everyday past this junction and see 50+ cars queueing all day! If you are trying to do this for environmental reason you are doing the complete opposite, 50+ cars sitting there with engines on for 20-40 min extra per day if having a negative affect.
Object - Temple Cowley	Cause increased pollution as vehicles are diverted miles out of their way and consequently stuck in traffic jams as all vehicles are using the same roadway causing increased pollution to the environment. Increased likelihood of ambulance, physiotherapists, health visitors, fire service, police being delayed; especially ambulance and fire services could cause death.
Object - Temple Cowley	I was using the short cut to go to work and now I must go or come back home from the center, I make extra miles I spend extra time I feel trapped it really make my family's life harder.
Object - Temple Cowley	Since the road closures in Cowley, the traffic levels have trebled on the main arterial roads. Increased traffic, noise and pollution. A journey as a carer that usually takes just over 5mins to first client in Florence Park area, now takes nearly 30mins!!! (this is during rush hour). Holloway rd is now blocked with traffic from just past the Corner House pub to between towns Road at rush hour morning and evening. More drivers are using Fernhill and Marshall Rd as Rat Runs now, due to congestion on Holloway.
Object - Temple Cowley	Its just making the main junctions and roads even busier (Hollow way, Between Towns Road, Oxford Road, Cowley Road etc) for many reasons: Some locals, delivery drivers have to drive a long way round to get home if they are the wrong side of the barrier. Nobody who lives in the LTN area moved there before they became rat-runs. Did the residents and tax payers who live on Hollow way, Between Towns Road, Oxford Road, Cowley Road etc get a say in the decisions? The traffic pollution is now concentrated in these areas and is worse because of the increased traffic jams.
Object - Temple Cowley	Open the roads to ease the the flow of traffic around the city.

Object - Temple Cowley	The LTNs on Crescent Road and Salegate Lane don't reduce traffic, they just push it away to the main road, Hollow Way, which was already very congested and is now awful, even now when many people are still working from home. I imagine it will be untenable once most people are back in the workplace. I know that the idea is for people to use their cars less but that isn't always possible and the LTNs turn a 10 minute trip into a much longer journey, not only because it's physically further but because of the congestion, therefore adding to pollution in an area which already has bad air quality.
Object - Temple Cowley	This is the worst idea Oxford council have ever had. To limit the traffic flow (yeah right) they have made the main roads much more heavier with traffic, commuting taking forever and people like me who take pupils transport say on buses for an hour when it is meant to be no more than a 15 minute trip. It is the worst I've ever seen not only is it extra bad at peak times but even throughout the day.
Object - Temple Cowley	The traffic is horrendous !!
Object - Temple Cowley	Cannot drop my kids at the school, and get to work on time. Nowhere to park the car outside of the LTN zone. Do not live in walking distance of the school and need to drive the car onwards to work. the LTNs Increase traffic in the surrounding roads, and traffic is gridlocked.

Object - Temple Cowley	The reason I am objecting to the LTN in Temple Cowley (and also Church Cowley and Florence Park as they have a cumulative effect) is the complete congestion they have caused. I understand the idea behind the scheme, and I understand there have been traffic surveys but I don't think they adequately anticipated the knock-on effect. I am a driving instructor (but as I live on Hollow Way I am objecting as an individual) so get to see a lot of the Oxford roads throughout the day. What I have seen is massive congestion on the Cowley/Oxford Road from Glanville Road area up to the police station, Hollow Way from beyond the Horspath Road junction down to the lights on the B480 and Iffley Road from the bypass towards town. This congestion is obviously a direct result of cutting off the alternative routes and actually funnelling the traffic into these roads. In your initial plan it was said that there would be some extra traffic on the main roads but this would subside as drivers found alternative routes. The problem is, there are no other routes; Cowley Road and Iffley Road are the only main radial roads to service South East Oxford and Iffley Road was overburdened before the LTN scheme. The only other two options for anywhere in East Oxford are Old Road and London Road, which again are both overburdened anyway. Another point made in the initial plan was that this would stop people from outside the area using the side streets. However I feel this is actually penalising local drivers, who know the back roads and how to avoid heavy traffic, and forcing them onto the radial roads which the drivers from outside areas are using, adding to the traffic. This is exacerbated if you live near to a LTN (or even in one) as you may have to take a massive detour for which was once a short trip (yes, the LTN scheme is also trying to promote cycling and walking but some residents may not be in a position to do this). It does obviously depend on your definition of 'outside the area', as it stands it feels like you're from 'outside the area' if you don't live on that particular road. One of the main reasons stated for this scheme was to reduce noise and promote safety on these roads which I'm assuming it has mainly done (although from what I have seen in Florence Park some residents are relishing the quiet roads and are not driving at an appropriate speed). So, the LTNs are now quieter and safer, but what of the roads surrounding these with the increased traffic? Definitely not quieter and, with more emissions, not the safest place to walk. And that's just the immediate surroundings. Outside of this area, after drivers' frustration has built having been held up and they finally have a relatively clear road, some (not all) will make the most of it by speeding away, thereby I feel again negating the effect of the LTNs for Oxford in general. On a final note, Oxford has always promoted cycling and public transport but with the congestion caused by the LTNs buses are now as stuck as cars in these areas. I do like the idea behind this scheme, however I think the implementation was wrong. Unfortunately I do not have a complete solution, maybe a congestion charge for drivers from outside Oxford, maybe more one-way roads to filter traffic?
Object - Temple Cowley	Since the closures of these roads traffic has been horrendous. I do not drive or own a car and rely on public transport to get to work and I am proud to not be adding to emissions by not owning a car. But since these road closures I am constantly late for work, I can only get the bus at a certain time due to dropping children to school and a journey that usually takes 10 mins has taken up to an hour! Which is completely ridiculous. I have now had to pay to put my children into a breakfast club just so I can be early enough to hopefully miss the worst of this traffic. The part that is taking the most time to get through is Holloway Road, it is so busy, slow moving and has multiple traffic lights. The junction at the end of Holloway Road is also usually busy so causes less cars and buses to be able to pass the traffic lights to make the turn near The Original Swan Pub. It has made my mornings and afternoons a nightmare and is costing me money to now place children in extra childcare to ensure I am not late for work anymore. I could lose my job if I keep being late. This is unfair to public transport users who are already taking steps to lower their carbon footprint and the city's emissions.

Object - Temple Cowley	The reason I am submitting my response is the following: Horrendous traffic jams Taking 80 minutes to get to work, when it is a max of 15 mins usually Pollution has drastically increased on the roads that the cars have been pushed onto You say Disabled drivers have access, but, the pole requires a key and is extremely difficult to use as you have to insert the key at floor level. If I used this, I would not be able to get down to this level, let alone get up of the floor. It isn't widely known either where you are to apply for this key Obstructing Emergency Services as they are being caught up in the traffic jams and are finding it extremely difficult if they are on an Emergency call - this was experienced on Wednesday, 5th May Pedestrians are put at risk as the cars are moving onto the footpaths to avoid collisions Buses are also getting stuck in the traffic jams, which are making commuters late for work/school etc Dangerous for cyclist as they are also caught up in the misery of traffic jams, less room for cars to over take them safely and at the right distance All in all, since the LTN have been installed, it has caused nothing but misery for commuters
Object - Temple Cowley	Causes worse traffic congestion and pollution in other roads. A few people may benefit briefly but more people suffer so overall we are worse off. There are many legitimate reasons for car use. It's been a dreadful year for many people, especially poorer families. Councils should support people not impinge badly on their lives. LTNs make life even more difficult with a disproportionate effect on low income groups. Instead of wasting money on this awful LTN idea, bring back the marvellous PickMeUp bus. Maybe electric ones. We need better, more flexible public transport NOT LTNs.

Object - Temple Cowley	I must complain in strong terms about the effects of the recent LTN measures employed around Oxford, and specifically the roads in my locality. The measures have resulted in Salegate Lane, Temple Road, and Crescent Road being closed to through traffic. The result is all traffic that might have used those through roads (and yes, they are THROUGH roads) are now forced to use Holloway, Oxford Road, Garsington Road and Cowley Road. The effect on traffic levels on these main roads has been marked, and please do not tell me it is because the lockdown was in place when the LTN measures were installed therefore there is bound to be an increase in traffic post 12th April. And please talk about the vote being in favour of the scheme – as if that is all that is required to allow such a scheme to go ahead. This was a clear case of turkeys voting for a vegan Christmas. The barriers amount to little more than a modern day Cutteslowe Wall, and we all know how divisive and unpopular that became – the irony being of course that the main proponents of the LTN scheme are the so-called liberal left, for whom the Cutteslowe wall was presumably (and rightly) an abomination of socio-economic integration. The measures have done nothing more than create a newly-divided city of haves and the have-nots. The haves being the fortunate people living on the “residential” roads such as Crescent Road and Temple Road who now have no traffic to tolerate other than that accessing houses or businesses on those roads. Meanwhile, for those of us who live on the main roads, we now have to not only take the original share of traffic, which has been substantial, but in a way acceptable (we could have chosen to buy or rent elsewhere), but we also now take the share of traffic which would otherwise have used those roads, now closed. Why should residents in those barriered roads gain all the benefits of such a scheme and those of us on other roads gain none? It strikes me that this LTN movement is no more than an opportunity for certain residents to enjoy maximum benefit from traffic-free roads while leaving others to bear the brunt. Where is the sense of “community” in that? Any environmental agenda is suspect, as all it will do is increase journey times and increase the amount of stationary traffic on main roads waiting at lights or junctions. During the consultation period one of my proposed solutions was to install traffic calming measures similar to those on Howard St and Magdalen Road, but it seems to me certain forces in Oxford are hell bent in driving the car out of the city (literally and figuratively) and leaving a city divided and dysfunctional. Please, I ask you to remove these barriers at the earliest opportunity and reconsider other ways of trying to reduce traffic on the city streets without creating a two-tiered city society.

Object - Temple Cowley	Hollow Way is now like the M25. Traffic going nowhere, buses and vehicles belching out fumes while stationary for minutes at a time. While in the traffic they are invariably using their mobiles. Everything is slow moving and vehicles are being turned around to try and find another way through. We can smell the fumes in the house, and as my husband has COPD, and I also have breathing issues, it is only going to get worse for us. We have 5 schools in the vicinity and although we see some walking, most are still driving the children to school. We have to use a disability vehicle as my husband is paraplegic too, and trying to get out of the drive during the day is a nightmare. Worse than that is getting him over the road to get in the car. Why can't we have some sort of camera, even if it is just for traffic light jumpers, and get rid of the LTNs that are obviously stopping the through flow. Our District Nurse took an hour to get here this morning from Blackbird Leys, she said it was blocked solid from Lidl, and seemed to be Cowley Road that was causing the worst problems. This is probably because Crescent Road and Florence Park roads are now No Through Roads. It is now 4pm and I have been seeing the non moving /slow moving traffic outside for at least 2 hours. Oxford is a nightmare for anyone having to use a vehicle to work there. It's all very well saying catch buses, but they are caught up in it too. We had ambulance cars trying to get through Hollow Way today and traffic pulling onto the paths to let them through. The fire service and other emergency services must hate it now. It is just as bad going onto the bypass..
Object - Temple Cowley	I don't think it has helped at all with the traffic in the roads, made it worse, and for someone who works in temple cowley, it has made it harder to park, as well as more yellow lines in the road, put in below the LTN
Object - Temple Cowley	The traffic in the Cowley area was bad enough without these. It is a nightmare to go anywhere in Oxford now and it's impacting on the quality of life of those in this area. People know that Oxford is a busy city when they move here... If they want to live in a quiet neighbourhood wouldn't it be better to select a quieter location to live in? For the benefit of a few quiet roads the rest of Oxford have to suffer. I speak as a car driver, walker, and cyclist. I don't agree that the other roads and people who live on them have to be filled with pollution from stand still traffic. This scheme is just a disaster.
Object - Temple Cowley	The reason being is that it takes me far too long to get my son to school and for me to go to work and get back from work which was usually a 15 minute commute is now 30 mins in the morning and 45 minutes on the way home. Plus around the time i get home from work i want to go to the gym which takes 30 minutes to get through traffic. I feel if you were to cut certain LTN's around cowley centre and Oxford road (temple cowley) it would reduce the congestion built up. Sometimes the traffic stretches from cowley centre all the way back to magdalen road cowley road. This is not good enough as if there was an emergency, ambulance/police/fire brigade services will take far too long before the emergency service is still required. The patient will already be dead, the house will be burnt down and the police will miss the situation they have been called to by at least 15-20 minutes. Furthermore, these cars that wait in traffic for hours on end cause more pollution than when the LTN's were introduced. It makes no sense. If the scheme was to promote people to start cycling we need a wake up call because we live in Britain where it rains most of the year leading to people driving more. Please take my advice into consideration and unblock the roads. Thank you
Object - Temple Cowley	It is causing more disruption for residents of the roads traffic is diverting down

Object - Temple Cowley	Sadly, I am 72 years old, and am finding it necessary to increase the use of my car, as cycling is becoming too difficult. It is unnecessarily restrictive to prevent residents from entering or leaving Temple Road at the top. I am forced to drive down Temple Road, along Marsh Road, and then up the Oxford Road to Between Towns Road to travel across town to Botley, which I would like to do on almost a daily basis. This detour is A) an enormous waste of time and petrol, and B) adding to the increase in pollution on the Oxford Road, which is now nearly at a standstill for much of the day. My mechanic is Crescent Road Garage. Before LTN barriers, it was less than a two minute drive, and easy for the mechanics to return my car to my house in the Old School and walk back to their garage. Now I have to drive down Temple Road, along Marsh Road, turn left into the queue of slow moving traffic on the Oxford Road, turn left on Between Towns Road, then left into the top of Crescent Road. It is not possible for Graham to return my car as it would take too long for him to drive it around, leaving the garage unattended. I would support traffic humps to slow drivers and discourage those who use Crescent and Temple Roads as cut-throughs, as a quick and inexpensive fix. But ultimately, the City must find ways of cutting down the number of cars, perhaps by allowing ONLY city residents permission to use cars within the ring road. Residents of this LTN area must be allowed access from the top and the bottom of the roads.
Object - Temple Cowley	End traffic barriers in Littlemore and Cowley. End the LTNs The scheme is poorly designed. The area becomes less valuable to new people. New tenants start to avoid living in these areas because of LTNs. The scheme will definitely affect the house value and affect the mortgages accordingly You have ban busses and bicycles from entering some roads; how this related to Traffic or pollution? The LTNs will not solve the issues at all. Traffic is not evaporating, and pollution is not reducing, in a low traffic neighbourhood - what is the point of a low traffic neighbourhood? Unless the actual purpose is to punish people for preferring to use a certain form of transport?
Object - Temple Cowley	This plan is beyond stupid. Much further distances, far more pollution per distance because of jams and going through unnecessary traffic lights, highly divisive among previously friendly neighbours, Does not take into account disabled, asthmatics etc. who may even have got a state grant to get a car so they are mobile! I have been a conservationist since my teens and I'm now 69. I try hard to keep my overall footprint down but now I'm forced to considerably increase it. What's the point of low Energy lights and gadgets when it is more than nullified by these ridiculous LTNs. Many in favour are so because of personal gain. At the ends of each cul de sac they now have the equivalent of private parking. If it works as imagined many more novice cyclists will be forced on to highly congested and dangerous traffic. Many cyclists have been killed over the years but no pedestrians to my knowledge. There is no provision for cyclists like the old cycling proficiency test. Who will take responsibility for the first death or injuries. What happened to the democratic process? Totally bypassed! There's loads more but you have made up your minds
Object - Temple Cowley	A. Traffic has increased significantly on the major roads. B. Commuting time for those on cars or buses have increased a lot C. I cycle and it is increasingly unsafe for me to ride on busy roads D. I can't take buses or public transportation to places that I need to go and hence the drive reduce car usage doesn't really address my needs. Disclaimer: I don't have a car. E. If the concern is about people speeding through side streets, then we should have traffic calming measures like speed humps etc (eg Magdalen road)
Object - Temple Cowley	Traffic is a nightmare. Getting to work and school has been ridiculous and even after rush hour we have been spending most of our time in the car! There are no ways around it and it's not as easy to say walk instead when schools and workplaces aren't local!

Object - Temple Cowley	They are causing the main roads to be very blocked. A car/bus/taxi journey is taking 3 times longer, 3 times more emissions into the air. It is disruptive and senseless. The public transport in Oxford is expensive, unpredictable and useless. I totally understand there being road blocks on school roads only, why can this not be a rising bollards at drop of and pick up times. Oxford already had a problem with traffic now it is 10 times worse. It is making vulnerable people even more vulnerable and isolated.
Object - Temple Cowley	Since this scheme has been in place Hollow Way is awful. The traffic is stationary most of the day and the fumes are choking us. Noise is dreadful. Bikes now use footpath as road so dangerous which means I can't go outside without risking being hit - or choked by fumes
Object - Temple Cowley	The LTNs have caused absolute chaos locally, all they have done is push all traffic into a more concentrated area. Accessing simple amenities becomes a nightmare due to heavy queues - I truly believe Oxford Council have messed up here, you are making your extremely high tax paying residents life's harder - and crippling local business who rely on accessibility. As a resident on Crescent road, I am also extremely concerned for the next blue light Emergency vehicle that needs to gain access to one of the houses - with the new traffic levels on the main roads, which lead to the limited access points to such communities, these LTN barriers could actually prove to have fatal consequences.
Object - Temple Cowley	The LTN are very bad idea, resulting in increased traffic jams, air pollution. There is now no positive flow of traffic within Oxford, rather just long traffic jams.
Object - Temple Cowley	What is the purpose of these and what is the ultimate aim or is it a case of inflicting more inconvenience to the residents then the already engraved situation that we have to put up with daily?
Object - Temple Cowley	They very clearly don't work! I can't get off my street in the morning when I have to drive (not a choice) because the traffic backed up Holloway is awful and by the time they get to my road they are so fed up they don't let us out. It has added 45 mins to some of my journey times. Trying to solve traffic build up by closing roads is like trying to solve water build up by building a dam!! Clearly it has to go somewhere. It's made my life miserable and very stressful. The stationary traffic here and on Oxford road is causing pollution in my locality that we didn't have before. Blocking roads feels like another infringement of freedom just now as well. Just another restriction imposed on a weary world! I think it's entirely out of order!
Object - Temple Cowley	Holloway in Cowley was always busy now it takes 15 minutes at most times of day to get there the roads around Cowley are now busy all day the pavements in Cowley are not very wide so are now a danger to walk down Some of that are older have difficulty walking so need transport to Doctors and Hospital from where I live you need to leave home over an hour before your appointments for any transport to get you there with all the traffic delays and now pollution from the area that have LNT is now past to other areas People who have to get to work who can't cycle now have extra time travelling So No I Do Not Approve of the LTN
Object - Temple Cowley	Since introducing the Temple Cowley LTN scheme the queue of traffic on Holloway for the traffic lights at the Garsington Road junction often stretches back to James Wolfe Road creating gridlock. I cannot see how this is beneficial for the environment with so many vehicles idling in a queue increasing air pollution. Journey times from my house to Cowley Centre have increased fourfold at certain times of day. So much so that I will be deterred from shopping there which will be bad for the local economy. I also have an elderly mother living in Horspath Road and if I needed to get to her for an emergency my trip will be increased due to traffic in Holloway. LTNs may be nice for the residents living in the streets concerned but they are awful for residents trying to travel around Eastern Oxford and they should be removed.
Object - Temple Cowley	The traffic is considerably worse and I am worried about the increased pollution

Object - Temple Cowley	We are becoming deeply concerned at the unequal and divisive impact the LTNs are having on the local area and the additional pollution they are creating in the community along the main roads through Temple Cowley, not to mention journey times which have more than doubled since their installation. These delays affect private vehicles, public transport and the emergency services alike. It now takes us between 1 hour and 1 hour and 20 minutes to drop off our daughter at nursery by car and return home to start work for what was previously a 25 to 30 minute round trip at most. The majority of this additional time is being spent sat in stationary traffic on Oxford/Cowley Road, a route we are now forced to take as we no longer have vehicle access to our house on Owens Way via Temple Road, Salegate Lane or Crescent Road. Of even greater concern, residents in the properties overlooking Oxford Road are now being forced to breathe in the continuous fumes of an endless tailback of vehicles stuck outside their homes so that their fellow residents in the adjoining side streets can live in a virtually traffic free environment. The current situation is completely untenable and is making sometimes marginal improvements for some residents at huge cost to others, whilst making our daily routine as a family difficult, unpleasant and stressful. As a possible alternative to completely removing the LTNs, we would support a compromise of replacing the dumb planters in Temple Cowley with an intelligent ANPR system that maintains vehicle access for local residents only to all streets and/or creating a one way system in Temple Cowley, perhaps with improved traffic calming measures to replace the woefully inadequate sleeping policemen on Crescent and Temple Road that are not high enough to properly slow down vehicles. If none of the above options are possible, then we would strongly favour the total removal of the LTNs in Temple Cowley.
Object - Temple Cowley	I have no choice but to use my car daily, which I shouldn't have to justify, but my horses need attending to daily and my dogs require walking in safe, isolated locations due to one of them being autistic (vet and behaviourist recommended). My daily journey takes me to the ring road. Due to the location of the Temple Road LTN, I now have to travel to Marsh Road, to then double back and travel up Cowley Road. This has added 10 minutes of driving time through residential streets for each journey. I work in Headington, and my commute time has doubled. I drive for medical reasons, but even if I could walk or cycle, I work shifts, and do not feel at all safe in the dark on local streets. I have previously been followed on my bike, and had unpleasant experiences on foot. I struggle to get into the shops locally due to mental health disability, and find I can either walk to the shops OR go in to the shops, NOT both, so I used to drive, but the traffic is so horrendous I'm too anxious to go into the shop once I'm there. This wasn't an issue before the LTNs. Frankly, due to the poorly thought out positioning of the Temple Cowley LTNs, I feel trapped and my mental health is suffering. I'm anxious, I'm angry and I'm fed up with no one caring one iota about the negative effects of these LTNs.
Object - Temple Cowley	By putting the road closures main roads getting extra traffic, which causes more pollution & delays. Not a good idea, rather than these roads can be made one way streets.
Object - Temple Cowley	The blockages are pushing much more traffic out to other roads, which means all surrounding roads are completely gridlocked much of the day, making huge amounts of congestion and air pollution as cars stand still sitting in constant traffic. Taking our child to school in Temple Cowley had become increasingly difficult. Our child is too young to be able to walk the considerable distance to and from school.

Object - Temple Cowley	The LTNs create more pollution as they increase the amount of congestion on the roads and increase the distance that people have to drive. They make it worse to cycle as all the fast routes for cycling to locations like the city centre now have more traffic on them. Busses traveling to the city centre take longer as they have to use the roads with increased congestion. They kill local businesses as it is harder to access them so you end up doing all your shopping in the bigger out of town stores rather than popping in on your way home, eg the [shop] on Littlemore road and shops in Littlemore.
Object - Temple Cowley	The scheme has been running for two months now. It has significantly and detrimentally increased the traffic on Oxford Road. There are frequent traffic jams in both directions. The recent (May 21) roadworks at the junction with Marsh Road led to stationary idling traffic directly outside our home contributing to visible air pollution. It is difficult (takes a long time) to leave the house in our own car. It is difficult (very poor visibility and having to walk between the cars in the traffic jam) to cross the road to go into Cleveland drive and walk to Cowley Centre shops. I take a daily walk in the LTN area at lunchtime. There are noticeably fewer cars there. But I see no more pedestrians or cyclists. I see no children playing in the streets or "out front". I also still see cyclists on Oxford / Cowley Road - why aren't they using the quiet streets this scheme has supposedly provided for their benefit? So whilst the residents inside the LTN are enjoying quiet pollution free streets, Oxford Road residents are bearing the ENTIRE weight of traffic and the associated increase in air pollution. There are homes the full length of Oxford Road into Cowley. This will kill us. I previously supported the trial with some reservations, namely the impact on the boundary roads. The promise was that traffic overall would decrease. I see no evidence of this, quite the contrary. It has instead been entirely focused on boundary roads such as mine. I feel increasingly resentful of neighbours within the LTN. I presume they are driving to the ring road ([supermarket], M40, A34 etc), so they will drive the length of Temple or Crescent Road and then double back by driving the complete length of my road. Why are they allowed to jam and pollute the road I live on, whereas I cannot go through theirs? I completely object to the LTN for the reasons above. It is polluting, it has not reduced overall traffic levels just concentrated them on the boundary roads, it is divisive between those in and those out of the zone, it has not increased the number of cyclists or pedestrians. A fairer system would be for EVERYONE to pay a congestion charge or other traffic usage charge. Likewise why doesn't the council / LGA lobby Google and other mapping companies to downgrade the cut throughs (e.g. Temple or Crescent Road) if delivery drivers are using those to reach the city centre. I cannot support the continuation of this scheme beyond the trial date. It is really unfair and I don't want to sacrifice my lungs so my neighbours can look out onto the empty wonderland of their street without cars, and also without pedestrians, cyclists or children playing hopscotch in the road as promised.
Object - Temple Cowley	I was initially in support of the experimental LTNs. Having seen them in practice I'm now strongly against them. The LTNs clearly don't work in a small city like Oxford which doesn't offer multiple alternative route options. Despite suggestions to the contrary from studies in much larger cities, the LTNs noticeably displace traffic. They force cars on to one remaining route, resulting in greater congestion, and if there are any problems along that route (roadworks, an accident, etc.) the city gridlocks. I've seen this happen many times since the LTNs were installed. I'm all in favour of schemes which encourage people to think again about small car journeys. But any savings made like this are countered exponentially by cars forced to double or triple journey times by going 1 or 2 miles out of their way on the only remaining route. I'm sure the LTNs lead to an overall large net increase in energy use and pollution. And I'd be interested to see stats on how they affect emergency vehicle response times, given the increased traffic and the barriers to access. Part of the problem comes from how and where the LTN barriers have been installed, and some barriers on smaller roads may be more viable than others, where they don't severely restrict route options. But overall the scheme as currently implemented is detrimental and has made life tangibly worse for me in Oxford, to the point where I've considered moving.

Object - Temple Cowley	The recent LTNs have forced high levels of traffic onto Hollow way we can not have windows open the traffic is backed up for hours at a time. Drivers getting angry altercations in the street . We strongly object to these LTNs and want them removed
Object - Temple Cowley	Appalling traffic congestion in main streets everywhere - adding extra times to journeys more stress and pollution
Object - Temple Cowley	Since Crescent Road and temple road been closed it has caused significant delays and traffic jams on hollow way. The traffics on Oxford road/Crowley Rd in the morning and afternoon is has quadrupled. Huge traffic queue is not going to make the city greener, instead of 10 mins journeys now take minimum of 20-30mins.
Object - Temple Cowley	This scheme has created unacceptable levels of traffic in the neighbouring area and created too much congestion it is not longer possible for me to drive via my local usual route if via cowley road I now have to go via headington area some times other times even if I want to use the bus traffic congestion is so but it is like a nightmare living and working in the area Traffic has also now started using my road as a shortcut and the over all result is traffic is simple diverted to all the neighbouring areas people are spend more time stuck in the traffic in hollow way Wilkins road Horspath road Oxford road and cowley road and between towns roads I can not get to my GP surgery easily on temple road any more unless I am fit to walk. I feel this is us a crazy idea as this simply makes the surrounding neighbouring areas more congested and polluted with fuels from extra traffic stuck in long queues on the main roads and on fern hill road and Horspath road trying to join hollow way as a shortcut
Object - Temple Cowley	The traffic has just been moved on to the main roads causing absolute chaos at peak times making it a nightmare to get out of my road and the queues of traffic pumping out pollution who ever thought this was a good idea is obviously brain dead. People don't do rat runs people know the quickest routes in there local areas . Disabled people also need cars to get around do the council want us to go back to horse and carts or would they pass to much methane . The LTNs are creating more pollution more queues effecting everybody they are ill thought out and should be removed ASAP!!!!
Object - Temple Cowley	I live on the Oxford Road opposite Benfield and Loxley and the traffic building up outside our home is ridiculous in the morning afternoons and often early evening. Getting out of the drive way can take an age at worst 15 minutes! Only to be sat non moving for often 10 minutes. My mother uses a wheelchair and sticks for mobility so car is our only mode of transport. This is untenable. We also have to keep windows closed at these times because of traffic fumes. This experiment affects all in our household negatively on a daily basis. We and everyone else on the Oxford Road were clearly not considered important when this decision was taken. I haven't had asthma since my 20's but I'm noticing this symptoms coming back.... Many more people shall have asthma by the time this experiment is reviewed!
Object - Temple Cowley	The amount of traffic created on the main roads has considerably increased and all journeys now take longer. I have also seen a number of emergency vehicles struggling to get through
Object - Temple Cowley	It's probably been said many many times already, but since the start of the LTNs, the area where I live and surrounding areas has seen so much disruption. Traffic has become unbearable, constant traffic, pollution in concentrated areas, just to name a few of the problems caused by LTNs.
Object - Temple Cowley	Because of the LTNs, I keep arriving at work late as everyday is a different kind of traffic. The LTNs make all driver take the same route which unfortunately causes all of us to be late. It used to take me less than 20 minutes to arrive at work on the other part of the city, but now I have to leave 1.5 hours early to make sure I am on time. This was not a good idea and all drivers are paying the price.
Object - Temple Cowley	Complete waste of time, money and resources creating more problems than they are trying to solve. The initiative To reduce emissions is only causing more congestion and further releasing of more harmful gases, ultimately and ironically adding to the initial problem. Traffic times have more than quadrupled during rush hour with much more of a domino effect than just that. One of the many issues the LTN cause

Object - Temple Cowley	*They have caused a massive build up of traffic which is at a complete stand still every single day, this runs from Barnes Road to Cowley Road and includes the roads that join to on to it. This has made my family late for school and work. *The traffic build up has made my son's teachers late for work on a number of occasions, so the class has to be covered by untrained staff until the teachers arrival. *Recently my son was due to be assessed by an educational psychologist but she was caught in the traffic leading to the school caused by the LTNs and missed the appointment that we had fought for a year for. *Recently my baby had to be rushed to A&E and instead of taking our normal very quick route directly along Crescent Road to Holloway, we were forced to go along the Oxford Road and sit in traffic for 20 minutes with my sick child falling in and out of consciousness. When I finally arrived at the John Radcliffe Hospital the doctors told me that if it had taken any longer to get my son there things would have been extremely serious for his condition. I worry about other people that are in need of the emergency services whose lives may depend upon those 'cut through roads'. *The constant buildup of traffic is causing us to use extra petrol and to pump extra emissions into the atmosphere every single day. *I have heard the arguments that the people who are pro the LTN's make that the build up of traffic will result in people leaving their cars at home and instead walking or cycling, however as someone who has a disability and is unable to walk and cycle instead I feel like this is a very discriminatory attitude and selfish way of thinking.
Object - Temple Cowley	Ltn only caused a lot of traffic. Oxford became very congested because road users can't use some of the roads due to the roads being blocked
Object - Temple Cowley	I strongly object to the LTNs as they are bad for communities as they make it harder to travel around the local area, bad for the environment as they have increased traffic congestion and caused traffic jams and lastly are extremely harmful towards the local economy.
Object - Temple Cowley	I'm objecting because I live just off Holloway and the traffic along Holloway has increased and my road is being used as a rat run, I also have elderly parents who live in Temple Rd that I care for and use my car to ferry them to appointments, do their shopping and cleaning now this has been made harder and more time consuming because I have to go out of my way to get to their house. MY SUGGESTION TO EASE TRAFFIC IS TO STOP THE SCHOOL RUN MAKE CHILDREN GO TO SCHOOLS IN WALKING DISTANCE SO THEY DON'T HAVE TO BE DRIVEN IN it's proven when schools are out the traffic is much quieter
Object - Temple Cowley	BECAUSE makes journeys longer than they should which will produce more damage to the environment using cars and making rush hour longer than it should be as that is bad enough as it is.
Object - Temple Cowley	I am objecting because it has drastically increased my travel times, thus increasing fuel consumption and impacting the environment more negatively. It is clearly not working and is just directing traffic onto main roads, making the traffic unbearable, as well as, making it harder to visit relatives and friends. Overall, it is creating more traffic as routes are more limited now, therefore, more carbon emissions being dispersed into the atmosphere. And, also travel times being significantly increased, so I fully object to the LTNs.
Object - Temple Cowley	Crazy idea creating more pollution and congestion
Object - Temple Cowley	I find the LTN restrictive to me. I am concerned that the LTN limits the access into my residential area into one route only. What would happen if there was an issue with roadworks on that route? How would people access into their own roads? I am finding the impact on the neighbouring main roads to be extremely problematic, traffic jams, condensed pollution in those areas now. The LTNs haven't reduced traffic levels just moved them into other areas. Which are then impacting on the main routes themselves. LTNs should benefit residents not be detrimental to them. I find there are too many LTN bollards in each area.
Object - Temple Cowley	Traffic knock on effect is unbelievable and lockdown hasn't even ended properly yet.

Object - Temple Cowley	Increase in traffic and pollution on other roads and journeys are longer.
Object - Temple Cowley	I previously drove up Temple rd to get my daughter to Tyndale school. I now need to travel up Hollow way. The traffic both at the beginning and end of the school day is terrible. Drivers are frustrated and driving more dangerously as a result.
Object - Temple Cowley	The impact for some is good but for others it is horrendous, traffic jams, fumes, noise, if there is a major incident on any of the main routes now, bus breakdown, fire, road works etc with the traffic snarled the delay in the emergency services getting to the incidents could result in someone losing their life. Rethink needed.
Object - Temple Cowley	I am objecting this proposal because it slows down my commute to work massively. I often need to go and gather supplies for my business however since these obstacles have been placed. It has again slowed me down. The build up of traffic causes me distress.
Object - Temple Cowley	Traffic has increased on main roads, journey times have increased due to heavy traffic, journey distance has increased to try to get to houses due to not knowing which side of a barrier the houses may be
Object - Temple Cowley	The traffic across Oxford in Cowley and East Oxford is horrendous and all because of the LTNs. The air quality on the roads has deteriorated so badly you can feel it when walking along.
Object - Temple Cowley	The LTNs have pushed all traffic through the area to a select few roads. As such, the congestion is at ridiculous levels. Some residents enjoy absolutely no traffic outside their home, whereas I now have an unprecedented amount of traffic outside mine. This does not seem like a considered and fair approach for all residents of the area. The increased pollution in the area is another obvious side effect. The increased levels of traffic now doubles my commute time to work. For a number of reasons I need to drive to work, so cannot be forced into walking or cycling. At peak times these roads are at a standstill, I cannot see how this is an improvement in any way.
Object - Temple Cowley	I drive to Oxford daily as I work at one of the big hospitals. I find all of the experimental LTNs in and around Cowley very frustrating, badly thought and planned and it is causing havoc on other major roads. My journey from home to work used to take 45 minutes, now I am lucky if I arrive at work after a hour and a half because of other traffic these LTNs have caused, causing more emissions which I know Oxford are keen to improve. Instead of LTNs, speed cameras for example could be used to manage traffic speeds to make it safer for all road users and pedestrians, including children near schools. More Zebra crossings could be installed near schools, there are not crossings down Rymers lane leading to the school which I am very surprised about. There is a lot more that could be done to make these roads safer for everyone but doesn't seem to have been thought of. Taking these roads out completely for commuters isn't the answer and I know there have been instances where emergency vehicles have had their emergency lights and sirens on (so responding to an emergency) and have had to divert when they approach an LTN barrier. This is not acceptable and could cost someone their life.
Object - Temple Cowley	I live in Hollow way opposite Crescent Road and since the change's travel time is horrendous due to traffic. Took 25mins from my house to bottom of Holloway last week so now I go into Oxford up Hollow way along woodfarm road then old road, Morrell avenue etc to get to town which is a longer route. Pollution where I live is higher as traffic is higher and at a standstill so more again pollution. My wife is disabled so unable to use public transport so car is my only option. I could on for ever but the council has made a big mistake with no thought for people who live in these areas.
Object - Temple Cowley	I do not support the LTNs. I have 2 children, 1 attending St Christopher's and 1 attending St Gregory the Great, I live in Blackbird Leys and have to use my car to drop both off to school and go to work and because of the LTNs the journey to both schools are taking longer hence affecting my job also as I can't make it on time as there is now more traffic on the road than there was before the LTNs were put in place.

Object - Temple Cowley	The LTNs are ill thought through and disastrous. Not only do they displace the problem of traffic noise and pollution onto other roads, but actually makes the problem worse by increasing the times that people spend in their vehicles with engines running but unable to go anywhere. I appreciate the misguided counter argument that people will give up their vehicles, but this totally neglects the fact that a large proportion of road users, like myself, have to use their vehicles to provide services to people and transport and collect goods for our businesses. If a solution is sought to the traffic problems in Oxford it is very simple - don't create MORE traffic! Use the resources instead to support the funding of School Buses (like in the USA) and enforce the existing rules restricting students from using cars in Oxford. It is no accident that out of term time there was never a traffic problem. I am a socio-economic impact assessor by training and have assessed numerous road projects domestically and globally, but really none of this is rocket science to work out.
Object - Temple Cowley	I use cowley road for my child's school run and my work is on Temple Road. The traffic got much worse since LTN started and access to work is nothing but stressful.
Object - Temple Cowley	It creates excessive traffic in other areas which were previously already busy roads causing a nightmare to businesses such as ourselves trying to get to plumbing emergencies etc
Object - Temple Cowley	I cycle and have young children however completely disagree with the Ltns in our area; they have just moved traffic onto roads which have no capacity to support such high levels of traffic. We are now trapped within our own road as getting out of our road results in going into heavy traffic roads. When we do have to drive eg take our baby to nursery/garden centre we take a ridiculous length of time making a simple journey: cars are now on the road longer causing more pollution. I am not sure what the problem was in the first place and would have thought that traffic calming measures if used properly may have been a better solution. I can't believe you haven't consulted with residents on this and a small group decided that this was a good idea: it isn't and as a cyclist I would rather be able to cycle in areas with less cars rather than polluted and congested streets! Please remove them they are ridiculous!!
Object - Temple Cowley	I live adjacent to all the LTNs and they mean that the traffic has significantly increased on all the routes I have to use to get around my local community with a toddler. I work outside of the city so alternative transport isn't an option for childcare drop offs etc. and I am now often stuck in unmoving traffic. Trying to get out onto Hollow Way in the morning is impossible. The air quality is worse because cars are sitting with their engines on in the traffic. My journeys have sometimes increased by up to an hour, which uses more fuel and contributes to pollution. I am not a commuter using rat runs I am a resident of Oxford just trying to get my toddler to childcare and get to work on time.
Object - Temple Cowley	The LTN has severely increased the length of time it takes to get in and out of the area. The traffic has now been pushed to Hollow Way and Oxford Road which are much slower as a result. Temple Road was already very quiet as there is no time saved by using it if coming from Oxford Road or Cowley Road or Hollow Way. But as a resident, it is considerably slower to get anywhere. I do not see any benefit to the LTN and I see considerable down sides to people outside the LTNs who now have increased traffic and pollution. It is not fair on them.
Object - Temple Cowley	Diverted traffic causing havoc in Fairfax Road, Rupert Road and Cranmore Road. Especially bad in Wilkins Road.

Object - Temple Cowley	1. The LTN is causing massive traffic jams and increased pollution due to the standing traffic on roads that vehicles are allowed on. As there is no alternative offered the scheme is purely moving traffic from one road to another - there is no reduction in traffic. 2. The LTNs causesocial in-equality. I live on one of the roads that should "benefit" from the scheme, however I find it very socially unfair that people living on the Cowley Road, or Between Towns Road should have increased traffic at my expense. 3. As a single female I also am very afraid to walk around the area I live in during the evening due to the LTNs. As the roads are closed there is no traffic, therefore making me much more of a target on empty streets. During the last few weeks when the LTNs have been in action I have been followed several times and am now too afraid to walk around my own neighborhood alone. I have had several friends experience the something. As nothing happened the police have not been interested, however this is a direct link to the LTNs and makes the roads much less safe at night.
Object - Temple Cowley	I work in a local school and have found that Holloway Road is gridlocked and takes me 30+mins to get home. The pollution along this road is also becoming rather toxic now there is a lot of sitting traffic both ways. When I bike it's really dangerous because of all the traffic and busses and pollution makes me feel sick. Therefore I have to drive.
Object - Temple Cowley	There is increased traffic on Oxford Rd so I have problems leaving my home when trying to enter the flow of traffic on Oxford Rd. I spend much more time in my car, in traffic queues with the engine idling trying to return to my home. The air quality around my house has deteriorated due to all the traffic - I can smell exhaust fumes in my home. The traffic no longer flows, the scheme has caused traffic congestion by forcing all cars to use the same roads. We now drive further distances and spend longer. This will not encourage me to use a bicycle or walk because I cannot transport children, luggage, shopping, dogs etc. The busses are no longer efficient because they are also stuck in the congestion.
Object - Temple Cowley	1: The traffic queues along the Cowley road and Hollow way are awful. Most of the cars, lorries etc have their engines running just waiting in gridlock- It must be awful to live on those roads. 2: In order to get to my daughter's house in Temple Cowley we have to drive right down the Cowley Road to drive back up to her place, an enormously time consuming journey wasting fuel and polluting the environment at the same time. 3: My daughter dare not cycle into Oxford because although the roads she has to go along at the top are fairly safe the Cowley Road and the Plain are death traps and unavoidable. This is despite all the last lot of "improvements" that I'm sure cost a fortune and took a long time but basically throws the cycles right in the path of buses, cars and other vehicles - Have any of the councillors ever watched what happens or tried to get around themselves? 4: We have had to change GPs from Temple Cowley, after being registered there for 30+ years because of the terrible traffic. 5: There was no consultation about this with people in the county who use these roads. My daughter also did NOT get a questionnaire for her opinion and surely people who live in the area should be consulted before making major changes like this.
Object - Temple Cowley	They are increasing congestion on the main roads. Congestion, pollution and noise displaced from elsewhere now reaches out home.
Object - Temple Cowley	I'm a taxi driver and it's difficult for me to get to the address I want
Object - Temple Cowley	The reason why I am objecting this decision is related to the domiciliary support given to the elderly population of Oxford. The care worker supporting this people daily covers a big area of the county and they cannot use bikes to do their job, which means they have to drive through the neighbourhood to visit their patients. This LTN squeme is making us drive more miles (which the tax payers have to pay), is delaying the care delivered, putting patients at risk of taking medication on time, fulfill their nutritional needs, regarding diabetes and other diceases. This squeme is also putting more traffic stress on the surrounding areas, as people are driving stressed because of the delays. Oxford it's a cycling city, with lots of cycle ways. Drivers are used to drive alongside bikes, so the squeme does not makes any sense.

Object - Temple Cowley	1 Travel to work-now a danger as all traffic are forced to take Newman road and the width makes turning into difficult and allowing only three car movement on to Rose hill either way so close to Round-a bout, A danger 2 Isolation from Cowley Centre for shopping, ie disabled. 3 The increases in congestion and pollution due to LTNs
Object - Temple Cowley	It is a terrible idea to close all of the side roads now traffic CANNOT flow freely it is backing up on Holloway Road a my road Fernhill Road And it is unsafe for my children travelling to school as people are not driving safely as they are being made late because you have shut all of the side roads The build up is causing major pollution in those areas
Object - Temple Cowley	Theses LTN are taking traffic on to the Cowley road causing long tails backs from traffic lights by swan pub. This means people from Cowley rd have to suffer from poor air quality due to stationary cars. Also Cowley rd isn't big enough for amount of cars that are now travelling through it. People living off side streets off the Cowley are having paying with their health, their money and their time. This ridiculous scheme needs to end. This money could be spend in improving the poor state of the roads so cyclists don't have risk their lives on pothole Riddle roads we have in the area, have more e-scooter in city so people don't drive and make public transport cheaper give. Give people option don't force into some they don't want.
Object - Temple Cowley	As a car owner these has caused me longer journey times, and since everybody are being deviated to the same routes long traffic queues resulting in road congestion and heavier traffic fumes. I can see no benefit to these LTNs they should be immediately removed.
Object - Temple Cowley	Previously, getting to the Oxford Ring road from my house was very quick and easy. Now it takes a lot longer, and involves going through at least 2 more sets of traffic lights. It means means a lot of extra time and mileage to get to work, get to the shops on the ring road, go anywhere. At present as you know there is less traffic due to Covid restrictions, I dread to think what it will be like when traffic increases with the easing of lockdown restrictions and all traffic is forced onto a small number of routes. A few years ago there were road works on the ring road, and I had to get up and leave 15-20 minutes earlier to get to work for a few months. This was a nuisance, but I understood that it needed to be done. To have similar inconvenience because the council blocks off roads is not acceptable. I never thought in a free country a council would block off roads making life inconvenient for their residents, tradespeople etc.. There wasn't a problem with traffic here before, there wasn't much traffic in the road I live in before the LTNs. A report on the BBC https://www.bbc.co.uk/news/uk-england-oxfordshire-5659084 states that foldable bollards have been set up after ambulance delays. But why should residents, delivery drivers, tradespeople be delayed? This imposition of inconvenience on road users is unacceptable. Everyone has a right to go about their business, whether pedestrians, cyclists, motorists driving cars to get to work or visit friends and families, tradespeople with vans etc.
Object - Temple Cowley	Close the LTN because it dangerous So we paid money for LTN to close road it we still paying road Tax you would be on the back
Object - Temple Cowley	These LtNs are creating lots of queues of traffic and pollution on the main roads. My mum lives in Cowley too and is awaiting a knee replacement and has no choice but to drive, which she is also struggling with. Sitting around in traffic queues is causing her a lot of stress and she is spending more time at home due to this. This is not good for her mental health. My son attends Tyndale school and I work in a hospital in Headington. The traffic on Holloway is extremely busy in the morning when I drop off and also when I collect him. I also note that at the traffic lights by Old Road this is also extremely backed up. With plans for more LtNs in Oxford how is anyone meant to travel.
Object - Temple Cowley	Increases traffic which is worse for the environment, makes journeys longer, more accidents on the road, unfair on other roads where traffic has increased. Every single journey now taken is twice as long.

Object - Temple Cowley	The LTN should not be tested in my opinion. Is causing far too much traffic on the main road. How do elderly people get home after shopping and how will the ambulance get into the streets to get people to the hospital? Perhaps a bollard should be an alternative to what I currently see in place.
Object - Temple Cowley	More traffic, longer journey times, more pollution.
Object - Temple Cowley	Loss of parking spaces Reduced income for the local shop Increased traffic on Cowley Road So far, no significant benefits This LTN has significantly decreased my quality of life. I have a mobility problem and feel trapped in my home. Using any of the local amenities has become incredibly problematic. I can't go anywhere without sitting in traffic. I have to add 45 minutes to all my hospital appointments for the new traffic, which affects work. [local councillor] doesn't listen to feedback. I've never disliked a Councillor more. It seems clear he believes in a mythical change in people habits, and has no interest in listening to the actual reality of constituents lives. These LTNs play to the middle class and adversely affect people in low income jobs, and small businesses. So dissatisfied in labour. COWLEY IS NOT WALTHAMSTOW. You've harmed the community.
Object - Temple Cowley	I cycle almost everywhere in the city, as much as possible. I have been and am adversely affected as a cyclist by the huge increase in slow moving and stationary traffic around Iffley Road, Cowley Road, Abingdon Road and the city generally, caused by the closure of through routes which enabled better traffic flow around the city. I occasionally drive, when I need to transport bulky items or to help friends who are moving. Driving in the city, which has always been difficult, has been made much harder. The alterations to road layout which have been made over the last two-three years have made the roads much more confusing for all road users, with usable road spaces which are too small for two cars to pass safely in many places resulting in swerving into cycle lanes. The addition of closure of through roads in the Cowley area makes travel around the city really inefficient, and results in drivers using additional fuel to travel around obstacles, which increases emissions, journey times, fuel consumption and adds to congestion. These issues affect me both as a cyclist and as a driver, and are a source of significant frustration and concern.
Object - Temple Cowley	Traffic on Hollow Way and Oxford Rd has increased since the LTNs have been installed. There is unbearable congestion and air pollution which is unfair on people living around the perimeter of the LTN on the main roads where traffic is displaced to.
Object - Temple Cowley	I object to the proposal as this has led to considerable traffic queues. I have taken 20-25 minutes to reach Florence Park, whereas previously it was 5 minutes or less. This has certainly led to significant issues. Moreover, once the pandemic is over, this scenario is going to worsen. I understand the rationale around LTN but a middle ground approach must be reached. For instance, in the Temple Cowley area, would it not be possible to make Temple Road and Crescent Road a one-way street only?
Object - Temple Cowley	I feel like I'm trapped where I live now. I used to have 3 possible routes to come and go and now I only have one and is the longest to where I work and where I do my shopping. I'm literally spending extra hours per week on the car plus the petrol consumption and extra contamination. It's made my life certainly worse and I'm considering moving out of this city entirely cos it's totally unfair and the supposed gain is not justified at all.
Object - Temple Cowley	Strongly against this program. Cowley Road is congested that leads to increased pollution. My usual journey took 3 mins, but now it takes me 15 mins to get my home from the Swan. Due to increased traffic it becomes more dangerous with cyclists.
Object - Temple Cowley	As a parcel driver in this area I participate in traffic a lot due to roads closed which I could avoid using alternative routes. It increases my fuel and time spend per parcel and significantly reduces my earnings which is below national minimal now.

Object - Temple Cowley	I strongly object to this terrible experiment. As a single mother who uses the public roads to take kids to school it on average takes me three times longer. This not only increases pollution but creates a more dangerous road atmosphere. I've agreed with my employer to reduce hours but 5/6 hours less a week means a lot to me and my family. The idea to keep students happy completely ignores the interests of the residents of Oxford. The town becomes less welcome to people that live here. Again and again the idea of white middle class residents who don't need to work dominates the agenda. We women of colour who have to work for living need to overcome the obstacles artificially created for someone's experiment.
Object - Temple Cowley	It brings more traffic in the area. Staying longer in traffic means there is so much emissions transmitted. If we pay road tax and we can't use the road what is the point? Additionally now people park their cars next to the barrier not even considering the yellow line. The road that so much money was spent now is a play area for pedestrian, cyclist and motor cycle.
Object - Temple Cowley	The LTN on my road means that I have to join onto cowley road in order to get to work every day which adds around 15 minutes each way to my journey for no reason. This is a huge inconvenience as Cowley Road has recently had a lot of roadworks and has hindered my commute.
Object - Temple Cowley	You have pushed the traffic on to those in the lower socioeconomic category. People who live on Hollow Way are being extremely mistreated- it is abuse to increase the traffic this much outside these homes. And children have to cycle and walk to school (4 schools off this road) and their safety has been sacrificed for the ltn label. Some politician in leafy Wantage wants a quick way to up her green credentials and doesn't care about these children or their families. Increased traffic means increased risk of accidents. Higher pollution levels. Higher noise pollution. Increased road rage. And this is what the people in and around hollow way are suffering. I work for the nhs in a community role and my travel time has more than doubled. This is making an impact on who I can see. Anytime there is an accident or roadworks then there are no filters for the traffic to go down and it all sits on hollow way. If you think this acceptable then do a house swap with someone who lives here and see how much you buy in to the argument then. This needs to be reversed ASAP. Sort out the traffic by creating good infrastructure first and subsidised public transport. Do not just make the travel worse and tell people to cycle. Sort out the public transport first.
Object - Temple Cowley	I'm against very strongly. Why are they not only in the school hours if they lent to increase safety. Despite that they cause increased traffic on the street, blocked Hollow Way and standing traffic on Cowley Rd making the bus and car commute impossible. I cannot use bicycle due to my reduced mobility. I have caring responsibility for my granddaughter, who is 3 years old and who is too little to cycle herself. We go by bus to the nursery because we moved to the area recently and it's not so easy to change the nursery. Anyway, cycling with the traffic looks dangerous.

Object - Temple Cowley	The LTNs have had a massively negative effect on my families quality of life. We are now pinned into our area and when we do need to use the car we find it painful as we are forced onto a single main road with all other local and non local traffic causing gridlock and mass pollution. Oxford road is now unusable most of the time especially when there are constant road works. Getting a bus is also painful as we just sit in traffic. We never asked for LTNs and do not want them. I have lived here for 16 years and traffic is liveable. What we cannot tolerate is speeding. Which is why I recommended proper maintained speed bumps on Marsh, Crescent and Temple road. Your not helping locals by closing roads, you are impeding us. We cycle most of the time, but when I have to use the car for emergency or in bad weather I more than likely get stuck on Oxford road or Holloway. I even had to abandon my car recently when collecting my children from nursery in bad weather. If u insist on LTNs, then you must allow locals access through them. The other issue we have is constant heavy goods vehicles now getting stuck in Temple Cowley causing chaos. In summary, the LTNs are a disaster and must be removed and proper maintained speed bumps introduced.
Object - Temple Cowley	I'm objecting because when going to work I'm late due to the extremely long traffics and to school wake dropping of the children and it the shortcuts make it easier to get through with no traffics
Object - Temple Cowley	I am objecting to the LTNs because it has caused an immense issue and frustration traveling and getting to places. I'm a diabetic patient with young children so I have to visit the hospitals and doctors often. The LTNS have caused a disruption in mine and children's life as getting to even the doctors or hospital takes more than 40 minutes. A trip to anywhere even takes way longer than expected due to the the increased traffic since the LTNs have been introduced. The negatives of the LTNS far more outweigh the so called benefits of having them.
Object - Temple Cowley	the schme reduces permeability for all modes of transport and limits qauality of life for people due to increase congestion on the main roads. these are suburbs and do not have all amenties people require and have to go elsewhere. air quality would suffer due to more congestions, increased stop and start.
Object - Temple Cowley	Causing severe delays and congestion to other roads
Object - Temple Cowley	Cost Traffic delay around cowley area and surrounding area, the roads has been closed they was like a traffic breathing lungs of cowley are, because of traffic delay other areas are not environmental friendly.
Object - Temple Cowley	When traveling to/from my property I have to go out onto Cowley Road (heavy traffic to go out) and queue through two sets of traffic lights when I should be able to go directly onto Holloway from my property. This scheme is adding congestion and traffic on already congested roads and provides me with no benefits.
Object - Temple Cowley	Since the introduction of the road blockages the impact on the major roads around cowley and up into Headington have seen a significant increase in the level of traffic and the time taken to travel through these areas. The blockages are not reducing the traffic just corralling the traffic into specific areas where the air pollution must be impacted. The approach which we are told is to reduce the use of cars in Oxford and air polution is not a viable solution as you are just moving the issue to other areas of the city and some might argue that you are making air polution worse not better. For those people with disabilities or mobility issues taking to a bike is not an option that works so surly you should be looking at how you can move people to electric froms of transport and I do not mean the electric scooters.
Object - Temple Cowley	Has caused a massive increase in local traffic around the area where LTN have been installed. Does not seem to have discouraged anyone from driving. Has made it extremely difficult to get in & out of my street (Owens Way).
Object - Temple Cowley	Absolutely useless idea. Just congests other areas.
Object - Temple Cowley	I'm affecting by heavy traffic due ltn So I'm really against of this now always traffic on cowley rd

Object - Temple Cowley	In my experience as a 10 year resident of the Temple Cowley area, the Temple Cowley LTNs do not reduce traffic in the area they simply force traffic onto the existing congested Cowley Road/Oxford Road & Hollow Way. They do not appear to reduce pollution - the first stage of my own daily journey from my home on Temple Road to the Junction of Crescent and Hollow Way used to take approximately 1 minute. It now takes 6-7 minutes in first or second gear (when moving) - producing more pollution in the local area rather than less. The creation of cul-de-sacs is a huge disadvantage to the residents trapped on the wrong side of any wide vehicle stopped in the road - bin lorries, ambulances and building supplies flat bed trucks have all caused chaos and stress for Temple Road residents in the last months. This disadvantage was even greater during the recent road works on the Cowley Road/Oxford Road There is no traffic lights to control the exit from Temple Road / Crescent Road areas via the Marsh Road onto the Cowley Road - this makes it extremely difficult to get onto the Cowley Road at peak times - lengthening the time sitting with engine running
Object - Temple Cowley	Objecting as local traffic now on the main highways and causes congestion and pollution as sat queuing to get some where when it took ten minutes now takes double that.
Object - Temple Cowley	This makes no difference to whether I need to use my car or not, has made travelling anywhere very stressful and has added many miles and minutes to journeys. The traffic conditions on the few roads that are accessible have been awful - these are residential roads too. There have been a lot of motorbikes using the closed road as a rat run and a lot of resident and delivery vehicles turning in the area near the barriers. I've noticed more traffic noise near my house since this was installed.
Object - Temple Cowley	The LTNs are very inconvenient. They cause slower journey times to my work, gym, the local shop, my scuba diving club, friends, the petrol station, the Post Office, the dentist. They are causing traffic jams on Oxford Road and Hollow Way. They are damaging local businesses as I now often shop online, as I don't want to have to sit in traffic jams, so I get things delivered instead. They slow access for emergency vehicles.
Object - Temple Cowley	Ltn makes it more difficult to get to my house. Since there is one access road to my house I've already been stuck few times on my street because someone was blocking it: garbage trucks, lost hgvs or illegally parked cars and there was no other way to get there. Reducing traffic on one road causes more traffic on other roads and Oxford's infrastructure is not prepared for that. Ballards are only blocking cars anyway. There is hundreds of motorcycles passing through them daily.
Object - Temple Cowley	Access to Cowley retail park and Temple Square is now severely restricted. Due to these restrictions traffic in other areas leading to the aforementioned areas has increased exponentially causing considerably more pollution - something the Council wants to reduce!! The questionnaires sent out were obviously sent to the residents of the roads that were to have LTNs installed which is obviously extremely biased. You have failed to include those people further afield like Rosehill, Littlemore etc who would have voiced a different opinion. When people protest in Oxford about these ludicrous schemes it's time to listen to what everybody says not just the biased few.
Object - Temple Cowley	The planter in Junction Road needs to be removed. Having just one route, (Marsh Road), in & out of Temple Cowley is creating congestion, increased journey times & greater pollution. I work with 3 others as gardeners, all travel in my vehicle and for us, it's a nightmare. I have customers around Temple Cowley, reaching them now involves an extended journey via Oxford Road, often stuck in stationary traffic. Journeys to and from customers further afield (Marsh Baldon, Burcot, Long Wittenham), are also extended in the same way. I believe that the current measures are doing far more harm than good, both for the residents of Temple Cowley and for those living on Oxford Road and that removing the Junction Road block is the only sensible solution.

Object - Temple Cowley	If I have to go to work where I was taking max 15 mins by car now its 30 mins because 20 mins I have to stuck on oxford road or Cowley. I have to waste most of my time by stuck in traffic because of this stupid and silly idea who ever even consider it. The person who gave this idea or people who even enforce it from council should think how much time waste is happening. Even Saj Malik said its a wrong idea to put LTN on the roads. It is a pain in the back. All the traffic now goes via cowley road towards town or oxford road towards by pass which was already busy. We are suffering and effected by this stupid road block idea. Imagine if you stuck in a traffic and also using the taxi fare will become so high. In case of emergency services cant reach us on time as they use to. Utterly a non-sense idea and problem for the residents. I asked many of my neighbours they said they hate it and dont want it. Its enforced by council why? Only couple they said they are happy coz they dont go to work and retired or miserabl.
Object - Temple Cowley	1. The funnelling of traffic to fewer roads with the extra congestion/ pollution affecting those using/living in these streets. 2. The extra distances to travel/extra pollution to reach properties in the LTZ's. 3. Concern about delay in getting emergency services to area affected by LTZs. 4. The streets belong to all not just those that live on them. Traffic and pollution now increased on the open roads in area - did not need to close roads to predict this. Not able to get to my elderly father easily who lives in Crescent Road. Consequently visits now less. Concerns about the speed/ease by which emergency services can now get to my father.
Object - Temple Cowley	Although I am a cyclist, walker & runner, and therefore appreciate what you are doing to encourage less cars, the current situation with no entry for cars in Temple Road, Crescent Road, & Salegate Lane goes several steps too far. We can now only get out of Don Bosco Close using one route which is frequently too crowded. This new system renders Hollow Way & Cowley Road far too busy - actually impossible & impassable
Object - Temple Cowley	This is what my parents say to me and my experience. They have found the LTN very difficult and oppose the system in place. They feel isolated, they miss the social element of drivers going past their home. They are scared if they require an ambulance the LTN has created a delay in getting to them. Living at the corner of crescent close has meant traffic is increasingly turning at this point, lorries particularly are struggling to turn around. The pollution has increased which has affected their asthma management. They have seen other carers having to leave their transport to walk down the road to get to individuals to provide meals or care. They are anxious that visitors cannot get to them easily or in an emergency. As a carer to two elderly parents having to visit on a daily basis my journey has increased adding an additional two miles to visit them plus the time stuck in traffic. The main Holloway road and surrounding roads have become grid logged and traffic is often at a standstill. Therefore making peoples lives miserable. There appears to be little evidence of people using their bikes or walking more or less pollution since the LTN. People are frustrated by being unable to drive or park in their community. Going to Templar Square has limited parking so eventually people will no longer use their local community and contribute to the local economy. The LTN has been put in place during a Covid 19 pandemic, which has resulted in this trial not being a reflection of the true impact on the community. As after lockdown this system is likely to be further tested. Not everyone can walk or cycle or want to and will need to use their car. Whilst some local residents may consider LTN a good solution the roads are for the many not just for the few. Therefore we oppose to LTN.
Object - Temple Cowley	Increased traffic on main roads making it harder for employees to get to work. Many live in areas where public transport is difficult and two are registered disabled. Recently it has taken longer for staff to get into work. Students also come by bus and buses have been significantly delayed.

Object - Temple Cowley	Traffic is a nightmare on main road, I agree with some ltns (salesgate, Beauchamp road) but Crescent road, and little more I dont
Object - Temple Cowley	I have not found that youths are able to use the streets for more social outdoor activities as a result of the LTNs. I have found that the LTNs worsen traffic in the main streets of Oxford.
Object - Temple Cowley	The LTNS have made all my journeys significantly longer. They now mean that there is only one way to get out of where I live and therefore the traffic on that road has hugely increased. I am using more petrol for every journey. The LTNS have not reduced traffic or emissions, they have simply moved them to other streets which is unfair. Please remove the ones in temple cowley. It is unfair that I only have 1 way to leave my house now all because some over privileged people requested this. I also have concerns that it would delay the emergency services in arriving to our street if needed.
Object - Temple Cowley	It's totally blocking the only way to City Centre for people living in Blackbird Leys and Greater Leys. We have very small amount of shops and other amenities in our area and many of us do not consider anymore as "living in Oxford". With all restrictions and parking prices we prefer to go to Abingdon for some shopping and leisure time as we are more and more blocked in the way to get to City Centre. It looks like we are only allowed to go there for making the coffees and cleaning toilets, not for use City Centre for pleasure or shopping.
Object - Temple Cowley	- Longer routes home with more traffic - Inconvenience - Challenging for the emergency services
Object - Temple Cowley	It's just moved the traffic to one concentrated place - the main road. Caused more pollution for our household and I have asthma so this affects me where as before this wasn't an issue with the through roads. I also worry that there is economic privilege - where those who live on the main road are less privileged, cheaper houses etc and therefore they have to deal with the pollution and traffic, in comparison to a now very middle class Florence park area, who will have clear roads where their children can play and not experience the same level of pollution, this is not okay in my opinion and should be surveyed/ looked into more.
Object - Temple Cowley	I live in this area for the last 16 years and all those problem never was an issue to me personally also never was an issue to most of my neighbours. What is the objective picture? Where is the raw data? How many people get injured on those roads? How they get injured, by car or by their own mistakes without involving a car. What the air pollution was there before the LTN? New modern cars much more eco friendly than it was 10 years ago, why pollution increasing? How do you measure it? How many people complain about the traffic, are they retired or they are working and have to travel every day many miles to work and back? Where is this data? It must be open to the public in one place. In my opinion LTN create more traffic on main roads and create more air pollution because cars are staying longer in traffic than usual, the bus service is slower and not on time. It was dangerous for cycling on a main road before and now even more. Travel back home from work takes much longer. Services struggle to get to my place.
Object - Temple Cowley	Traffic has been pushed onto other roads without considering the effects. Yes in the LTN the air quality is better but it's not better elsewhere. Traffic has drastically increased. I work in the community in healthcare. I have no choice but to use my car to provide the service I'm employed to give. But because of the traffic issues its increased my travel and distance- causing further pollution. I often need to travel between Littlemore and blackbird leys (and beyond) but now its considerable increased. Since this has been in action I've seen parents just letting their children (brats) just walk in the road and not caring when cars are approaching so this hasn't improved safety I actually live in the areas affected - yet no consideration has been given and its been hell. But we're the little people actually having to deal with it do what do we know

Object - Temple Cowley	1. That it merely displaces the traffic especially onto the ring road resulting in longer journeys, more emissions whilst waiting in queues etc. 2. There has been no investment in actual alternative provision e.g. cycle lanes, improved bus timetable so it does not reduce traffic overall which under a climate change/green plan should be the main intent. 3. The temple Cowley LTN has cut off the whole of Littlemore from all of the services in temple Cowley (shops, dentists, doctors, library, cafes, banks, health visitors and midwifery services etc etc) and since there are no services within Littlemore it disproportionately affects residents and further isolates and excludes them from the rest of Oxford city.
Object - Temple Cowley	I was originally neutral, but am now opposed. I use a mixture of public transport, walking and off-peak driving. The problem is that the LTN just forces all the traffic onto the main road, which creates pollution and slows down public transport. Also, if there's an incident or roadworks there are no safety valves leading to long traffic queues, more pollution and slower journey times, especially for buses. I literally only have one route into and out of my street and many people are now in the same situation.
Object - Temple Cowley	The closure of the surrounding roads creates a bottle neck where all traffic convenes. Larger vehicles, such as trucks (delivery, bin truck etc) block this bottle neck allowing no traffic to leave or enter the area. This is not only annoying on an individual level, but also potentially dangerous. It also means that all traffic must exit onto Cowley road, which was already an area known for bad traffic. Queueing up Cowley road has added, on occasion, almost half an hour to my journey. This is unacceptable!! I can see no benefit to the current low traffic area.
Object - Temple Cowley	People have to drive longer routes to get to places. In some cases what used to be a 4 minutes drive for me is now more than 10. Also, it is blocking what I consider to be a main street - Crowell Road. What it means in turn is that there is more congestion along Iffley Road, and more risk of accidents since people are driving for a longer duration. Pollution is made worse. Drivers are more stressed out. Emergency vehicles have to take longer routes.

Object - Temple Cowley	During the process of implementing the LTNs around Florence Park & Cowley Centre no consideration has been given to the residents of Littlemore and the impact that the LTNs would have on our community. I live on St. Nicholas Rd and we did not have a single newsletter, leaflet, etc informing us of the major changes that would be happening. These changes have CUT US OFF from the amenities closest to us, mainly Templars Square, as not all residents can walk/cycle. In Littlemore we do not have NHS Drs, Dentists, a pharmacy, a vet, or an optician. A large number of our local residents receive some kind of social support (either living in council flats or being elderly relying on carers to make daily visits). If you check the Littlemore Live Facebook group you will see a very large number of residents airing their concerns about limited access to Temple Cowley for those who are not able to walk, cycle, or take public transport. Care workers and family members who look after the elderly are horrified by the traffic congestion and how limited access to the Littlemore area is by car. As one Facebook user rightly said, of visiting their 87 yr old mother in Littlemore, that they cannot cycle/walk from Bicester and their journey is needed as the elderly family member relies upon them. It is awful to hear stories of the elderly and vulnerable suffering due to reduced road access to Littlemore. We are also "kettled in" due to roadworks on Oxford Road, and soon roadworks begin on Newman road too. This means the only way of accessing Littlemore will be via Sandford. This has serious repercussions for emergency services who will have to take a longer route to access Littlemore. Only 2 years ago there was a fire in the flats on St Nicholas Rd, I dread to think what would have happened had such a fire occurred now with LTN's in place and with road closures rife in our area. I think it very likely a response time would be compromised, resulting in serious injury or loss of life. The displacement of traffic means that Littlemore is now a "rat run" for residents accessing Long Lane, Van Diemens Lane and the housing in the borders of Temple Cowley and Littlemore. Previously this traffic could take alternate routes. At Newman Road, which has an extremely poorly laid out T junction, traffic backs up and it is dangerous (turning right to Rose Hill - poor visibility, speed of traffic coming up Rose Hill and coming off the bypass roundabout). Now the 3A busses have to access the Kassam via Newman Rd too causing even more congestion along narrow roads that are full of pot holes. I would dearly like to know what the bus company and the drivers have to say about taking this route. Finally, more houses are being built in Littlemore. Housing is going up on Armstrong Rd, and apparently planning is approved for more housing along Railway Lane. This will make traffic even more pressured as car users divert around Littlemore trying to avoid the LTNs. I have lived in East Oxford since for almost 30 years, 11 of those being here in Littlemore and I feel genuinely claustrophobic due to the implementation of LTNs and the road closures. A start would be to remove the LTN at the top of Crowell Rd allowing those who need it to gain access to Templars Square. I have seen proposals for a Slow Traffic Neighbourhood around Oxford instead of LTNs. I think this would work very well in/around the Cowley/Littlemore borders as an alternative to LTNs.
Object - Temple Cowley	It is astounding that any single person could consider the LTN introductions as productive. They have created traffic in abundance, they have caused cars to be on the road for longer due to travel further to get to local locations, the LTNs have caused traffic not only locally but afar. Because of people planning to get home different ways, it's causing traffic in Abingdon Road and consequently from the A34. This is without the considering of the approved planning permission for templars square and the new building being erected now. With more people planning to visit the location, it will be chaos. Why are we trying to rectify a problem that doesn't exist, exactly the same as implementing parking permits. It's a money scheme and some people in a cheap suit and tie making decisions because they are bored and have no concept for real day life. Crazy

Object - Temple Cowley	The scheme is not helpful at all forcing all traffic on the main roads causing terrible traffic delays and the carbon emissions must be really high!! I cant understand the logic behind this scheme and am very concerned for access for emergency vehicles
Object - Temple Cowley	It causes too much traffic build up around Cowley, Holloway & Florence Park. Makes no difference to carbon emissions as more cars are now stuck in traffic so causing more fumes as no one can get anywhere. It hasn't improved traffic at all it's only made it worse.
Object - Temple Cowley	More traffic jams. Difficult to reach destinations. Increased travel time. Decreased trade by local shops. Increased speed of cars bikes and scooters within ltns is dangerous. Residents combining can no longer exit area easily. Vastly increased pollution.
Object - Temple Cowley	Ltn's in theory are good but from a practical point of view unrealistic and cause more issues with traffic congestion and bad air quality. They push all the traffic that might use the roads that are closed to the main route roads, IE Cowley road for example in a traffic nightmare causing delays and congestion, this also affects bus routes into town. The amount of congested traffic using Cowley road must have had adversely made the air quality in this area worse, has any air quality surveys been done, if yes has this detail been publicly communicated. Traffic using ltn roads was not particularly that bad and there was certainly no congestion on those roads.
Object - Temple Cowley	It increases my travel time to work, pick up my kids and isolates Littlemore, potentially impacting my property value
Object - Temple Cowley	It is terrible for everyone living in Littlemore, we have been boxed in and can't reach essential places like doctors/ dentist/ hospitals and shops. It effects the poor/ disabled, the elderly and young families and the poor. It has increased pollution and traffic. It's cuts us off from the poor transport which is already bad in this area. It is designed by smug people who don't live here so they can themselves have nice neighbourhoods. I am so shocked at how the council gave total disregard for people in Littlemore and it shows the arrogance of Oxford city council.
Object - Temple Cowley	This idea is an absolute joke Well over an hour to get to and from main shops, costs of taxi doubled due to time taken, congestion absolutely everywhere, all we see is worse traffic, more traffic related issues, It's a disgrace, who ever thought this was a good idea should hang their head in shame.
Object - Temple Cowley	Shoppers now avoid the area. Traffic jams are worse Ridiculous idea
Object - Temple Cowley	I object to the proposal because it is now even more of a nightmare to get down Holloway since the LTNs. I regularly travel to Iffley to care for a family member and now have to go all the way around the ring road; if it is rush hour or there has been an accident this can take a very long time and sit and wait with all the traffic heading to the A34.
Object - Temple Cowley	We have been cut off from being able to access our home in the most efficient way timewise and emissions based. It has resulted in extended journey / increased emissions when coming off of the ring road from the west ie, coming back from Botley, Abingdon etc as we have to clog up the top of Iffley Road/Henley Avenue to turn right at the lights and go down Church Cowley passed Cowley Centre and then Barns Road whereas previously we could go down Newman Road to Bartholomew Road and then a short section of Barns Road to home. Bartholomew Road is considered a main route for Littlemore and Blackbird Leys residents and is not a 'ran run' road as you have implied and should not be blocked. Having this LTN just pushes all of this traffic onto other roads and really doesn't help the situation elsewhere.
Object - Temple Cowley	They are a ridiculous inconvenience and have achieved nothing but making traffic much worse in other areas and delaying everyone who actually has places to be!!

Object - Temple Cowley	My initial response to the plan was ambivalence faintly clouded by a feeling that it was wrong for me to benefit by pushing a problem onto someone else. Having experienced the restrictions for a while now I am utterly opposed. Motorbikes are not and can't be blocked by the bollards, and cars still come screaming down the hill so they must belong to people that live here or who visit so often that they might as well live here. Even turning left out of Marsh Road can now be purgatory at times, especially with impatient right-turners pushing their way across. The congestion on lower Holloway is ridiculous, the air pollution there must be over the legal limit most of the day. Since, when heading townwards, I walk or use public transport, I am always made to travel unnecessarily further down already congested roads when I use my car. A trip to Crescent Rd Garage is certainly quicker by foot than by car nowadays, but since a visit to the garage usually requires the presence of my car I now, instead of going up the hill and turning left, have to drive the wrong direction, turn left onto Oxford Road, across two pedestrian crossings, over two sets of traffic lights, turn left up the appallingly unsuitable Holloway, turn left again into Crescent Road, and only then do I have the advantage of being able to reverse out of the garage at the end of my visit without having to look both ways. No one will thank me for this but it must be obvious to the meanest of intelligence that Crescent Road is no less suitable for traffic than Lower Holloway, Temple Road I would say is even better suited to traffic but is unfortunately accessed by the highly unsuitable Salegate Lane, but then, it's also glaringly obvious that Horspath Road is more suitable than any of them and if it was open to the ring road would immediately allow the estates either side of it direct access to it instead of sending them out onto the obviously unsuitable Holloway. Yes, I know Holloway is supposed to carry that kind of traffic, but it obviously doesn't. Maybe these decisions should be made by people looking at the area instead of looking at maps. Could I suggest that Temple Road be made one-way from Cobbler's Knoll downhill to Marsh Rd, Crescent Road should be one-way from Marsh Road to Holloway, Junction Road should be one way downhill to a mini-roundabout either way down Temple Road, and Salegate Lane should be one-way from the Church car park down to its junction with Temple Road, then remove the present pedestrian crossing which lazy pedestrians can't even be bothered to walk up to and replace it with camera detector/pedestrian controlled traffic lights at the Salegate/Holloway/Fern Hill junction? And while you're at it, make the Horspath Driftway left turn only onto the ring road and Open Horsepath Road To Through Traffic Again!
Object - Temple Cowley	They're a hindrance more than a help a just bottleneck traffic onto the main road.
Object - Temple Cowley	Longer journey times, more congestion, more pollution, more money spent on fuel, impossible to get kids to school and then to work on time, the whole idea is a massive mistake.
Object - Temple Cowley	This scheme has pushed the traffic down to Littlemore and with only a couple of exits, the roads are often gridlocked. The pollution is horrendous. As an asthma sufferer I struggle to breathe when walking along Newman Road. The contrast between those streets inside the scheme and on the edge is palpable. I am disabled and find this scheme discriminatory in that it has significant impact on how I manage to travel. My car journeys are necessary, they are essential for my work as a Mental health support worker in the community. I cover this area. It makes my journeys longer between visits, with traffic in some areas and having to take a detour around others. I strongly oppose this scheme and would urge the council to reconsider to one that actually reduces pollution.
Object - Temple Cowley	LTN around the Cowley and Littlemore area are ridiculous you can't get anywhere without sitting in traffic for over 30 mins at a time. The population levels in Cowley are through the roof affecting peoples health and mental wellbeing. The roads with LTN aren't safe as the motorbikes charge through them also people walking and cycling in the middle of the road as they don't understand why cars are using them to get to their homes or businesses. I have seen first hand emergency vehicles not get to these areas safely or quickly either.

Object - Temple Cowley	I don't even have enough typing space to express my feeling on any of these LTNs. Where have you got the money from to do this? Yet it's excuses after excuses why road conditions street signs etc to why you can't afford to fix and resolve the issues already there. The idea of the LTNS is separating community's it's causing massive disagreements between people. There are many many ways to solve Oxfordshire's problems without placing road blocks on the roads we pay our tax to use. These roads were built to be used and to spread out congestion across Oxfordshire. Complaints from the residents ONLY about noise is selfish. We're all in the same boat we all live in a city. It's busy it's got lots of traffic. People chose to live here people brought homes in them areas so they will just have to suck it up. What about equal rights? I'm a mother myself and I want children to be safe yes but I'd like to see more effort than blocking roads for cyclists! Florence Park can be turned into a one way system and so can Beauchamp Lane. Few more speed bumps put in and zebra crossings! Church Cowley school needs a zebra crossing (why isn't there any lollypop ladies)??? I went there as a kid and we had a lollypop lady! It worked! Rosehill school put a zebra crossing or a lollypop lady there again!!!! Oxford has done loads for cyclists already. Stop shoving our freedom out the window if we want to drive we can if we want to bus we can if we wanted to walk or cycle we can. It's a joke coming off Rosehill roundabout and trying to get to Littlemore. And go to Cowley Centre from the Eastern Bypass it backs up so much and cuts off the centre it's a massive dead end it's a costrophobic. You can't even call that a rat run. Reduce our car tax and petrol prices if you're going to stop us using roads they are built for.
Object - Temple Cowley	Why do we pay road tax for when you are closing all these roads, and many of us are unable to go round and use more fuel and cause more traffic jams, although you do not listen to the people just yourselves. And why do you do not do in the Upper town where you live (Summer town by the big expensive houses), or just us normal people who pay your wages,
Object - Temple Cowley	I am very sceptical of the good that is being done by this initiative as I observe every day that traffic is not reduced in the area because it is merely diverted to neighbouring roads. That means that the people living there are getting more roadside pollution than before, which defeats the purpose. I don't observe a big difference to daily life, just a build up of traffic elsewhere which affects us all. Also concerned for local business which are being adversely affected for example in Crescent Road as they don't pick up passing custom.
Object - Temple Cowley	As a resident of Newman road, which was extremely busy prior to the LOW TRAFFIC experiments and the recent road works that does not give priority to vehicles entering Newman road! Newman road is now experiencing even heavier traffic flow!, which is now dangerous since the road closure for road works on Oxford road! I feel that the council has not given any consideration to the residents that live on Newman road and Cardinal Close. Residents have had their cars damaged due to large vehicles such as buses and lorries, has the council considered the safety of cyclists or pedestrians? This low traffic experiment has had no positive impact for residents and has made traffic flow through Newman road unsafe for a residential area. The council need to open the road leading to Temple's Square, on the Cowley road to ease congestion due to current road works that are now delayed, for the safety of the public and easing dangerously high congestion that has already resulted in a car collision! Please advise to whom residents can put vehicle damage claim caused by road closures and the low traffic experience!
Object - Temple Cowley	It puts too much pressure on Marsh Road and Oxford Road. Additionally, I object to local traffic being characterised as rat-runs, I think this is patronising and offensive. I find that these closures have added to my commute by 10 minutes and probably cause more pollution due to increases in standstill and idling traffic.

Object - Temple Cowley	There was not a problem with rat running in Temple Road, apart from the school traffic, which the introduction of 'school streets' seems to have solved I have to drive twice as far to get to the ring road (which seems a fairly legitimate reason to use a car, or even a taxi - there are many places outside the ring road that are hard to access by public transport) - Marsh Road can be extremely congested, as can the Oxford Road - both of which are notably busier and neither of which are conducive to safety for cyclists or pedestrians, and do not reduce pollution Travelling across the city has also become more problematic and time consuming eg. Temple Cowley to Botley, which is not an easy route to walk, cycle or bus Why weren't cycle lanes or pedestrian crossings introduced first or at the same time? Eg. Oxford Road where the road is too narrow to share with cyclists, with an upward incline, there could possibly have been a pedestrian / cycle pavement share? Or the well-used pedestrian crossing at the top of Temple Road which is simply a set of bollards could be improved for safety
Object - Temple Cowley	Increased traffic on other roads. Increase in pollution on other roads.
Object - Temple Cowley	I object to this as it has increased traffic on main roads as more people are forced onto the same roads making them drive more recklessly. Also it has made it more difficult to get to areas such as Cowley Center to the point we no longer go there as the traffic is either so horrendous to get in or we have to add miles to our journey to be able to park anywhere. It has also made it more difficult to visit friends as again we now have to go out of our way to get to part of a road that before had 2 way access to it. It also seems that it is stopping emergency services being able to get to where they need to go quickly therefore costing people lives. Not everyone is able to get public transport/cycle/walk everywhere. As a mother of 2 children under the age of 2 it is not possible for me to get 2 buses with a double pushchair and the shopping I require then 2 buses back home so please think before you isolate people as I no longer go to meet friends at Cowley Center because of this.
Object - Temple Cowley	I object because Holloway and Cowley road from Shell up to Marsh Lane or even further are full of stuck cars! This summer I wanted to go to Temple Square from my place usually a 3 min drive before the LTN, after 40 minutes of driving I haven't reached the end of Holloway which made me so angry that I had to turn around and go back home as I was getting late to work !!!
Object - Temple Cowley	LTNs place an unfair burden on parents with children, especially those who work outside of the immediate area, who need to use cars as a necessity. In this scenario, LTNs simply cause journeys, already under tight time-pressure, to become even more fraught and stressful, due to longer journey times.
Object - Temple Cowley	The LTNs have made it very difficult to navigate around Oxford with risking a fine or finding yourself at a dead end. In addition, it's my personal experience that the LTNs move traffic onto other "main" routes such as Oxford Road/Cowley Road. This has meant sitting in traffic idling. Whilst people are asked to switch off their engines, this won't happen where air conditioning is desired/required and the same for heating/de-misting once the colder weather arrives.
Object - Temple Cowley	As an outsider who has to drive a car with the family to commute, I am finding the idea of LTN very counterproductive. It feels you are punishing law-abiding people due to the actions of those who do not. I would think twice about driving to Oxford and would prefer to spend my money elsewhere. I don't think this is good for the local economy and business.
Object - Temple Cowley	Appalling congestion, effects on emergency and essential services.

Object - Temple Cowley	Traffic has been horrendous on Hollow Way in Temple Cowley since the LTNs were introduced. Now there is no release onto the side roads, meaning Hollow Way and Oxford road are now a bottle neck for all the traffic feeding from Temple Cowley and Wood Farm. This means that cars from Fernhill road are backed up and often unable to exit onto Hollow Way at peak times. The blockage is currently meaning that what would normally be a 20 minute morning drive for me is now taking around 50 minutes and much of that is spent waiting at the end of Fernhill road or on Hollow Way. I have mobility issues, so public transport is often not an option for me.

Object - Temple Cowley	I've come to the conclusion that the LTNs make it LESS likely I will cycle and walk. This is because Hollow Way is now busier and more dangerous for cyclists and pedestrians due to the amount of traffic congestion in Hollow Way. HOLLOW WAY is a RESIDENTIAL Road as well. It has houses and people living there and children walking and cycling to school but you've made it more dangerous and nothing has been done to make it safer. Hollow Way, Between Towns Road, Church Cowley road are key cycling and walking routes between Lye Valley/Wood Farm/Headington and Cowley, but these roads are now even busier than before. So this is NOT going encourage people to walk and cycle. I and many others cycle and walk along Hollow Way and now it's even more dangerous. I will NOT be cycling or walking down that part of Hollow Way anymore it's too dangerous and pollution is worse now. I will go in the car instead. Earlier in the year (April 2021) there was chaos in Hollow Way in the morning due to the road closures. There was a long queue at the traffic lights and a large cement mixer lorry was trying to turn right from Hollow Way into Fern Hill Road. It had to keep reversing back and forwards across Hollow Way due to all the traffic congestion causing extreme danger to cyclists and pedestrians. The traffic is still bad in Hollow Way now (w/c Sept 13th), in the mornings the traffic has been queuing all the way from the Swan traffic lights on Oxford Road up to Cranmer Road. Try cycling amongst all that traffic on the narrow section of Hollow Way. It is more dangerous and unpleasant than ever. I don't understand the logic in closing the less busier roads (eg. Crescent Road) which will then make the busiest roads even busier! I already avoided walking and cycling in Hollow Way, especially the narrow end near Cowley where the pavements are very narrow and it is very unpleasant walking/cycling there and feels unsafe. When I wanted to go to Cowley Centre shops I thought of these factors. -cycling/walking along that narrow part of Hollow Way is horrible, dirty, noisy, dangerous anyway but now it's even worse since you closed Crescent Rd. -I saw a motorcyclist doing a wheely along Hollow Way one weekend, I don't fancy cycling/walking with dangerous traffic like that about. -A motorcyclist was knocked off turning into Cranmer Road from Hollow Way in about October last year. It's not a safe road and you've made it less safe by closing Crescent Road. -In the evening in the garden on Sunday I heard a car going fast 40-50mph along hollow way. I often hear this when in the garden in the evening. I don't want to cycle/walk with that type of thing going on. -When I contacted the police in June last year they said the last time they did speed checks in Hollow Way was January 2019 and that was only for 1 hour and only in the 20mph section. I don't want to walk/cycle with speeding is going on. So I went to Cowley Centre in the car. The LTN in Crescent Road should be removed and so should other LTNs that are causing more traffic on surrounding roads. It is not acceptable to me to artificially increase the traffic on Hollow Way by closing off other roads. I accept that I live on a busy road and that there will be a natural increase in traffic over the years, but to deliberately increase it by closing other roads is unacceptable and the

	increased pollution and noise is detrimental to health. Instead TRAFFIC CALMING MEASURES should be urgently installed along the WHOLE length of HOLLOW WAY and speed cameras installed because the police speed checks are completely inadequate. Thank you.
Object - Temple Cowley	I have grave concerns over the volume of traffic on Holloway. From the afternoon until early evening the traffic is gridlocked, making it impossible for anyone to access the driveways or businesses on Holloway. It is so unfair on anyone that lives on Holloway, they are virtually trapped in their homes. What about house prices? Has these LTNs resulted in the price of the houses on Holloway coming down? Who would want to buy a house where it is near impossible to leave your home during the afternoon? The amount of car fumes, from cars sitting in traffic queues, has increased greatly in certain areas of Cowley, creating volumes that surely must be unsafe to the health of the residents. It is all very unfair creating areas where the air quality is better, if it is to the detriment of others. I can see this fiasco resulting in court cases with residents taking the Council to court over losses from house sales or over health problems as a result of increased poor air quality.

Object - Temple Cowley	The LTNs have been in use for a while now and I have seen them cause much inconvenience in that time. I commute to work (and have done throughout the pandemic as I cannot work from home) which is out of town, it is usual for me to spend an extra 10 min or more of commute getting from my home to where I used to be able to join Oxford road (from temple road) as I now have to go down Marsh road towards town, wait at the bottom to get out on to Oxford road then crawl up Oxford road as it is now so busy and this is even when many people are still working from home. The large volume of traffic on Oxford road makes it much more dangerous for cyclists who use the road and impossible for residents to get out of their driveways. It also is more dangerous for people crossing Oxford road and I see children (and adults) on a daily basis cross between traffic that is on a stand-still on one side of the road and into the traffic that is moving on the other side of the road which is very dangerous but there are no gaps in traffic at which people can cross. It also seems grossly unfair to the residents on Oxford road that they have increased pollution and traffic noise while other residents have decreased pollution and traffic noise, this just increases inequality - something councils up and down the country should be doing all in their power to reduce. Since the temple road bollard I have also had several taxis cancel on me as they now have to go far out of their way to get to my address and then a much longer way round if I'm going to Headington for hospital appointments (often the reason for me to take a taxi). Also, in the winter I had to stop walking down temple road in the dark as it feels much more unsafe as very little traffic now goes that way. Since the LTNs have been brought in I have taken taxis much more for short journeys as I do not feel as safe walking the now very quiet roads created. This means increased pollution, and expense and a feeling of an unsafe neighbourhood. Further to my previous objection, I am putting in another objection as now that the pupils are back at St. Christopher's Primary school but there is no school street in place it has become clear that this really does not work with the LTN at the top of temple road. There is now an increased amount of traffic in the mornings to the school but the road is parked up with cars either side (and more so on yellow lines with parents dropping children off). This means that several times trying to go to work, I have had to reverse back up temple road to let the school traffic go up the road. This is extremely dangerous because there are cars parked on either side but obviously a lot of primary aged children walking/scooting/cycling up the road and I am terrified that as I reverse a child may come out from between the cars. As you are being forced to reverse up the fairly steep hill you do need to put some gas into it and obviously are keeping an eye on the parked cars either side and I am really very worried that this is an accident waiting to happen. Obviously cars turning in the road by the school in the mornings is also a worry especially with the increased volume of cars dropping off and waiting on yellow lines the visibility for drivers is quite poor. It was OK, last term as obviously the school street went in before the bollard but now only the LTN bollard is in place but not the school street I would like to emphasise that it is not working and actually CAUSING DANGER. I would also like to point out that now it is getting darker earlier in the evenings I am noticing that temple road (both parts) are extremely quiet in the evenings as there are no cars going past and to be honest this makes walking up these streets from the bus stop(s) on Oxford road when it is dark quite worrying for a single female. However, because of where I live there is no other option for me (other than getting a taxi, which I cannot afford to do most of the time).

Annex 2

Main concerns and advantages to the LTNs in Cowley

Concerns

Littlemore Road is cut off from Cowley and should be reopened.
Batholomew Road should be reopened
Newman Road - Problems turning right for cyclists due to increased and heavy traffic.
Some people with disabilities feel discriminated against, as have no access through filters and bus gates
Limited choices exiting Clive Road as can only travel to Oxford Road – investigate moving filter from Clive Road.
Lack of signage at start of experiment
No signage from Between Towns Road
Increased speeds on Cornwallis Road.
Satnav giving wrong information and sending motorists down the filtered roads.
Increased traffic on Howard Street.
Increased traffic on Westbury Crescent South leading to Rose Hill.
Buses too expensive.
Motorbikes/mopeds and fast food drivers go through LTN filters.
Increased traffic on arterial routes.
Increased pollution on boundary roads
Speeding cars beeping horns along Cowley Road.
Increased traffic on Liddell Road.
Increased traffic on main routes, reducing safety for cyclists
Lack of bus gate enforcement particularly on Bartholomew Road
Increased journey times within LTNs and on main roads
Increased congestion on boundary roads
Issues for carers, community nurses, deliveries etc as a result of increased journey times

Main advantages from consultation

Quieter, safer streets due to lower traffic levels
Air quality improved within the LTN
More social interaction
No effect on house deliveries within Cornwallis Road.
Increase in cycling and walking
Like no through traffic on Rymers Lane.
Increased cycling on Littlemore Road, Beauchamp Lane and Rymers Lane.
Wheelchair user feels LTNs have improved their quality of life.
Easier to cross the road.

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Annex 3 – Issues and Mitigations

Issues/request	Mitigations
Increased traffic on Westbury Crescent	Option to provide additional planters and create a one-way system
Concerns re school access at St Frideswide and St Gregory the Great	Options: 1) Relocate filter on Rymers Lane and provide additional filter in Morris Crescent. 2) introduce daytime 8am-6pm single yellow line restrictions in Henley Road to provide better access for school buses and children and cyclists.
Newman Road - Problems turning right for cyclists due to increased and heavy traffic.	Some amendments have been proposed as part of Quickways initiative, recommended to monitor and explore further options.
Limited choices exiting Clive Road as can only travel to Oxford Road	Investigate relocating filter
Issues for nurses and carers as a result of increased journey times	Option to explore access to some groups once ANPR camera enforcement is permitted. Recommend other options investigated in the interim.
Provide cycle markings on OXR 16 (Littlemore Rd to Cricket Rd)	To be delivered as part of Quickway proposals
Protected crossing from Beauchamp Lane to Rymers Lane	Being considered as part of Quickway proposals
Marsh Road/Cowley Road: new cycling Zebra	To be delivered as part of Quickway proposals
Barns Rd/Between Towns Rd junction	Being considered as part of a separate funding stream.
Request for blue badge exemptions for residents through bus gates and traffic filters to address negative impacts	Nationally blue badge holders are not exempt through bus gates. However, further investigations into OCC policy are underway.
Littlemore Road is cut off from Cowley and should be reopened.	Opening up these roads would undermine the LTN scheme
Batholomew Road should be reopened	Opening up these roads would undermine the LTN scheme
Lack of signage at start of experiment	Additional signage has been provided.
Satnav giving wrong information and sending motorists down the filtered roads.	Addressed early on in trial and lessons learnt for future LTNs
Increased traffic on Howard Street.	To be addressed through delivery of East Oxford LTNs
Issues for deliveries and taxis as a result of increased journey times	Taxis can pass through bus gates. Should ANPR be introduced (once permitted) at other locations access could be considered

Emergency Active Travel Tranche 1: Cowley LTN Evaluation report

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Emergency Active Travel Tranche 1: Cowley LTN Evaluation report

Executive summary

This report covers analysis across a series of key areas, both within the Low Traffic Neighbourhoods (LTNs) themselves, and on their boundary roads (defined as the roads immediately surrounding the LTNs, which are not impacted by the traffic restrictions imposed).

The pandemic made this evaluation particularly challenging, as we could not rely on historic trends. Over the preceding year, there were periods of lockdown, schools and university closures, furloughed positions and a high number of employees working from home. This was followed by a much less constrained picture, whereby 15 million people in the UK had received the first dose of their COVID vaccinations by mid-February, and 32 million doses were received by mid-April. This change alone allowed significantly more freedom of movement and associated increases in traffic levels were seen generally. The challenge has been to isolate the effect of LTNs from other factors.

Where possible, a baseline for monitoring sources has been set before COVID-19. This was combined with comparison sites, used to better understand how Low Traffic Neighbourhoods have impacted the area, by comparing the changes in travel patterns with other locations that would reflect other confounding factors, such as COVID restrictions. The key conclusions from this analysis are given below:

Primary effects: LTN area

- Car counts within the LTNs have decreased by 42% in March through November from 2019 and in proportion to traffic flow changes in comparison sites. From July through November, this proportional reduction in car counts is even greater, at 51.2%.
- There was an initial settling period for the schemes, up to two months after implementation.
- Pedestrian volumes within the LTNs have increased by 19% in March through November from 2019, in proportion to pedestrian volume changes in comparison sites.
- Cycling volumes within the LTNs increased by 22.5% in March through November from 2019, in proportion to cycling volume changes in comparison sites, once pre-LTN trends were factored out. It is worth noting, however, that cycling levels in the LTNs started off comparably significantly lower than in control areas in relation to 2019 levels.
- Vehicle speed data suggest that traffic speeds have increased within the LTNs between 2019 and 2021. This should be considered in future schemes.

- Overall, within LTNs we have found the intervention to have a pronounced positive effect, with significant decrease in car traffic and a relative increase in active travel.

Secondary effects: LTN boundary roads

- We have found car traffic volumes on boundary roads to have increased by 3.1% compared with 2019 levels, in proportion to control sites. However, this is an average number and the effect at specific times might be more pronounced and can be seen to be different in locations. Rose Hill North has experienced the greatest increase in traffic of the roads monitored (10.8%).
- Data from bus services suggest that the PM peak outbound bus services have been negatively impacted, in comparison to control routes, for routes on both Cowley and Iffley Roads.
- Air quality data indicates that while air pollution (levels of NO₂) in March through October has reduced on LTN boundary roads by 8% since pre-COVID levels, it has done so less than in comparison sites, which have experienced a 17% reduction on average, suggesting a relative 9% increase in air pollution.
- South Central Ambulance Service (SCAS) Optima Predict emergency response simulation found that impact on SCAS performance at the local level is minimal.
- Overall, on the boundary roads, we find that on average there has been a small comparative increase of overall car traffic (3.1%) which is likely to be more pronounced during peak times and has impacted relative air quality levels and bus services, but not emergency services.

Additionally, perception surveys were deployed to assess changing perceptions and responses to the LTNs' implementation over time. It should perhaps be noted that public perceptions of increased traffic and/or reduced air quality may be partly due to the public comparing a period of extremely low traffic in 2020 and early 2021.

Key findings from this survey are:

- LTNs have been a polarising topic, and over time people have moved to either strongly support or oppose them.
- The positive aspects often quoted include the attractiveness of the LTN area, reduction in traffic noise, improved air quality, higher perception of safety for cyclists due to reduced car traffic, and increased social interaction.
- Street space taken by parked cars was highlighted as a barrier to social interaction.
- There was a general acknowledgement of trade-offs, with some residents recognising that while LTN residents experience the benefits, others experience potential downsides.
- The most common objection relates to the reduced convenience and ease of travel by car. This was linked to complains about longer and more complicated car journeys.
- There is a recognition of increased cycling and reduced car travel in LTNs, as well as an increase in bus travel. Walking has also increased, supported by the creation of a more attractive area and with less noise.

- Concerns were raised that reduced passing traffic might create an unsettling environment, particularly after dark. Special care needs to be taken in ensuring the LTNs create lively areas that are and feel safe.

Overall, the LTNs seem to be an effective measure to improve active travel and the quality of life of their residents with far-reaching implications. However, there are important learnings to consider, regarding the increased traffic volumes in boundary roads and inconvenience to some car users.

Two unintended consequences to incorporate in future proposals are the impact on public transport, which might be supported to mitigate the extra traffic demand on boundary roads causing delays to services, and creating vibrant communities within LTNs.

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Introduction

To provide assurance, capture learnings and guide future decision making, Oxfordshire County Council set out an extensive evaluation framework of the active travel interventions. This work was led by the Innovation HUB's Future of Mobility team, and was conducted in collaboration with leading universities, businesses and City and other County Council teams.

This evaluation framework was originally established for the DfT funded Tranche 2 Emergency Active Travel Fund intervention. The Cowley LTNs were funded under Tranche 1 of the Emergency Active Travel Fund and therefore were originally out of scope. However, due to the overlap with the Tranche 2 Active Travel schemes such as the East Oxford LTNs and Quickways, the framework has been extended for a bespoke evaluation to capture learnings and inform decision making.

Due to the period during which the interventions took place, and of the COVID pandemic effects, there are significant variations and complications in the data analysis. This report uses the metrics suggested in the original submission, along with ones raised in interactions with local stakeholders.

In the following sections the methodology and evaluation, using individual metrics, will be presented first. These relate to traffic volume, speed, air quality, public transport and emergency services. The noise pollution work is still underway, and we have provided an update in the appendices. Then, we will look at the analysis of the surveys undertaken, especially regarding travel choices, attitudes towards cycling and walking, and perception of safety. We close with our conclusion combining the individual metrics and with some recommendations for future schemes.

Background

From March 2021, Oxfordshire County Council introduced a trial of three Low Traffic Neighbourhoods (LTNs) within the Cowley area. A Low Traffic Neighbourhood is an area where through-traffic is prevented so that residents can enjoy a quieter neighbourhood and feel safer when they walk, cycle or go by wheelchairⁱ.

This meant the introduction of traffic filters at specific points across Church Cowley, Temple Cowley and Florence Park. Traffic filters are either planters or bollards, (see Appendix A for a map of locations). Note, camera-controlled filters were not in place during the period of analysis for this report, but are included in the locations map.

The Cowley LTNs were introduced using Experimental Traffic Regulation Orders (ERTOs) following approval by the council in January 2021ⁱⁱ. This enables a potential maximum 18-month trial deployment, allowing the Council and residents to assess the impacts before a decision is made regarding their permanency. A decision will be made whether to continue the trial deployment in February 2022, and whether to make it permanent towards the end of the 18-month trial, should the decision in February be to continue the trial.

Low Traffic Neighbourhoods (LTNs) were proposed for Oxford in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP)ⁱⁱⁱ – approved by cabinet in March 2020 – as an effective way of promoting walking and cycling, in line with Council's objectives of public health, decongestion, climate change and air quality, and in line with central government policy. The chronic congestion issues Oxford faces cannot be overcome by building new roads, and a step change in modal shift from private cars to active travel (walking and cycling) is needed.

Temple Cowley, Church Cowley and Florence Park (Cowley) were chosen as priority areas in response to residents' complaints about traffic and to improve the cycle routes running through the neighbourhoods.

In May 2020, in response to the COVID-19 pandemic, the Government issued statutory guidance^{iv} as an update to the 2004 Traffic Management Act (TMA)^v requiring councils to take measures to reallocate road space to promote cycling and walking, including the use of filters to create LTNs.

In July 2020, the Government issued 'Gear Change'^{vi}, which set out the Government's policies to promote cycling and walking and included an ambition for a roll-out of LTNs across the country. The government committed to spending £2bn in supporting active travel schemes through funding to local authorities. So far, two tranches of funding have been awarded.

The Cowley LTNs were originally proposed as part of the first tranche of Emergency Active Travel Funding, to support requirements under the TMA. Due to resourcing and funding issues, implementation was delayed. The time was used to develop the schemes in more detail with local resident groups and local members.

Following further Government guidance, issued in November 2020, emphasising the need for consultation with the public to ensure local support for the Active Travel

measures, the Council decided to conduct an informal consultation with the public and other stakeholders prior to implementation. This was undertaken in tandem with its statutory obligation to consult with emergency services and other statutory consultees.

Individual metric discussion

COVID-19 and lockdowns have significantly changed travel patterns from March 2020. These changes present a significant confounding factor in monitoring the impact of the LTNs. While COVID-19 impacts have been factored into evaluation methods, caution should be taken in drawing conclusions.

The metrics used for the evaluation are presented below. The key metrics relate directly to the success criteria of the scheme, while additional metrics were recognised as equally important and were included later on. There has also been considerable work on evaluating the impact or monitoring the deployment of other interventions funded by the same grant, such as School Streets, which is out of scope of this report.

Key Metrics	Additional Metrics	Out of scope
• Volume of different modes • Vehicle Speed Change • Perceived Safety • Air Quality (AQ)	• Noise pollution • Emergency Response times • Bus time reliability	• EDI- undertaken by other team • School Streets or Wayfinding • Monitoring of scheme deployment

Figure 1 Metrics used for the evaluation

These metrics used data of numerous sources, ensuring a like-for-like analysis to minimise errors. Direct, and Difference-in-Difference comparisons were used as appropriate and feasible, and an outline of these methodologies is given later in this report, where first used.

Sensor data collection and analysis	Telematic data analysis	Surveys	Information from other services
•Percentage change in walking cycling and cars, modal shift •Air Quality measures •Noise pollution	•Speed analysis •Journey Time	•Perception of Safety •Perception of improvement	•Emergency Services delay •Public Transport reliability

Figure 2 Metrics to date mapping

First, we examine the metrics based on data analysis, before moving to survey analysis.

While other areas of the county may have been impacted by the LTN interventions, we will focus on two types of regions:

- **Primary effects**, on the location that the LTNs were implemented (“LTNs”)
- **Secondary effects**, on areas that might be impacted because of the LTN implementation. The main secondary effects we will consider roads adjacent to the LTNs (hereafter referred to as “boundary roads”).

Road User Volumes



Figure 3 Vivacity
Lab Sensor

Both LTNs and boundary roads have been monitored by [Vivacity Labs](#) object identification sensors since early 2019. These sensors count and classify a variety of road users including cars, pedestrians and cyclists, using machine vision. No personal data is collected, and the raw images of the camera are not used.

Vehicle counts from 2019 have been set as baseline and the year 2020 has been excluded, as due to COVID-19 it does not represent a period of “Business as Usual”.

LTN Boundary Roads

In this evaluation, one Vivacity Labs sensor has been selected from the boundary road for each LTN.

Sensors were selected based on completeness of data during the periods of interest (February-November, 2019 and 2021). These sensors are located at:

- B480 (Cowley Rd) southeast of Marsh Rd
- A4158 (Henley Ave) northwest of Church Cowley Rd
- B4495 (Hollow Way) northeast of Oxford Rd
- B4495 (Church Cowley Rd) at Rymers Ln
- A4158 (Rose Hill Rd) at Ashhurst Way

COVID-19 measures have impacted traffic flows across Oxford in 2021. To account for this, several comparison sites were monitored in other similar areas of Oxford that would have experienced minimal impacts attributable to the LTNs. These sites include

- A4165 (Banbury Road) south of Marston Ferry Road
- A4144 (Abingdon Rd) south of Weirs Ln
- A420 (London Road) east of Headley Way
- B4495 (Headley Way) at London Rd
- A4165 (Banbury Rd) north of A40
- A4144 (Woodstock Rd) south of A40

LTN Area

Vivacity Labs sensors are also monitoring locations within the LTNs. Sensors were selected based on completeness of data during the periods of interest (February-November, 2019 and 2021). These sensors are located at:

- Rymers Ln at Church Cowley Road (Florence Park LTN)
- Cowley Rd north of Newman Rd (Church Cowley LTN)
- Long Ln at Newman Rd (Church Cowley LTN)

COVID-19 measures have impacted traffic flows across Oxford in 2021. To account for this, comparison sites were monitored in other similar roads in Oxford that would have experienced minimal impacts attributable to the LTNs. These sites include:

- Windmill Rd north of St Leonard's Rd
- Ashhurst Way at Rose Hill Rd
- Moreton Rd at Banbury Rd
- Minns Business Park at West Way

Data analysis

LTN Boundary Roads

To monitor the impacts of LTN barriers on vehicle volume, the number of cars passing each sensor in both directions have been combined to calculate a daily average for each month from February through November for Cowley LTN boundary roads and comparison sites.

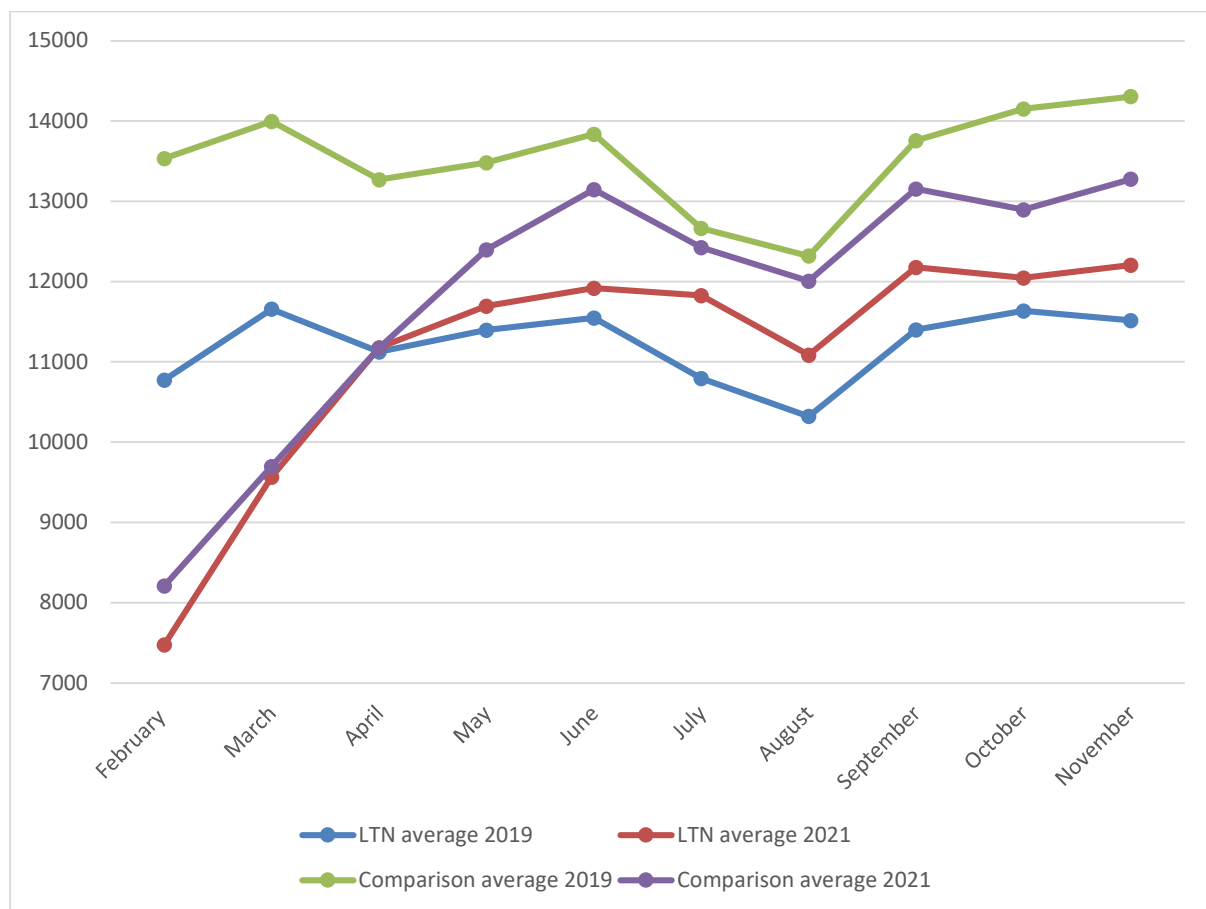


Figure 4 Average daily car counts, Cowley LTN Boundary Roads and Comparison sites, 2019 and 2021

Average daily car counts increased on both the Cowley LTN boundary roads and control sites between February and June 2021 as traffic returned to a more normal pattern following the removal of COVID-19 measures implemented in winter 2020-21. This period coincided with the installation of Cowley LTN barriers in March and April.

From July, traffic volume in 2021 stabilised, roughly tracking traffic volume from 2019. From May 2021, traffic volume on Cowley LTN boundary roads have

exceeded 2019 levels while the average traffic volume at control sites have not reached 2019 levels.

To evaluate the impact of the LTNs on traffic volume, the percent change in traffic volume has been calculated for LTN boundary roads from 2019 to 2021. To account for COVID-19, the percent change in traffic volume has been similarly calculated at control sites. The percent change at control sites from 2019 to 2021 has been deducted from the percent change on LTN boundary roads, creating a “difference-in-difference” metric to help account for variation in Oxford traffic flows over time due to COVID-19 measures.

The following formula has been used to calculate the difference in difference, for each mode (cars, pedestrians or cyclists) separately:

$$(Change\ in\ Volume\ at\ intervention\ area\ compared\ to\ 2019) - (Change\ in\ Volume\ at\ control\ area\ compared\ to\ 2019)$$

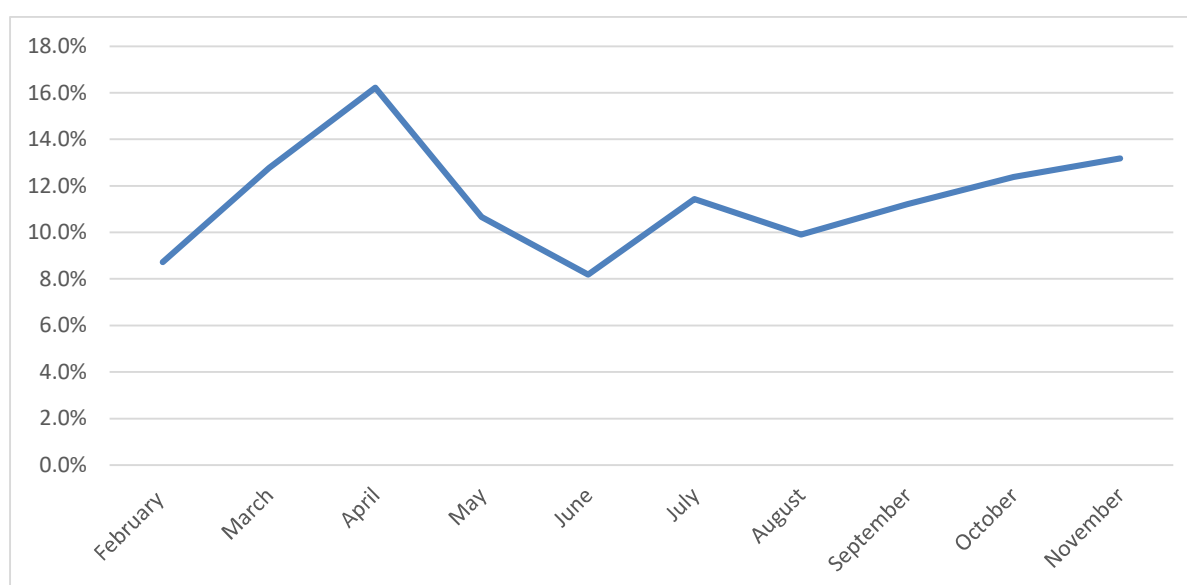


Figure 5 Difference in monthly average change LTN boundary roads to comparison sites (average daily cars)

In February, before any LTN measures were put in place, Cowley LTN boundary roads experienced 8.7% more traffic than comparison sites in proportion to 2019 traffic levels. This appears to be an outlier and suggests that other factors are likely to be impacting on the comparative increased traffic levels on the boundary roads compared to comparison sites. We should therefore be cautious in attributing all of the additional traffic to the LTN.

In March and April, when LTN barriers were installed, there was a significant proportional increase in traffic flows with the difference increasing to a peak of 16.2% in April, which implies that some of the additional traffic was, initially at least, generated by the implementation of the LTNs. This is a significant finding, but not surprising as a “settling period” is predicted in literature, during which time people change their travel habits. While two months is not unusual, this may have been extended by the gradual roll out of the schemes.

Following the initial implementation period, the difference in 2021 traffic volume as compared to 2019 decreased to 8.2% in June, before slowly increasing to 13.2% in November. Overall, from March through November 2021, traffic volume has increased by 11.8% from 2019, in proportion to traffic volume changes in comparison sites. If we deduct the initial difference in difference figure of 8.7% (already apparent in February) from this 11.8%, we might cautiously deduce that 3.1% of additional traffic on these roads is generated via the LTNs.

This analysis is for overall traffic flows on LTN boundary roads; however, traffic flow changes are not consistent across all LTN boundary roads or during all times (peak times are likely to be more severely impacted). While traffic levels have remained below 2019 levels on Henley Ave and Church Cowley Rd, from March through November, traffic levels on Hollow Way, Rose Hill Rd and Cowley Rd were between 105.4% and 107.5% of 2019 levels. It is worth noting, however, that even where traffic is lower than 2019 levels, it is still comparatively higher than it is in control areas (though not necessarily entirely due to the LTNs, as outlined above).

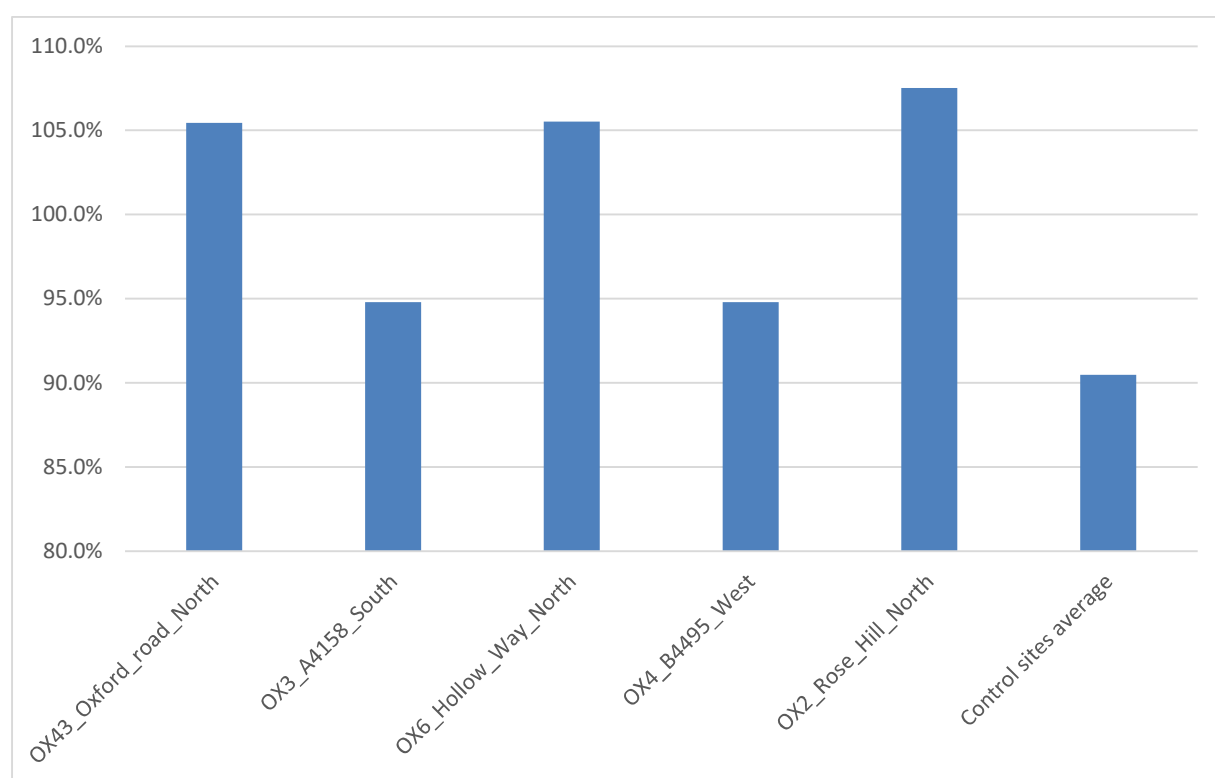


Figure 6 Change in daily car counts during March through November 2019 and 2021

When factored against the control sites and adjusted to remove the influence of outliers, the impact seems to have been most significant on Rose Hill North (seeing a relative 10.8% increase in traffic volume), whilst Hollow Way North experienced a relative improvement in traffic volume (-8.4%) following LTN implementation. See figure 7.

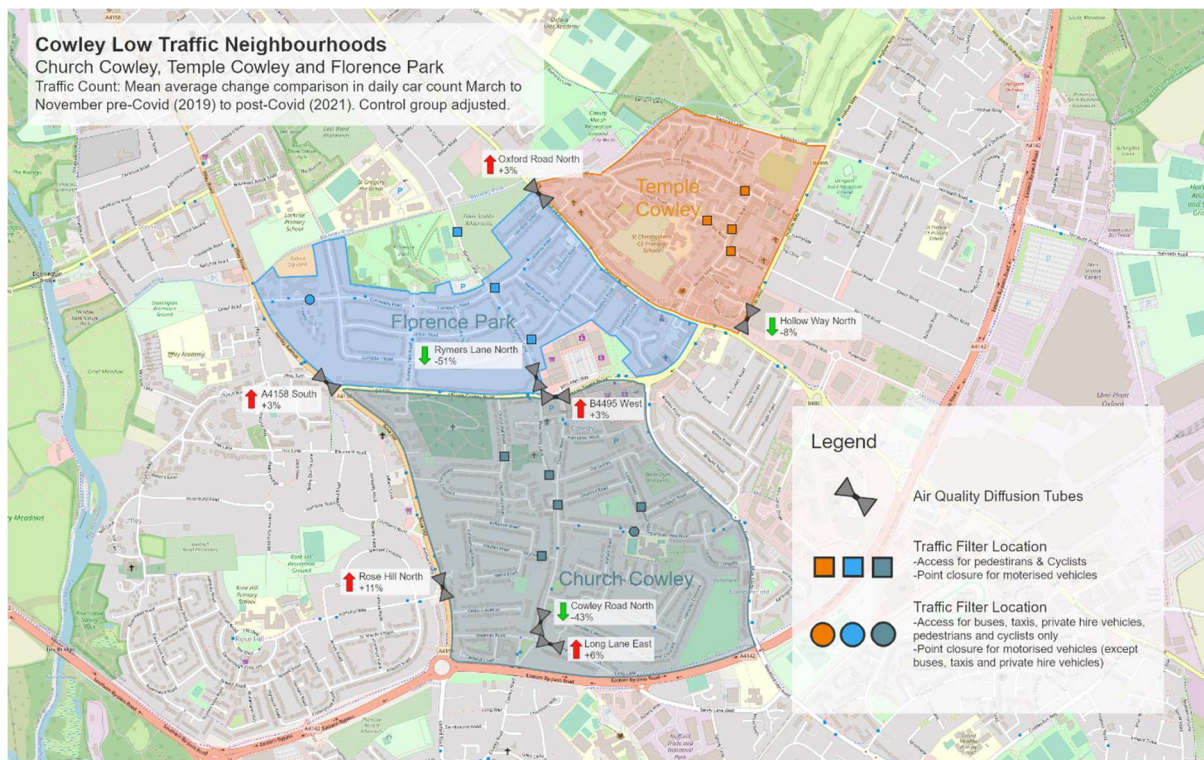


Figure 7 - Mean average traffic count change in daily cars, March to November 2021 compared to 2019

LTN Area

To evaluate the impacts of LTN barriers on road user volume, the number of cars, pedestrians and cyclists passing each sensor in both directions have been used to calculate a daily average for each type of road user each month from February through November for sensors within the Cowley LTNs and comparison sites. Car, pedestrian and cyclist counts are addressed separately in the sections below.

Traffic Volume

Traffic counts in 2019 were relatively similar in both the Cowley LTNs and comparison sites, averaging 4083 and 4245 per day respectively. Following the implementation of LTNs, there was a marked and sustained reduction in car counts within the Cowley LTNs.

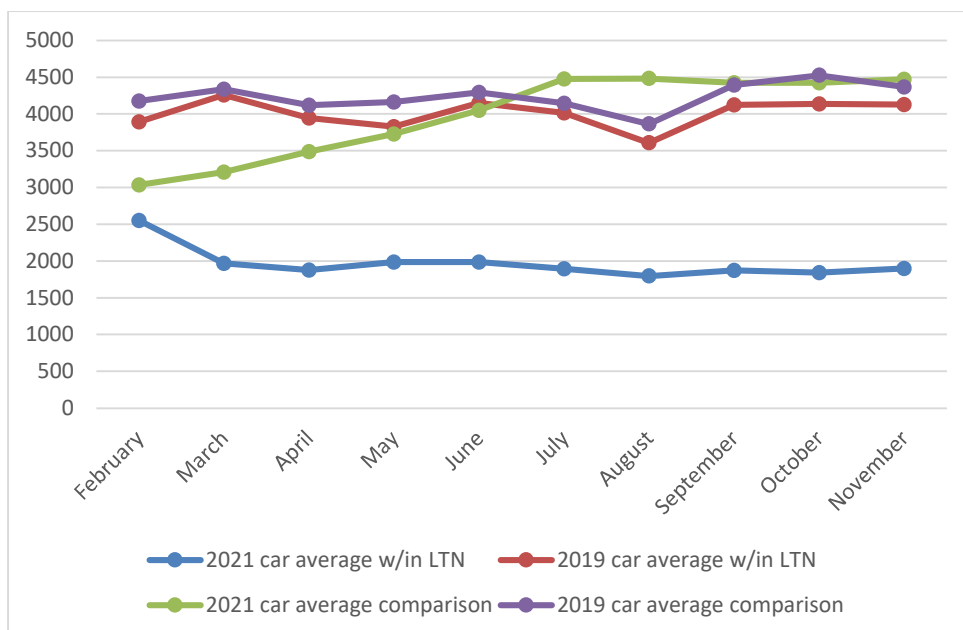


Figure 8 Average daily car counts, within Cowley LTN and Comparison sites, 2019 and 2021

While comparison sites saw a continued increase in car counts in 2021 until July, sites within the Cowley LTN dropped in March and stayed at this lower level through November. Comparison sites plateaued at around 4450 cars/day from July to November, car counts within the LTNs have averaged 1860 cars/day during the same period.

Overall, from March through November, car counts within the Cowley LTNs during 2021 were 47.3% of car counts in the same period during 2019 while car counts at comparison sites were 96.2%. Using comparison sites as a reduction factor, car counts within the LTNs have decreased by 48.9% from 2019, in proportion to traffic flow changes in comparison sites; adjusted to factor out pre-LTN differences in February, the decrease is 42%. From July through November, this proportional reduction in car counts is even greater, at 51.2%.

Of the monitoring sites within the Cowley LTNs, the most impactful decrease in car counts has been experienced on Cowley Road north of Newman Road. Between March and November 2019, car counts at this site averaged 7,237 per day, dropping to 3,312 per day in 2021. Long Lane East, however, has seen a slight increase in traffic levels, more in keeping with the boundary roads; this may be because the traffic restrictions without the camera filter in place at the time of analysis, allow this road to be used as a through-route from Barns Road via Bartholomew Road.

Pedestrian Volume

Pedestrian volumes during 2019 were significantly higher in comparison sites than they were within the Cowley LTNs, averaging 593 and 395 per day respectively between March and November.

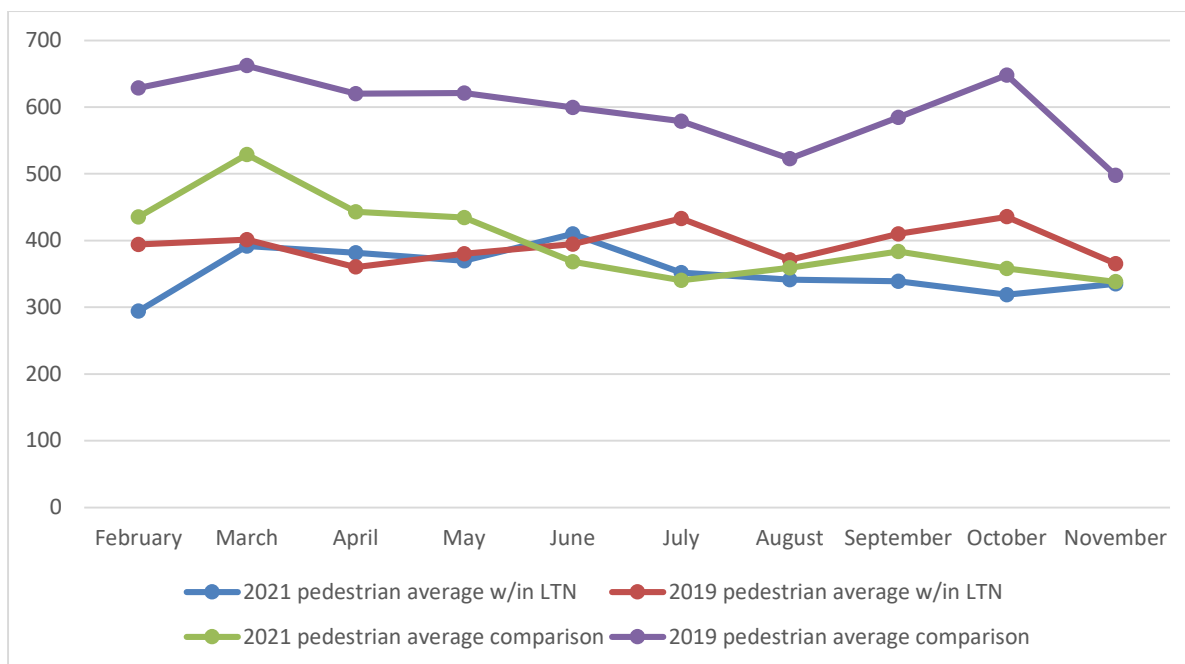


Figure 9 Average daily pedestrian counts, within Cowley LTN and Comparison sites, 2019 and 2021

While pedestrian volumes at comparison sites were significantly lower in 2021 as compared to 2019, pedestrian volumes within the Cowley LTN experienced a much smaller drop and at times exceeded 2019 levels.

Overall, from March through November, pedestrian volumes within the Cowley LTNs during 2021 were 91.2% of pedestrian volumes in the same period during 2019 while pedestrian volumes at comparison sites were 66.6%. Using comparison sites as a reduction factor, and adjusting to remove pre-LTN differences in February, pedestrian volumes within the LTNs have increased by 19% from 2019, in proportion to pedestrian volume changes in comparison sites.

Cycling

Cycling volumes during 2019 were significantly lower in comparison sites than they were within the Cowley LTNs, averaging 128 and 248 per day respectively between March and November.

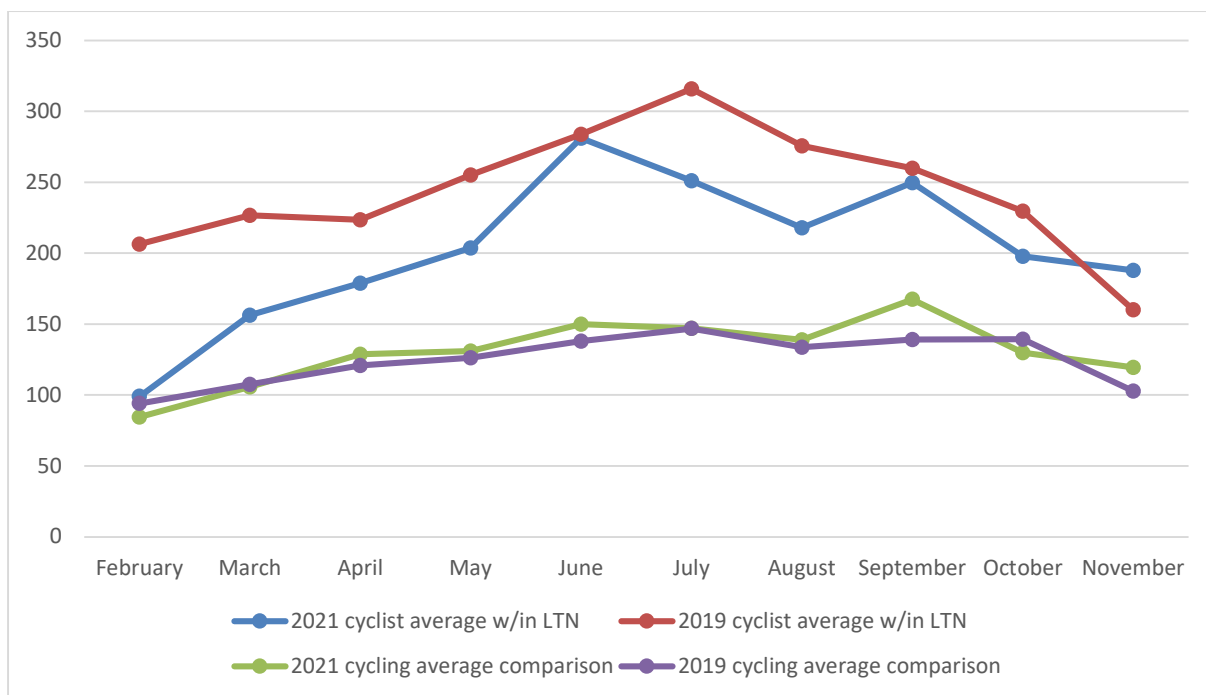


Figure 10 Average daily cycling counts, within Cowley LTN and Comparison sites, 2019 and 2021

While cycling volumes in comparison sites are very similar in 2019 and 2021, cycling volumes within the Cowley LTNs have had a more complex trajectory. In February 2021, before LTN barriers were put in place, cycling volumes in the Cowley LTNs were 48% of 2019 volumes while at comparison sites volumes were 89.8% of 2019. Similarly to car traffic counts on boundary roads, this pre-existing difference-in-difference indicates that external factors are influencing this lower cycling level in the Cowley LTNs compared to control sites.

Following the installation of LTN barriers, cycling counts within the Cowley LTN steadily increased from these much lower volumes at a greater rate than comparison sites until June, when Cowley LTN volumes reached the same volumes as 2019.

Overall, from March through November, cycling volumes within the Cowley LTNs during 2021 were 86.3% of cycling volumes in the same period during 2019 while cycling volumes at comparison sites were 105.5%. Including the effect on comparison sites, cycling volumes within the LTNs appear to have decreased by 19.3% from 2019, in proportion to cycling volume changes in comparison sites.

However, these lower cycling volumes within the LTNs should be taken in the context of proportionally much lower volumes in February, before barriers were put in place, which were already showing a proportional decrease in cycling of -41.7% compared to control sites. As such, if we factor out this -41.7% which pre-dated the LTNs, the LTNs can be shown to have had a positive impact on cycling levels within them – increasing relative cycling levels by 22.5% over the March to November period. By November, in fact, cycling levels were just starting to slightly exceed 2019 levels for the same month. This proportional increase in cycling within the LTN compared to control sites is shown below:

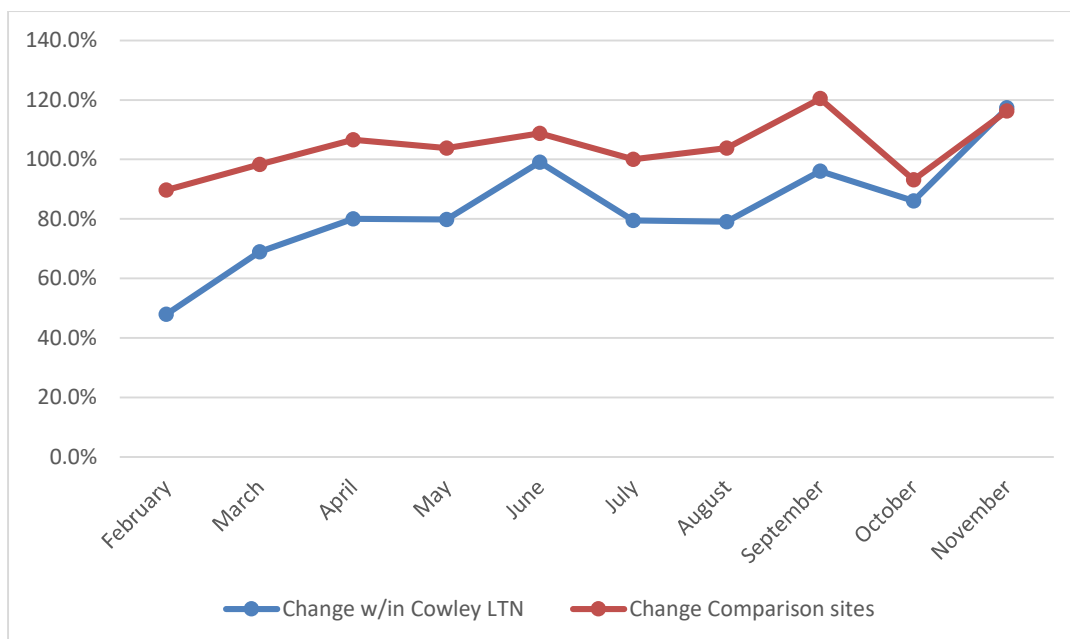


Figure 11 Change in monthly average cycling count 2019 to 2020 within Cowley LTN and comparison sites

Cycling telematics

One of the primary objectives of LTNs is to increase levels of cycling by making roads within the LTNs safer and more appealing to cycle by reducing car traffic levels. Among the Oxford Cycle & Walking Network, the Cowley LTNs are expected have the greatest impact on Oxford Cycling Route (OCR)16, which runs through both Florence Park and Church Cowley LTNs, mainly along Littlemore Rd, Beauchamp Lane, and Rymers Ln (see figure 12 below). To understand the impact of the LTN barriers on cycling levels on this key corridor, a section of OCR 16 in the centre of the Florence Park LTN was monitored along Rymers Ln between Campbell Rd and Florence Park using data from [Strava](#).



Figure 12 - OCR 16 cycle route, running through Church Cowley and Florence Park LTNs

Two comparison sites, on Oxford cycling routes a similar distance from the city centre along residential roads similar roads to Rymer's Lane were also monitored:

- Jack Straw's Lane (OCR 11)
- Charlbury Road (OCR 5)

Routes were monitored with Strava cycling telematics data. Strava provides anonymised cycling journey data from a mobile app that accesses a mobile device's GPS tracking device. Although there are many individuals providing data, they are still a small proportion of overall cyclists. Moreover, the sample is self-selecting (people who volunteer their data) and thus prone to bias towards some behaviours. Thus, we only use this here indicatively.

In the route segments analysed, one or more trip in any direction was totalled for each month. When compared to the cycling counts from Vivacity Labs sensors, those represented in Strava accounted for 5.4% of cyclists on Rymers Ln at Church Cowley Rd.

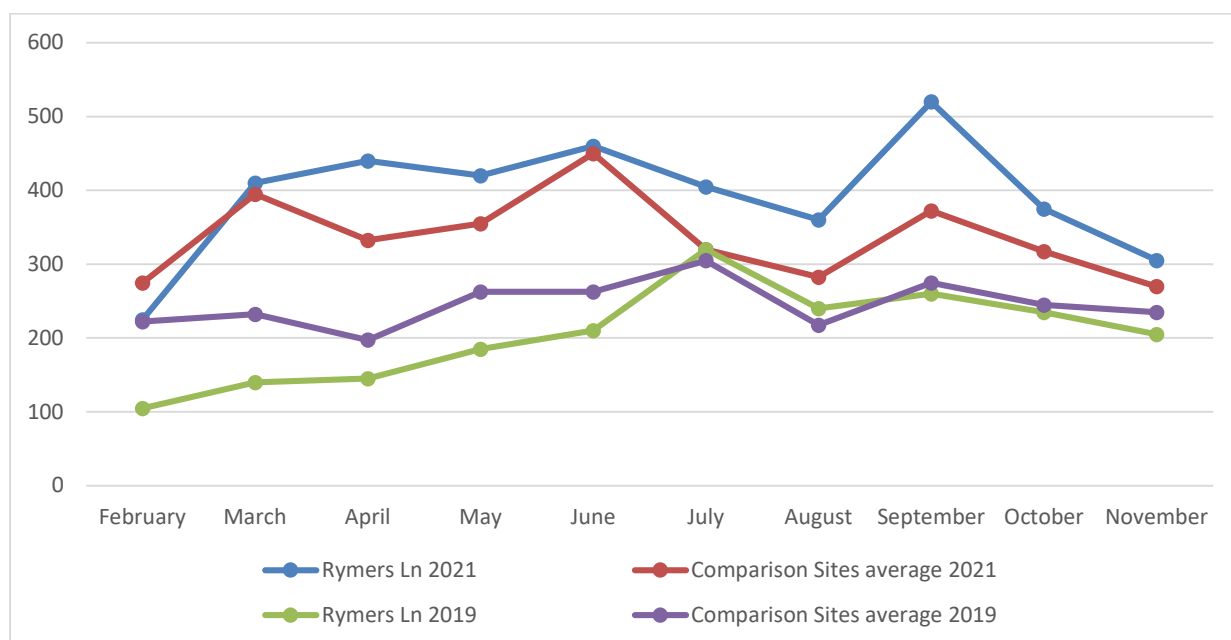


Figure 13 Total monthly Strava cycling volumes, within Rymers Ln and Comparison sites, 2019 and 2021

Overall, Strava cycling numbers have increased between 2019 and 2021. In comparison sites, the number of cycling trips recorded between March and November increased from 2019 to 2021 by 39%. Cycling trips recorded on Rymer's Lane increased by 90%. When the increase in comparison sites is discounted against the increase on Rymer's Lane, cycling trips increased by 51%.

This data has some differences from the data from sensors however, which suggest decreases in cycling in the area compared to 2019 levels in absolute terms. This discrepancy may be explained by:

- 1) Overall Strava membership has increased between 2019 and 2021 – this will lead to additional journeys being tracked, but does not necessarily suggest an increase in the number of journeys being undertaken.

- 2) Strava is more commonly used by leisure cyclists than commuter cyclists. It is possible that leisure cycling has increased within the LTN area between 2019 and 2021, but this increase has been off-set by the COVID-related decrease in commuter cycling in terms of absolute numbers of cycling trips.

However, it is important to note the positive trend from existing Strava users.

Journey Time

Telematics data were used relating to trips' origin and destination, and speed. This data was collected by INRIX via the use of GPS tracking of vehicles, mainly using SatNAV systems in vehicles. As such, it only accounts for a portion of trips within an area (usually between 4-12% of total vehicles) and provides an indication of proportional numbers and speeds of traffic. Trips correspond to locations of vehicular movement, along with their speeds. Speed data corresponds to speed and journey time at road segments.

The road segments defined by INRIX primarily correspond to references related to OpenStreetMap and were kept consistent across 2019 and 2021.

The journey time information is also averaged across different time-windows, such as AM Peak (7:45 AM to 9:45 AM), PM Peak (3:45 PM – 5:45 PM) and Inter-peak (rest of day apart from AM and PM peak). The below tables show the journey times on the boundary roads of the Florence Park LTN, selected as indicative. In particular, the data is for Iffley Road and Cowley Road. The map below shows the segments with the highest quality of speed data.

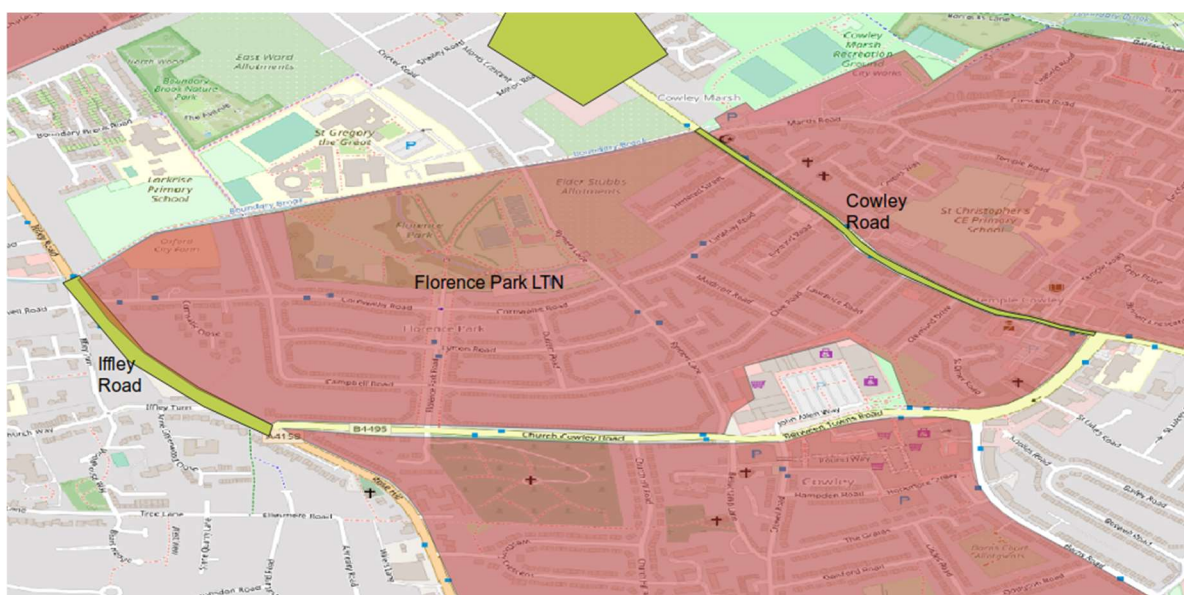


Figure 14 Map of Florence Park LTN and boundary roads being analysed

Road	Year	Full Day	AM Peak	PM Peak	Interpeak
IFFLEY ROAD (N)	2019	1.21	1.36	1.34	1.18
IFFLEY ROAD (N)	2021	1.41	1.79	1.68	1.35
IFFLEY ROAD (S)	2019	1.16	1.2	1.26	1.15

IFFLEY ROAD (S)	2021	1.3	1.38	1.44	1.28
COWLEY ROAD (W)	2019	1.63	1.9	1.82	1.58
COWLEY ROAD (W)	2021	1.53	1.51	1.64	1.52
COWLEY ROAD (E)	2019	1.64	1.77	1.77	1.61
COWLEY ROAD (E)	2021	1.61	1.62	1.96	1.58

Figure 15 Journey Times (minutes) for April (2019, 2021)

Road	Year	Full Day	AM Peak	PM Peak	Interpeak
IFFLEY ROAD (N)	2019	1.23	1.56	1.36	1.18
IFFLEY ROAD (N)	2021	1.5	2.22	1.99	1.37
IFFLEY ROAD (S)	2019	1.16	1.21	1.27	1.14
IFFLEY ROAD (S)	2021	1.33	1.39	1.54	1.3
COWLEY ROAD (W)	2019	1.5	1.8	1.64	1.46
COWLEY ROAD (W)	2021	1.54	1.55	1.7	1.52
COWLEY ROAD (E)	2019	1.61	1.74	1.84	1.57
COWLEY ROAD (E)	2021	1.6	1.68	1.89	1.56

Figure 16 Journey Times (minutes) for June (2019, 2021)

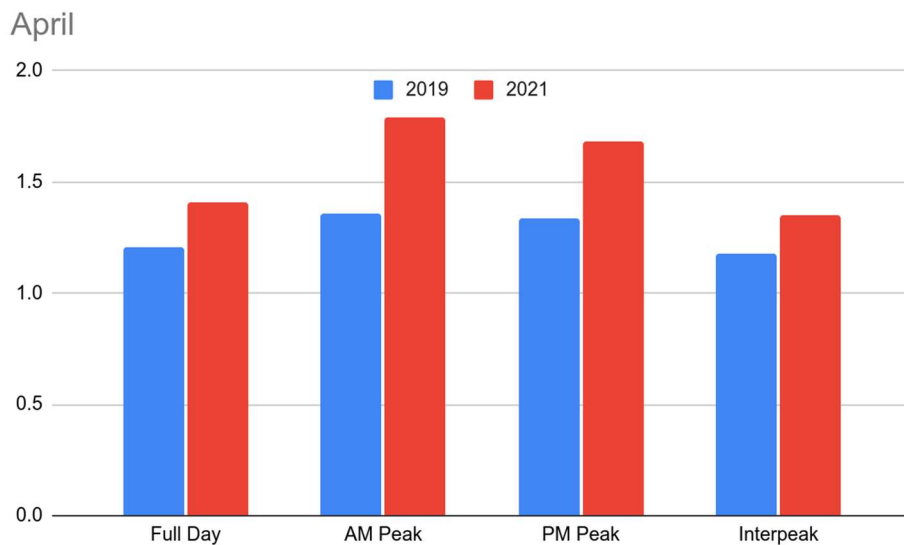


Figure 17 Comparison of Journey Times for Iffley Road (N), 2019 to 2021

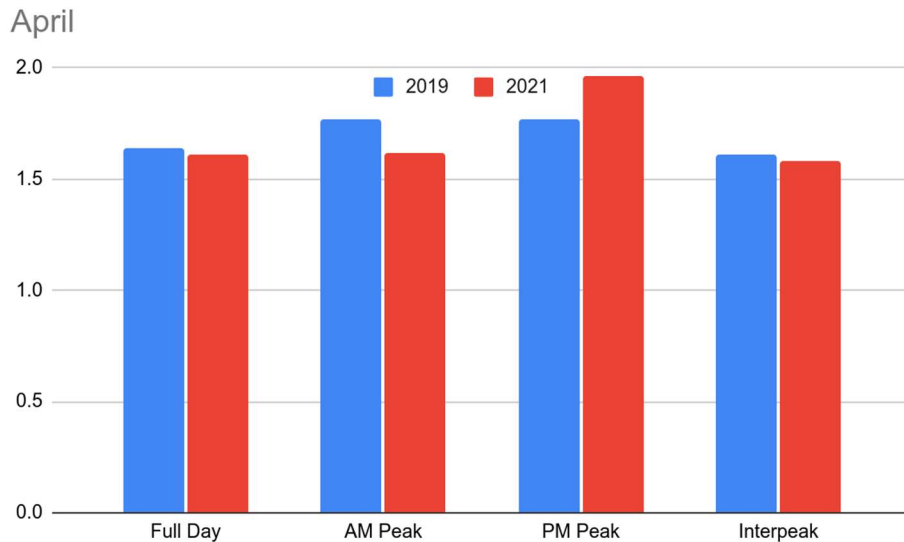


Figure 18 Comparison of Journey Times for Cowley Road (E), 2019 to 2021

Iffley Road shows an increase in journey times in both directions, whereas Cowley Road generally shows a decrease in or similar journey times for most times of the day, excepting the PM peak in both directions, and inter peak west-bound during June. Thus, we cannot clearly deduce what the effect has been on car journey time due to the LTNs, as it should be symmetric between the two.

Comparison sites are not appropriate for speed analysis, as even without interventions, we would not expect increased speed in one location to indicate a change in another.

Vehicle Speed

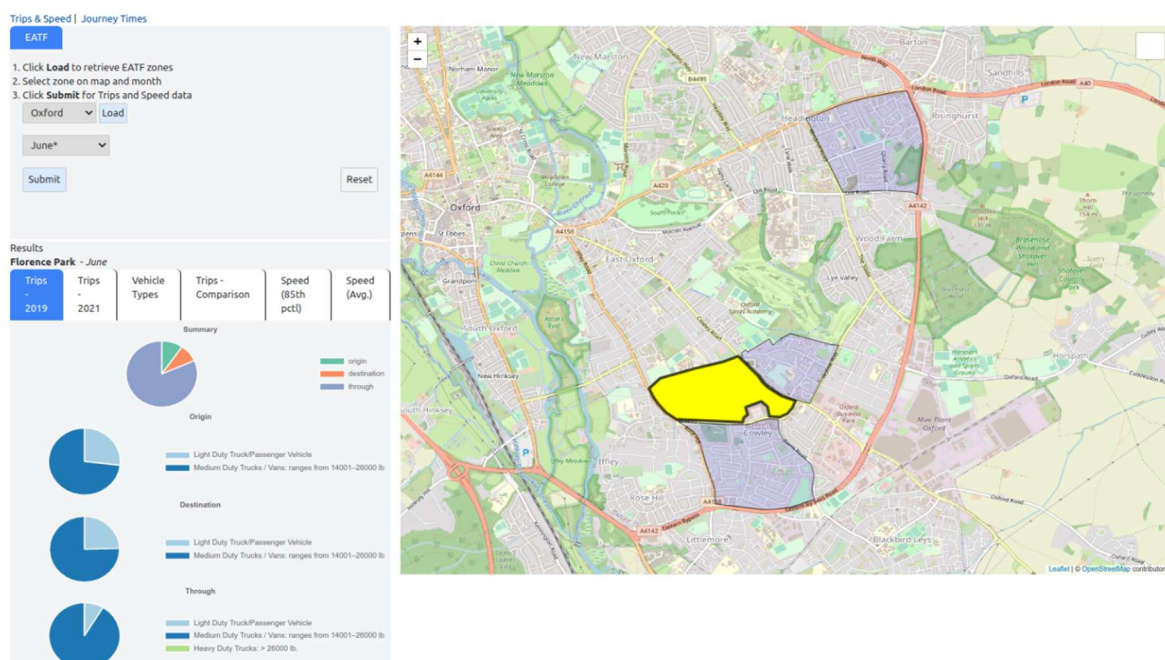


Figure 19 Bespoke dashboard created for the LTN evaluation

The INRIX dataset provided is a useful resource to calculate the 85th percentile speed within LTN zones. The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). Typically, it is used as a standard to set the speed limit at a safe speed, minimising traffic collisions and promoting uniform traffic flow along a corridor.

The 85th percentile speed for the months of April and June was calculated from the INRIX telematics data through a bespoke dashboard, and split based on time windows.

Area	Year	Full Day	AM Peak	PM Peak	Interpeak
Florence Park	2019	25	19	24	26
Florence Park	2021	37	36	21	38
Church Cowley	2019	31	28	29	32
Church Cowley	2021	46	40	45	46
Temple Cowley	2019	29	28	25	29
Temple Cowley	2021	34	33	28	35
Headington Quarry	2019	34	33	33	35
Headington Quarry	2021	42	43	47	42

Figure 20 85th Percentile Vehicle Speed (mph) for April (2019, 2021)

Area	Year	Full Day	AM Peak	PM Peak	Interpeak
Florence Park	2019	23	19	26	23
Florence Park	2021	22	22	18	22
Church Cowley	2019	31	29	28	31
Church Cowley	2021	29	26	25	31
Temple Cowley	2019	26	23	24	27
Temple Cowley	2021	25	24	27	25
Headington Quarry	2019	34	33	33	34
Headington Quarry	2021	34	34	30	34

Figure 21 85th Percentile Vehicle Speed (mph) for June (2019, 2021)

The above tables in figures 20 and 21 show the 85th percentile speeds in the LTN zones and Control zone for the months of April and June in 2019 and 2021.

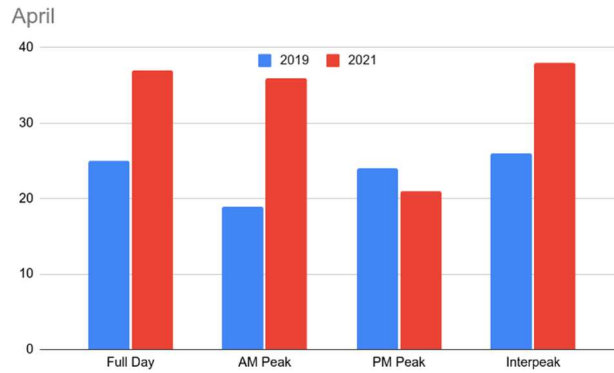


Figure 22 Comparison of 85th percentile speed for Florence Park LTN, April (2019 to 2021)

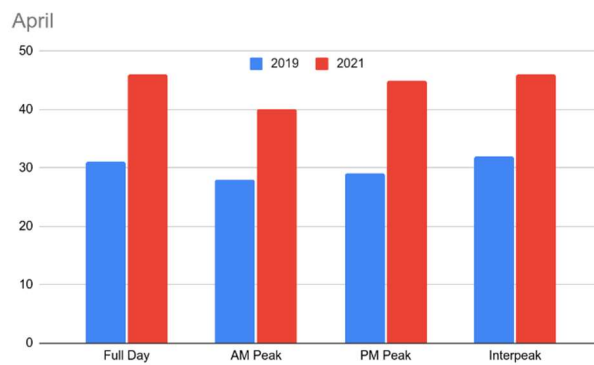


Figure 23 Comparison of 85th percentile speed for Church Cowley LTN, April (2019 to 2021)

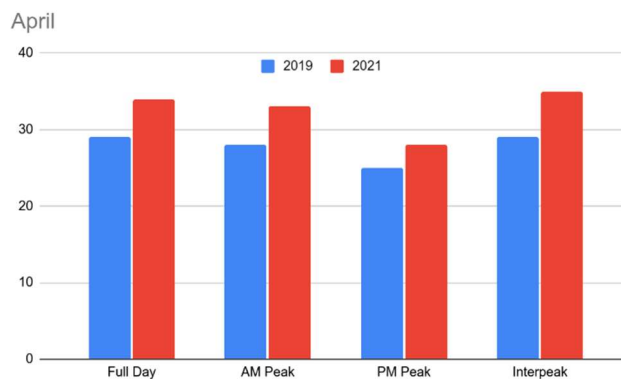


Figure 24 Comparison of 85th percentile speed for Temple Cowley LTN, April (2019 to 2021)

There is an increase in average speed across zones from 2019 to 2021, possibly due to the lower levels of traffic seen within the LTNs following implementation. This pattern of increased speed, however, is not consistently the case in the June data, once the LTNs were more established. If the reduction in traffic levels is driving the higher speeds alone, we might expect the pattern to continue into June; that it doesn't suggests that other factors may also be influencing traffic speeds within the LTNs.

Bus time impact

There are a few sources for bus journey time data. These are the primary, directly from the bus operators (Stagecoach, Oxford Bus Company) and the open bus data service that provides journey time information through an API as part of Bus Open Data Services (BODS) (<https://www.gov.uk/government/collections/bus-open-data-service>), which also offer a dashboard, but this data is available only as early as February 2021.

Though BODS data might be useful to future evaluation, for the purpose of this evaluation, given the need to compare bus journey time data from 2019 to 2021, the data provided by Stagecoach bus operator was used. Data provided directly by an operator, and sense-checked by the council, offer the most detailed and reliable source, and we are grateful for their support.

The comparison was not restricted to the temporal element alone. Data for buses that travel on certain impacted segments of the LTN zones were compared with bus routes that travelled on control segments. The impacted bus routes are 1 (Cowley Road) and 3 (Iffley Road). The control bus route is 8 (Headington Road).

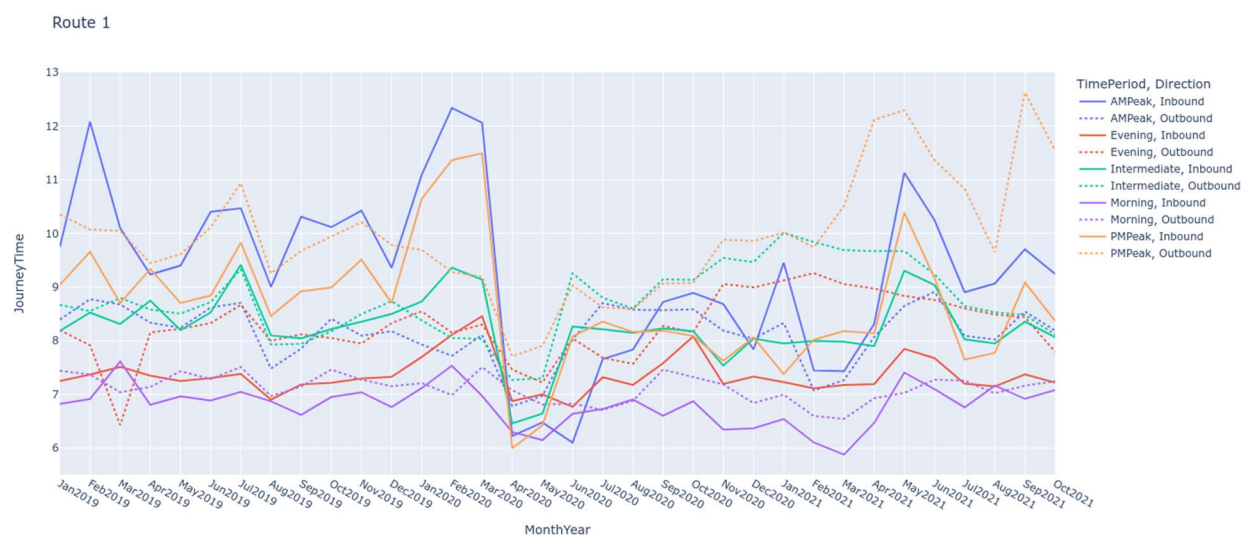


Figure 25 Bus Route 1 – Journey Times, 2019 – 21

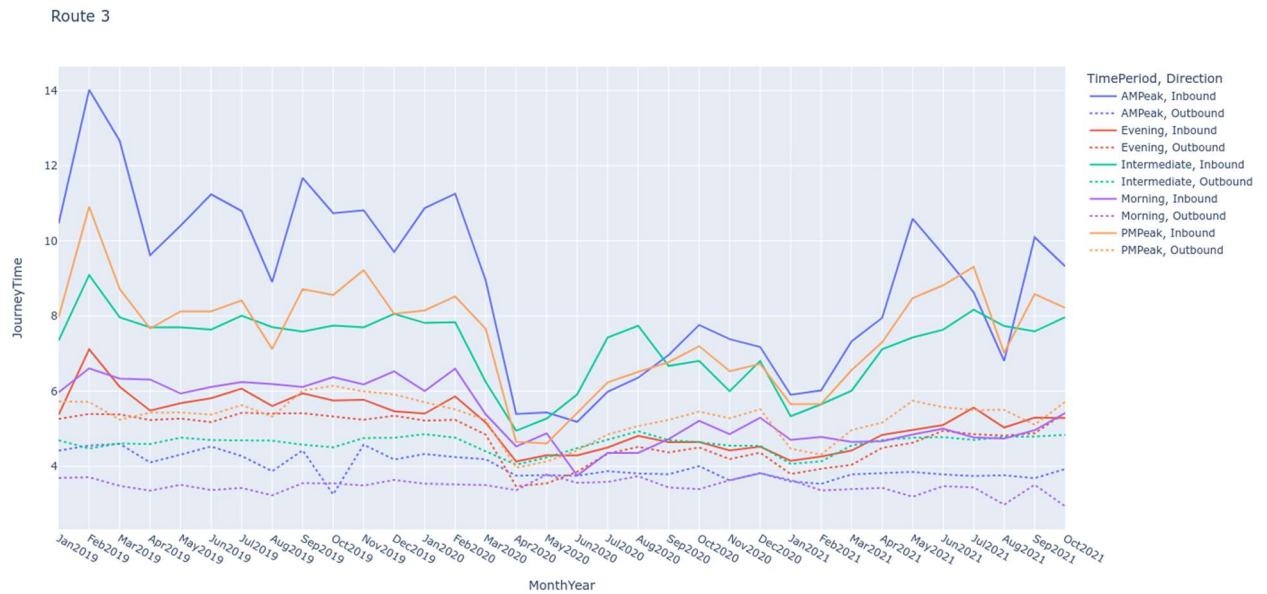


Figure 26 Bus Route 3 – Journey Times, 2019 – 21

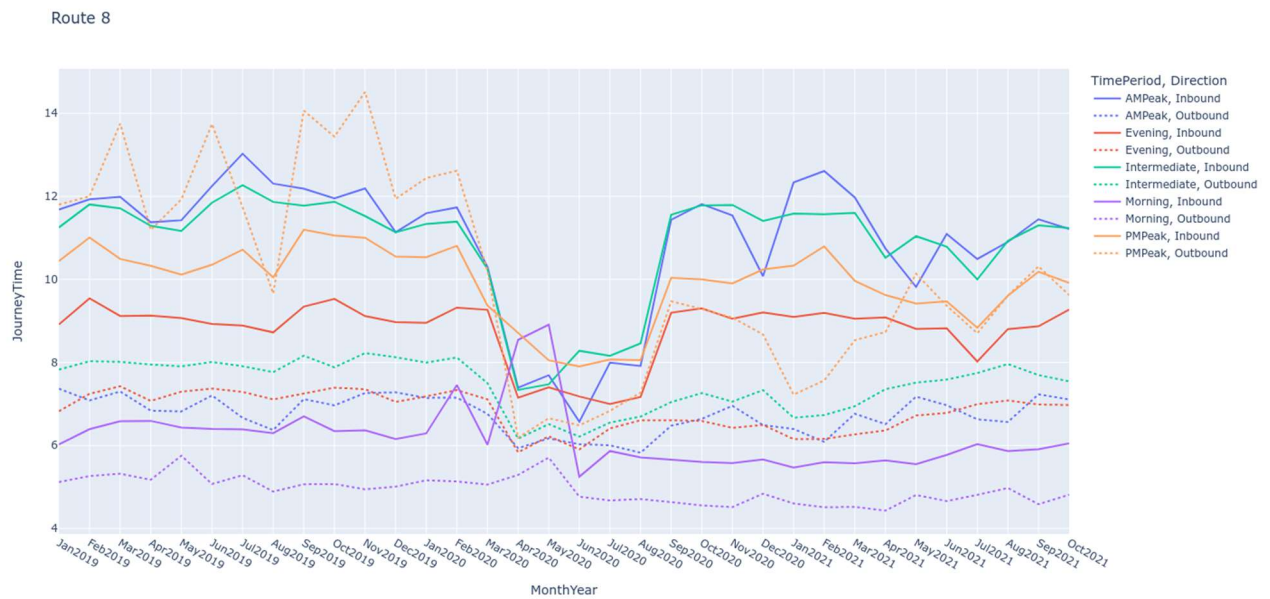


Figure 27 Bus Route 8 – Journey Times, 2019 – 21

The trends in journey times for both intervention and control routes show a similar trajectory. In order to do a more detailed comparison, the ratio of journey times for impacted and control routes was analysed, as shown below.

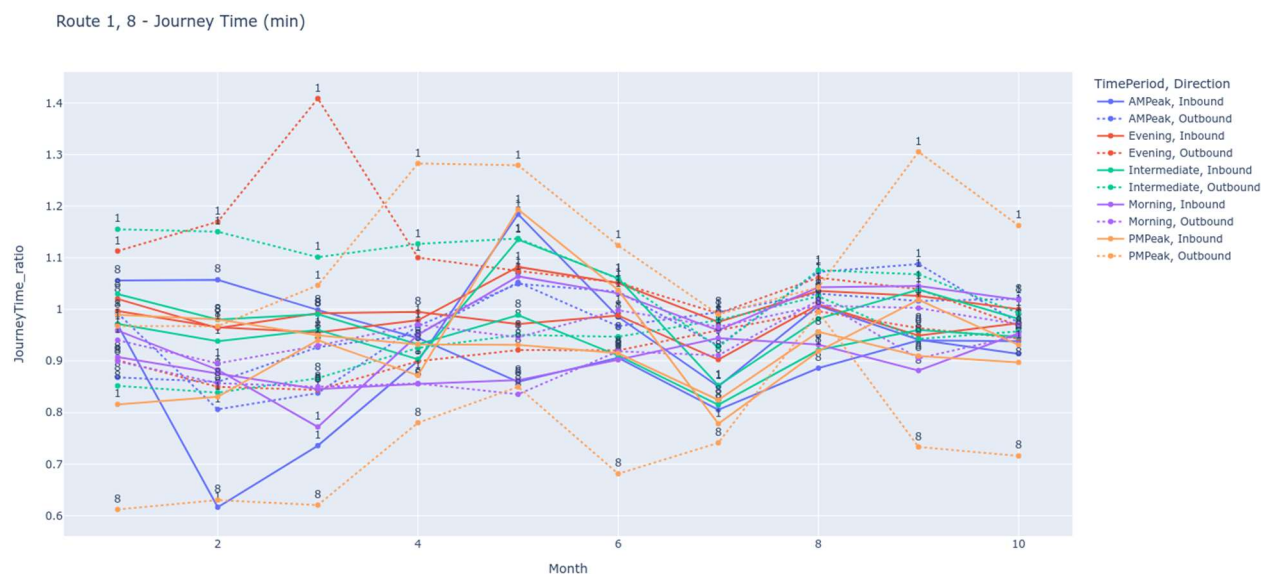


Figure 28 Bus Route 1, 8 – Journey Time ratio, 2019 vs 2021

As illustrated in Figure 28, most of the journey times follow a similar pattern. The only significant outliers are the PM-Peak Outbound and Evening Outbound journeys. In particular, PM-Peak Outbound journeys in the impacted routes were proportionally higher than the control routes. There was a small period in August when there was some convergence, but overall, there's a significant difference. On the other hand, Evening Outbound journeys followed a similar trajectory in all months of the year barring March, when the impacted route was much higher, which coincided with the start of the LTNs' implementation (though this does not necessarily imply causality).

To further understand the comparison between routes, a difference-in-difference of journey times analysis was done on the impacted and control routes.

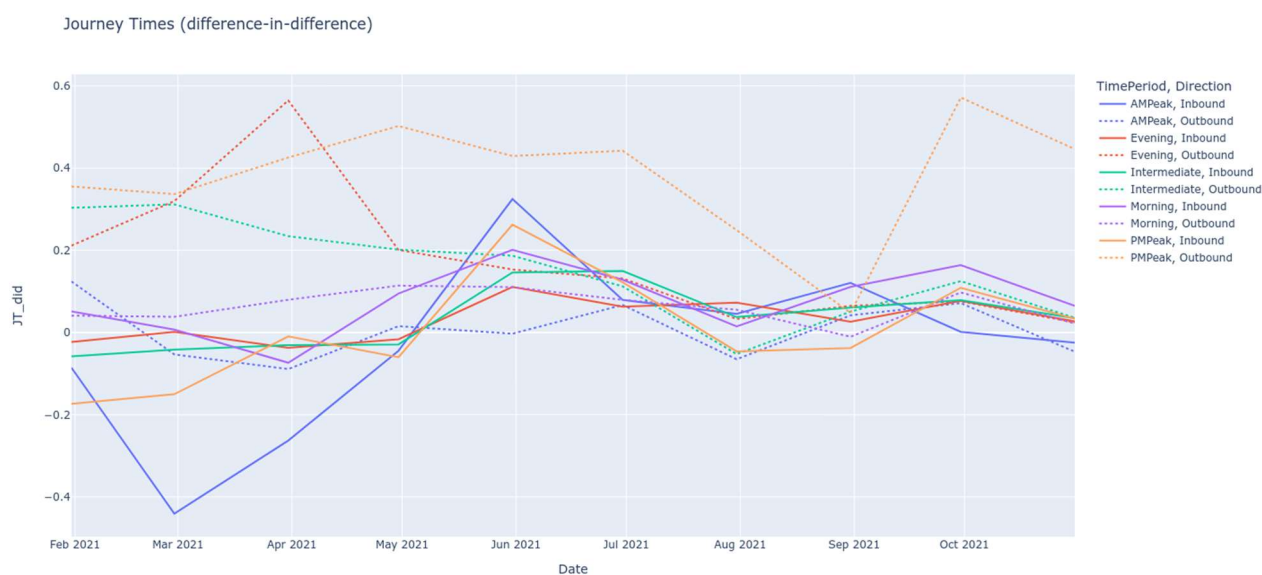


Figure 29 Bus Route 1, 8 – Journey Time (difference-in-difference), 2019 vs 2021

The difference-in-difference analysis demonstrates the findings of the earlier exercise, whereby the primary affected periods of the day were PM-Peak and in the Outbound direction. It also shows a similar convergence in the month of August and divergence in the month of March. The peak increase in journey time for the outbound PM peak was 57.2% in October.

However, it can be seen that there was already a significant difference in difference in February (35.5%), pre-dating the LTN installations, suggesting that not all of this impact on journey times for buses is due to the LTNs. The convergence in August also implies that other factors are influencing journey times on these different routes (which may be factors influencing the control route as well as or instead of the affected routes). Once we adjust for the pre-existing difference in difference, the peak increase in PM-peak journey time since LTN implementation is 21.7% - still a significant increase.

Air Quality

Air quality evaluation of the Cowley LTNs was undertaken utilising the existing air quality network, comprised primarily of diffusion tubes managed by Oxford City Council, the air quality authority for Oxford. We are grateful for the City Council's collaboration in this work.

Diffusive samplers (as described in paragraphs 7.185 – 7.210 of the [Technical Guidance LAQM.TG\(16\)](#)) are widely used for indicative monitoring of ambient nitrogen dioxide (NO₂) in the context of regular Review and Assessment of local air quality levels by Local Authorities. This monitoring technique is particularly useful to give an indication of longer-term average NO₂ concentrations and for highlighting areas of high NO₂ (particularly when dealing with sources such as traffic emissions, which do not change much from day to day). Diffusion tubes take samples over an approximate 1-month period, hence producing a monthly mean value of NO₂.

The diffusion tubes used for the purpose of assessing the impacts of LTNs were supplied and analysed in 2021 by an accredited laboratory (South Yorkshire Air Quality Samplers), using the 50% TEA in Acetone method. The laboratory is subject to quality assurance testing as part of their accreditation. This involves an independent comparison to other laboratories, under the independent AIR-PT scheme. The results of these inter-comparisons are publicly available for [scrutiny](#).

All the diffusion tubes used in the 2021 monitoring campaign are being replaced according to DEFRA's 2021 [diffusion tube monitoring calendar](#) and within the ± 2 days due date tolerance.

Baseline for air quality monitoring has been set as 2017-2019. According to the city's latest [Air Quality Annual Status Reports](#) during the period 2017-2019 AQ levels seem to have plateaued in the city (annual mean NO₂ levels across the city are very similar during this period). This gives us a certain degree of confidence for establishing an accurate air quality baseline – a calculated average obtained from all the available data for each site for the period 2017-2019 and considering only the period of interest (March to October). The year 2020 has been excluded as due to COVID-19 it does not represent a period of "Business as Usual".

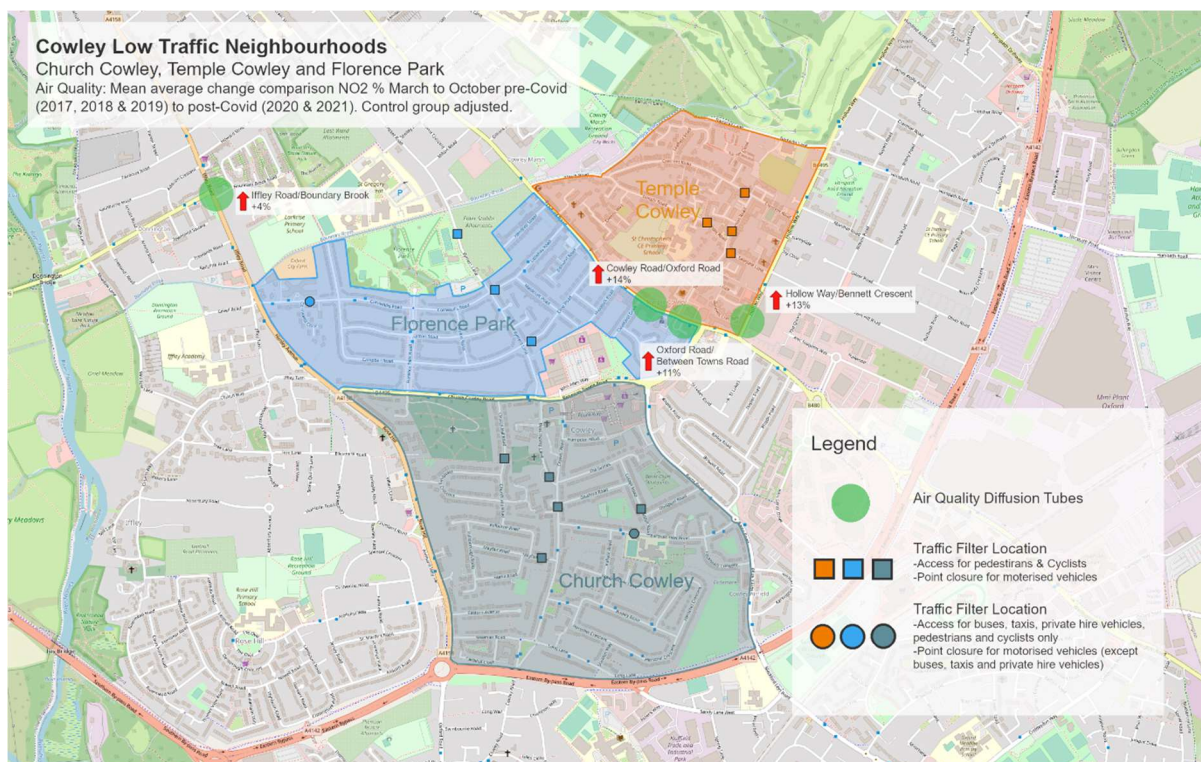


Figure 30 - Air quality diffusion tube locations, with mean average change in NO₂ concentrations

Four diffusion tube sites were both relevant to the Cowley LTNs and collecting data for at least 1 year prior to COVID measures being put in place. All of these sites are on LTN boundary roads. For the months of March to October 2021, unratified monthly NO₂ at these sites reduced by an average of 8% from the same monthly averages in 2017-2019.

Air quality in Oxford overall has improved following COVID-19 measures. To account for this, 5 comparison sites were identified across Oxford in areas not impacted by the Cowley LTNs. For the months of March to October 2021, unratified monthly NO₂ at each these sites reduced between 16-19% from monthly averages for the same months in 2017-2019, resulting in an average 17% NO₂ reduction. Since values from each of these comparison sites are quite close together, this provides a strong level of confidence in the average reduction in NO₂ levels as 17%.

Using NO₂ levels as a proxy for overall air pollution, air pollution in comparison sites has reduced by 17% from pre-COVID levels, while air pollution has reduced by 8% in monitoring areas on LTN boundary roads during the same time period. By applying air pollution improvements in comparison sites as a reduction factor, Cowley LTN boundary roads have experienced an average relative increase in air pollution levels of 9%. This increase is not the same across all areas, however, with the Cowley/Oxford road experiencing the most significant relative worsening in air quality (see figure 30).

Emergency Services Response Times

To understand the impact of the Cowley LTNs on emergency services, South Central Ambulance Service (SCAS) replicated LTN traffic filters as road closures in the Optima Predict event simulation platform.

The simulation reports the impact on mean response times using historical incident and response data from 01/03/2019 to 29/02/2020. Traffic filters on all 3 Cowley LTNs were simulated as a group. Analysis was conducted at local level, which is defined as within 1 mile of the LTNs. The simulation reports on the impact on NHS England ambulance response categories (see Figure 31).

NHS England ambulance response categories		
Category	Response	Response time to 90% of all incidents
CAT1	An immediate response to a life threatening condition, such as cardiac or respiratory arrest	15 minutes
CAT2	A serious condition, such as stroke or chest pain, which may require rapid assessment and/or urgent transport	40 minutes
CAT3	An urgent problem, such as an uncomplicated diabetic issue, which requires treatment and transport to an acute setting	2 hours
CAT4	A non-urgent problem, such as stable clinical cases, which requires transportation to a hospital ward or clinic	3 hours

Figure 31 Optima simulation reports on the impact on NHS England ambulance response categories

The simulation found that impact on SCAS performance at the local level is minimal. The table below shows the difference in seconds between the baseline and the combined LTN scenarios. Results show there is a negligible impact on urgent responses (CAT1, CAT2 and CAT3) and a moderate impact on non-urgent (CAT4) responses. CAT4 is highly sensitive given the very low number of calls (~1000 p/m) and the long durations. The average SCAS CAT4 response historically has been around 2 hours. The 144 second impact on this category should be taken in this context.

Scenario	CAT1	CAT2	CAT3	CAT4
Baseline	-	-	-	-
Combined LTNs	3 secs	6 secs	0 secs	144 secs

Figure 32 Results of simulation on impact of LTNs on response times, per category



Figure 33 Simulated traffic filters on the Optima Predict event simulation platform

Survey and community feedback

Public perception surveys are being used to understand how perceptions, views, and behaviours change over time in the Cowley area. A baseline and a follow-up survey 6 months after full barrier implementation have been open to all, on Oxfordshire County Council's consultation platform. A final follow-up survey is planned 1 year after implementation.

In March 2021, (4/3/21 to 31/3/21) the Cowley LTN Perception Survey was hosted on eConsult, Oxfordshire County Council's consultation platform at the time. In total, 605 complete responses were received, including 399 from within the LTN areas.

In October and November (28/10/21 to 25/11/21) the Follow-Up Cowley LTN Perception Survey was hosted on Let's Talk Oxfordshire, Oxfordshire County Council's new consultation platform. Respondents from the baseline survey who consented to being re-contacted were emailed directly were contacted in order to understand how these responses may have changed after 6 months. In total, 536 complete responses were received, including 361 from within the LTN areas.

How representative are the perception surveys of the LTN catchment area population?

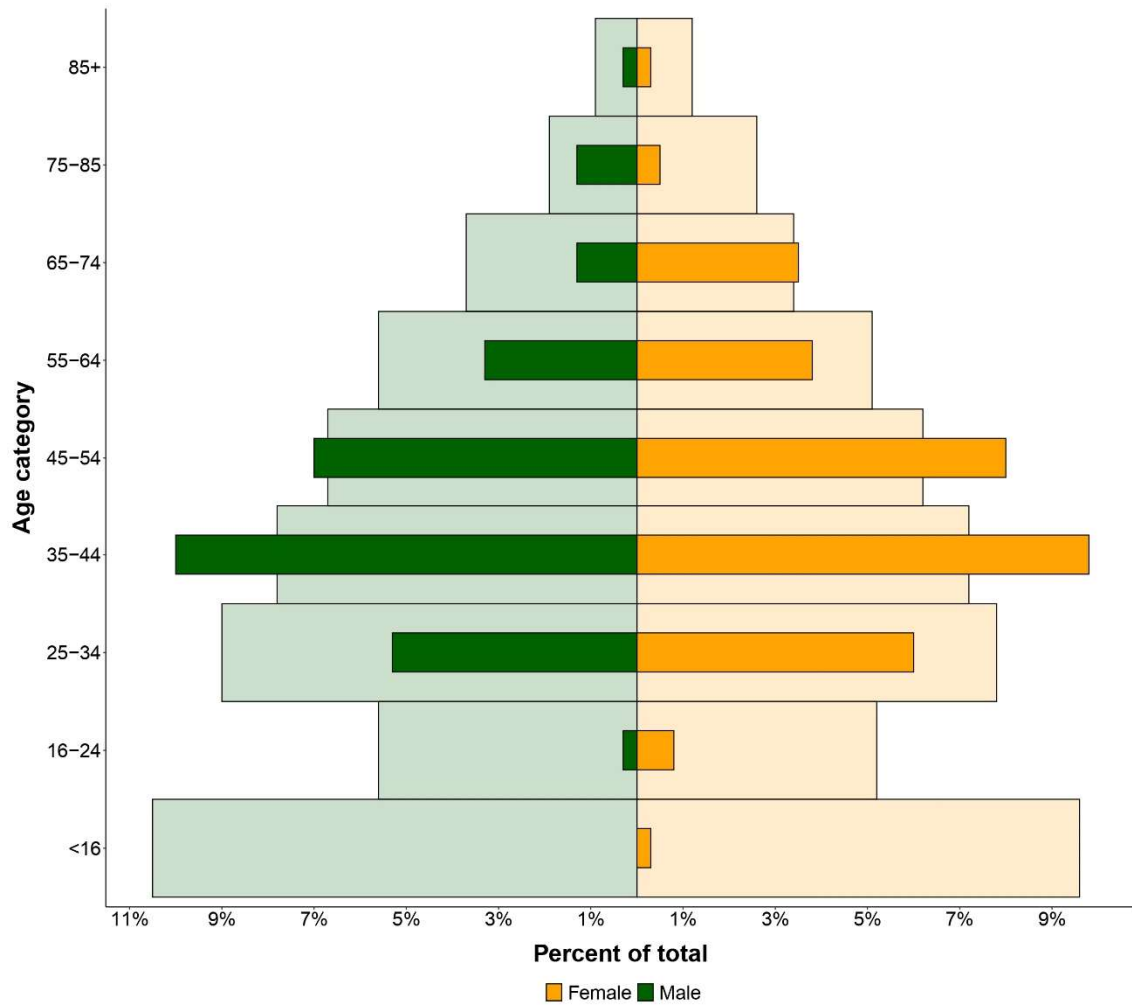


Figure 34 - Age/Gender split of baseline survey respondents compared with the LTN area population (ONS, 2020)

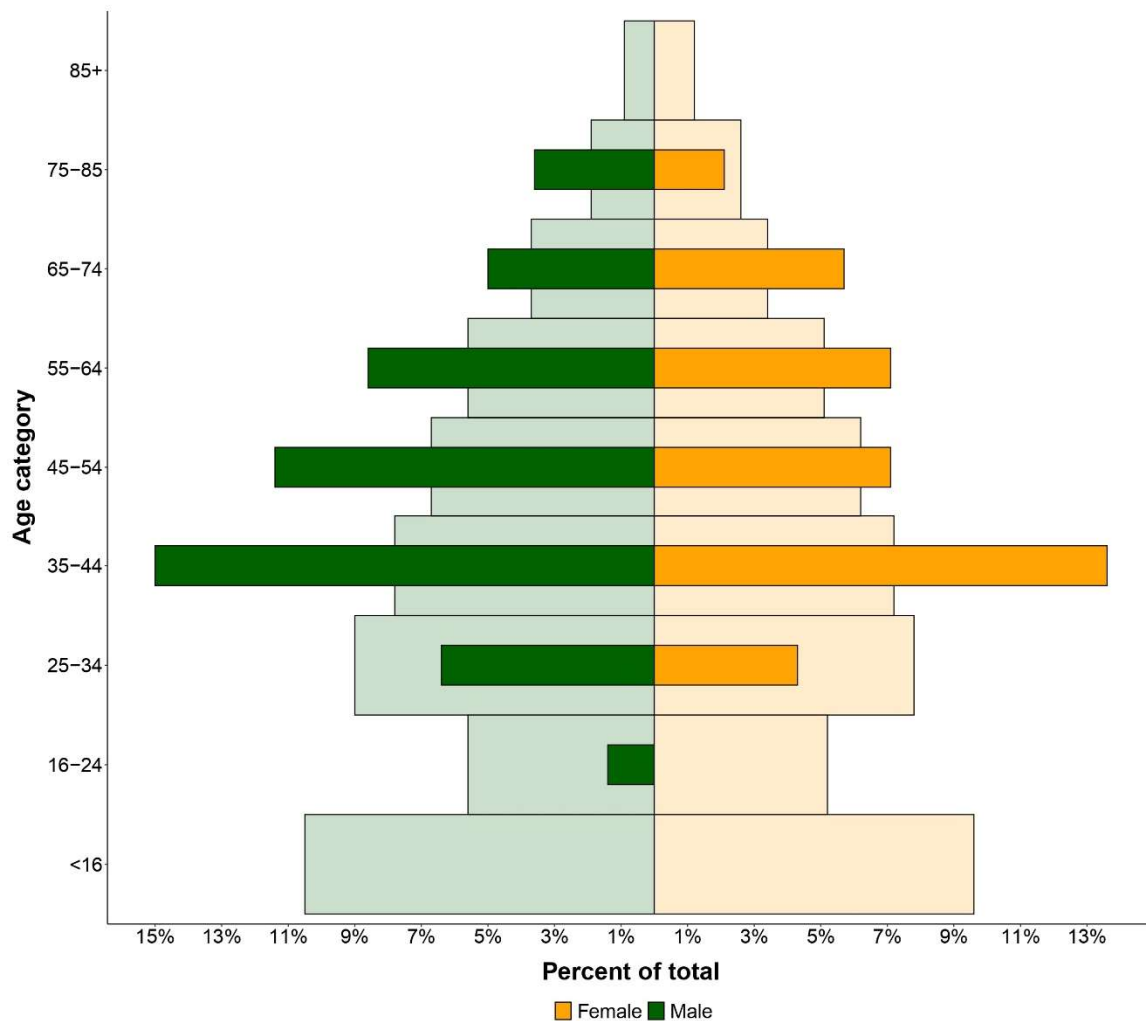


Figure 35 - Age/Gender split of post LTN deployment survey respondents, compared with the LTN area population (ONS 2020)

From the 399 responses analysed in the baseline survey, 60% of respondents provided their age and gender. In the post deployment survey, only 35% of respondents provided their age and gender. Figure 34 and Figure 35 show the % of age/gender split of the baseline and post-deployment survey respondents compared with the LTNs ONS population estimates (2020). Most responses were from the 35-44 and 45-54 age groups. Above the age of 54, gender was less representative of the ONS population distribution; with a bias towards female respondents aged 65-74, and then male responses aged 75-80. In the baseline survey, only the 16-24 age group was underrepresented when compared with ONS population, whilst the under 16 and over 80 LTN population were not represented in the survey responses. From the demographic information provided, the post-deployment survey like the baseline, was generally representative of the ONS LTN population. Only the under 16 and over 80 LTN population was not represented in the survey responses. The most responses were also from the 35-44 age group, with an even gender split, and over representative when compared with the ONS LTN population.

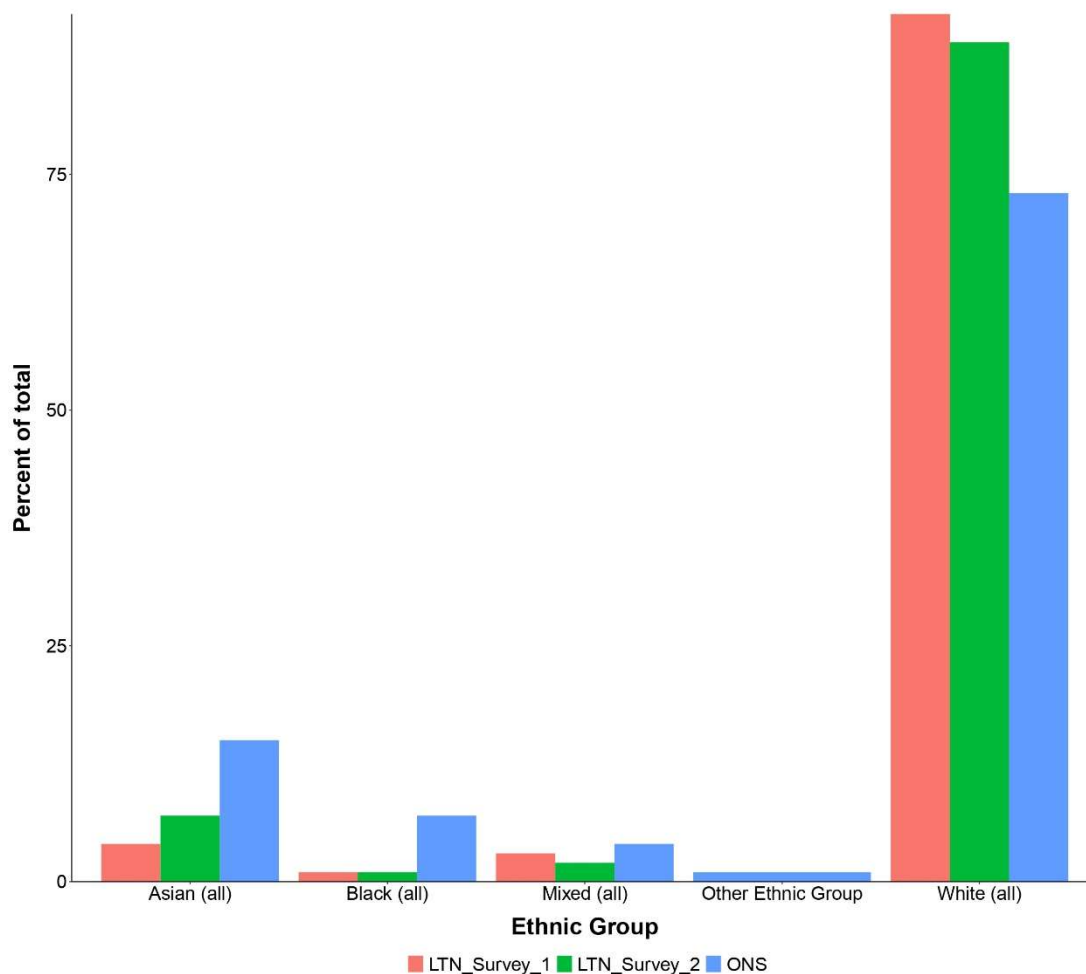


Figure 36 - Ethnicity of baseline and post-LTN deployment survey respondents, compared with the LTN areas census (2011)

As seen in Figure 36 above, the ethnicity of the survey respondents from both the baseline and post-deployments surveys are representative of the LTN catchment area according to 2011 census data. The LTN area is predominantly 'White', which is reflected in the survey responses. Responses from minority groups are also proportionality represented in line with the census, where the largest non-white ethnic group was 'Asian'.

Level of support for the LTNs

As seen in the figure below, support for the LTNs from the residents inside the LTNs has shifted from a neutral opinion to increase at the extremes of either fully support or strongly object.

	Cowley Church	Temple Cowley	Florence Park
Strongly object	14.17	11.11	10.83
Object	-2.78	-2.78	-4.72
Neutral	-12.78	-6.94	-6.94
Tend to support	-10.00	-10.83	-10.56
Fully support	11.39	9.44	11.39

Figure 37 Cowley respondents, relative difference percentage by of support of LTNs, before and after deployment.

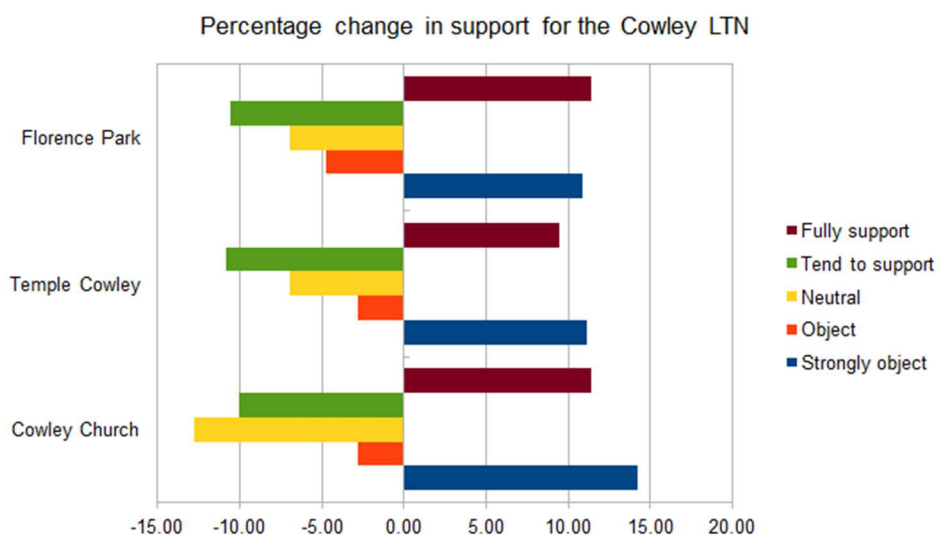


Figure 38 Cowley respondents, relative difference by percentage change, before and after deployment

Such views are further supported by open text responses from both surveys, which indicated that less than 40% of LTN residents' opinions have remained unchanged between the two surveys. There was an overall shift towards objecting against the intervention. However, it should be noted that such negative perceptions also included refinements and suggestions in relation to the LTNs' implementation.

In support of the LTNs, in the open-text responses there was a 9% relative swing in favour of supporting the LTNs. The most referenced benefits of the LTNs were in relation to the positive impact on the attractiveness of the area, such as: reduction in traffic noise, improved air quality, and perceptions of safety owing to less traffic, and how this has led to improvements to residents' quality of life. The most frequent of which, was cited as being able to walk and cycle as a family along with increased social interaction – conversation on quieter streets.

There was also an acknowledgement there are certain trade-offs, whereby respondents were aware that although they may directly benefit from the absence of traffic, other residents may experience potential downsides of increased traffic volumes.

How have travel patterns changed from before and after the deployment of the LTNs?

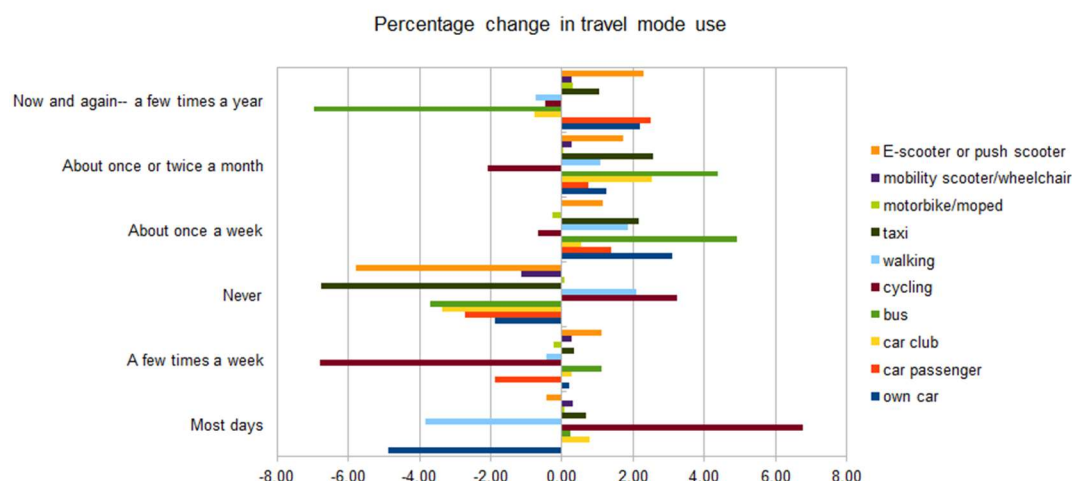


Figure 39 Cowley respondents, relative difference by percentage of travel mode behaviour change

The perception survey shows that after the deployment of the LTNs, cycling has had the largest relative increase, whilst travelling by car on most days has experienced the largest relative decrease. Initial results suggest that the LTNs have contributed to a positive shift towards active transport.

The survey also indicates a general increase in weekly travel by bus and reduction in car use on most days. These shifts are backed up by the empirical data described previously, which showed a significant reduction in car trips within the LTNs, and proportional increases in cycling since the implementation of the LTNs.

How have travel habits changed due to COVID-19 in March vs November 2021

In relation to the travel patterns and impact of the LTNs it is also important to consider how travel habits changed due to COVID-19 in March vs November '21.

	I cycle	I walk	I use public transport	I use the car
a lot more	0.86	-6.84	0.86	-1.13
more	-1.59	-7.96	3.14	0.37
the same	10.22	19.21	16.35	13.28
less	-7.53	-3.01	3.43	-8.42
a lot less	-1.96	-1.4	-23.77	-4.1

Figure 40 Cowley respondents, relative difference by percentage of how travel habits have changed due to COVID-19 in March vs Nov '21

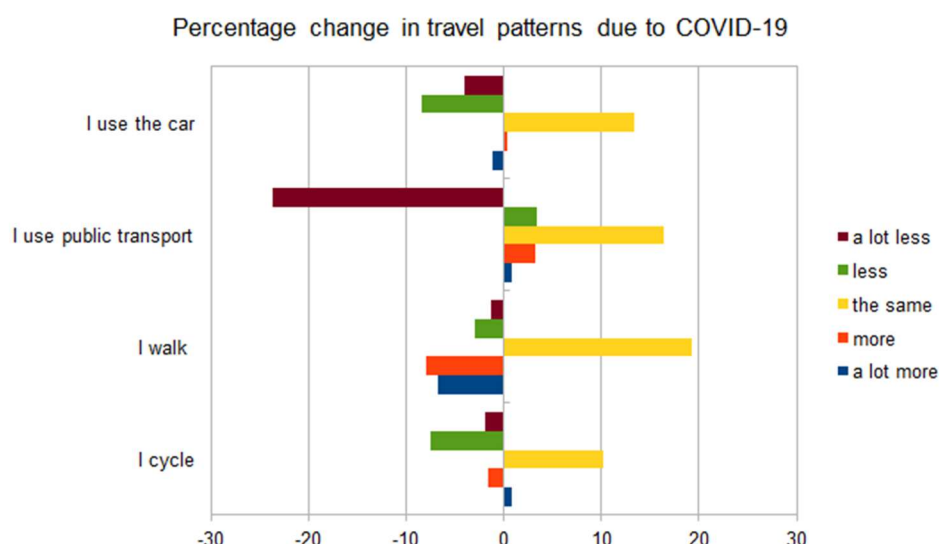


Figure 41 Cowley respondents, relative difference by percentage of how travel habits have changed due to COVID-19 in March vs November 2021

As seen in Figures 40 and 41, in general the modes by which respondents' travel are returning to the same levels before COVID-19. For instance, in terms of absolute responses for travel by public transport, the number of respondents travelling less has one of highest levels of reduction in addition to an increase in travelling the same or more.

In relation to active travel, survey responses indicate that cycling levels have experienced a relative increase, as indicated by a reduction in responses cycling less and a slight increase in respondents' cycling more when compared to walking. The changing context of COVID-19 in relation to understanding travel habits is essential in interpreting the impact of the LTNs on a modal shift towards active transport. For instance, trip-purpose influenced by working from home policies, change in daily routines as well as occupation types of residents could bias and skew the findings.

Changes in attitudes regarding cycling

	Cycling is unsafe because of traffic	My local area is safe for an 8-year old to cycle	There are special lanes, routes or paths for cycling	My local area is pleasant for cycling
Strongly agree	-8.4	2.7	-0.4	7.3
Agree	-10.5	14.4	5.5	12.0
Neutral	2.4	4.9	7.8	-1.9
Disagree	14.2	-1.7	-3.2	-15.8
Strongly disagree	2.2	-20.3	-9.7	-1.6

Figure 42 Cowley respondents, relative difference by percentage of attitudes towards cycling

Overall, there has been a positive shift in attitudes towards cycling, most notably in relation to perceptions of safety due to traffic. There has also been a significant increase in respondents who indicated that that the LTNs may have positively

contributed to the attractiveness of the area and therefore conditions to encourage more cycling.

The open-text response in the survey provides further support in relation to LTNs' impact on perceptions of safety owing to a reduction in traffic as well as the area being more attractive for families to cycle together for leisure or school travel. Respondents particularly referenced, the 'transformation' of Littlemore Road as previously 'unsafe' and 'scary' when cycling with children before the LTN filter, and 'safer through the chicanes along Cricket Road/Rymers Lane'.

The survey also showed a relative increase in the percentage of respondents who thought the area was safe for an 8-year-old to cycle. The open-text comments also indicated that responses to this question may depend on how it is interpreted however: as children cycling with friends or alone and not accompanied by a parent. In this sense, individual parenting style and family behaviours, as well as social and contextual attitudes towards children and place, may need to be considered.

Changes in attitudes regarding walking

	Walking is unsafe because of traffic	My local area is safe for an 8-year old to walk alone	My local area is pleasant for walking	There are good quality pavements for walking	There are enough safe places to cross roads	My local area has enough places to stop and rest outdoors	There are places to walk to, such as shops, restaurants, leisure facilities
Strongly agree	-5.0	-2.8	3.9	-1.6	-1.3	-1.4	0.5
Agree	-14.1	13.9	9.9	3.0	11.7	0.8	-1.7
Neutral	-0.8	7.9	-6.1	0.9	2.4	5.1	-2.0
Disagree	9.3	-9.6	-9.5	-7.2	-14.3	-4.6	0.8
Strongly disagree	10.6	-9.3	1.8	4.8	1.6	-0.0	2.5

Figure 43 : Cowley respondents, relative difference by percentage of attitudes towards walking

The survey responses indicate an overall positive shift towards walking in the area, most notably in relation to the attractiveness and safety of the area owing to less noise and traffic volumes/speeds. Respondents in the open-ended text also commented on a new sense of enjoyment experienced from walking in the area, and the improvement the LTNs have made on their quality of life as result of no longer living on a 'through road'.

Changes in attitudes regarding crime and antisocial behaviour

	The area is unsafe because of the level of crime or antisocial behaviour	Air pollution caused by motor traffic is a problem in my area	I regularly stop and talk with people in my local area	Getting to where I want to go by car is quick and easy
Strongly agree	1.2	-2.8	0.4	-13.8
Agree	-7.8	-8.7	-4.3	-18.7
Neutral	2.8	5.6	-1.2	-2.7

Disagree	-2.2	5.3	-1.0	5.3
Strongly disagree	6.1	0.6	6.0	30.0

Figure 44 Cowley respondents, relative difference by percentage of attitudes towards crime and anti-social behaviour, air pollution, social-interaction, and travel by car

As seen in Figure 44, there is a higher relative increase in disagreement that the area is unsafe owing to crime or antisocial behaviour, indicating that the respondents' perceived levels of safety or fear of antisocial behaviour has reduced since the deployment of the LTNs.

There was a small relative increase in the level of strong agreement that the area is perceived as unsafe. The open-text comments may offer some insight into this view. Female respondents expressed feeling unsafe when walking home on their own due to the absence of vehicles and activity. Similarly, some respondents also noted that the filters tended to become meeting points for youth groups to 'hang around' and whilst their behaviour was not always anti-social, their presence was intimidating to those walking by. Other respondents also commented on the anti-social behaviour of e-scooters and mopeds in the area as contributing factors to feeling unsafe, as well as safety concerns from the increase in delivery mopeds going through the filters at high speed.

Changes in attitudes regarding air quality

Survey responses indicate there has been an overall improvement in the perception of air pollution since the deployment of the LTNs. There is also an equal relative increase in the percentage difference of neutral responses. In the open-text comments, a number of respondents recognised that while they have directly benefitted from what they perceived as 'displacement of traffic' to the outer areas, other residents – on the periphery or main roads – may experience an increase in air-pollution as a consequence of any potential displaced traffic. Whilst the comments state air-pollution and air-quality as factor, when interpreting these responses, there are unknowns about the influence of sound and perceptual cues, which people may automatically interpret as an increase in air-pollution. For instance, traffic noise or presence of more vehicles.

Changes in attitudes regarding social interaction

As seen in figure 44, social interaction – as indicated by 'people regularly stopping to interact with people in their local area' – has generally decreased since the deployment of the LTNs. This relative decline may also be explained by external factors such as seasonality (between surveys) or change in routine behaviours and temporal aspects owing to COVID-19. In the open-text responses, where social interaction has been discussed, the LTNs have been largely credited by respondents for their impact – decrease of traffic noise – on enabling conversations with other residents. The lack of street space owing to parked cars was attributed as the main barrier to social interaction.

Changes in attitudes regarding car travel

The largest objection to the LTNs, as seen in figure 44, relates to convenience and ease of travel by car. There was a significant relative decrease in the number of respondents who found getting to their destinations was quick and easy by car compared to before the LTNs were deployed.

Similarly, increased travel time owing to extending travel routing and inconvenience were cited as the most objectionable and negative trade-offs in the open text responses. Inconvenience was also the main reason a respondent from the linked survey changed their view from support to a negative perception of the LTNs between surveys.

Next steps

Provided funding is available, the following steps are suggested for evaluation of LTN schemes in Oxford:

Cowley LTNs

Monitoring of the Cowley LTNs to continue and update the evaluation to feed into July CMD reporting. This update should include:

- Updates to road user volumes.
- Updates to Air Quality analysis.
- Completion of noise impact analysis by the [OxAria](#) research project with the University of Birmingham and Oxford University.
- Update on traffic speed
- Final public survey analysis including findings from a 1-year follow-up LTN Perception Survey.

If resource allows, it would be possible to undertake a more granular analysis of the perception survey responses, focussing on less tangible impacts of the LTNs, such as impact on health and healthy aging and social interactions for example.

East Oxford LTNs

Three LTNs have been approved for implementation in East Oxford in March 2022.

In addition to the monitoring methods and evaluation analysis used in this evaluation of the Cowley LTNs, further methods and analysis are planned to feed into the evaluation of the East Oxford LTNs. These include:

- Before and after traffic counts on most roads within the LTNs.
- Air Quality monitoring within the LTNs
- In collaboration with the University of Westminster, monitoring of vehicle, cycling, and pedestrian volumes within the LTNs. This will also feed into a DfT-funded national evaluation of Low Traffic Neighbourhoods.

Conclusion

In this report we have taken a holistic approach to evaluating the effects of implementing LTNs in East Oxford, as part of the Tranche 1 Emergency Active Travel Fund. While the evaluation framework was developed with Tranche 2 in mind, and thus some baselining data were not available, it is critical to thoroughly examine the available data to inform council decisions.

It should be stressed that the pandemic has significantly complicated the evaluation process, and even more for Oxford than other cities, due to the large student population.

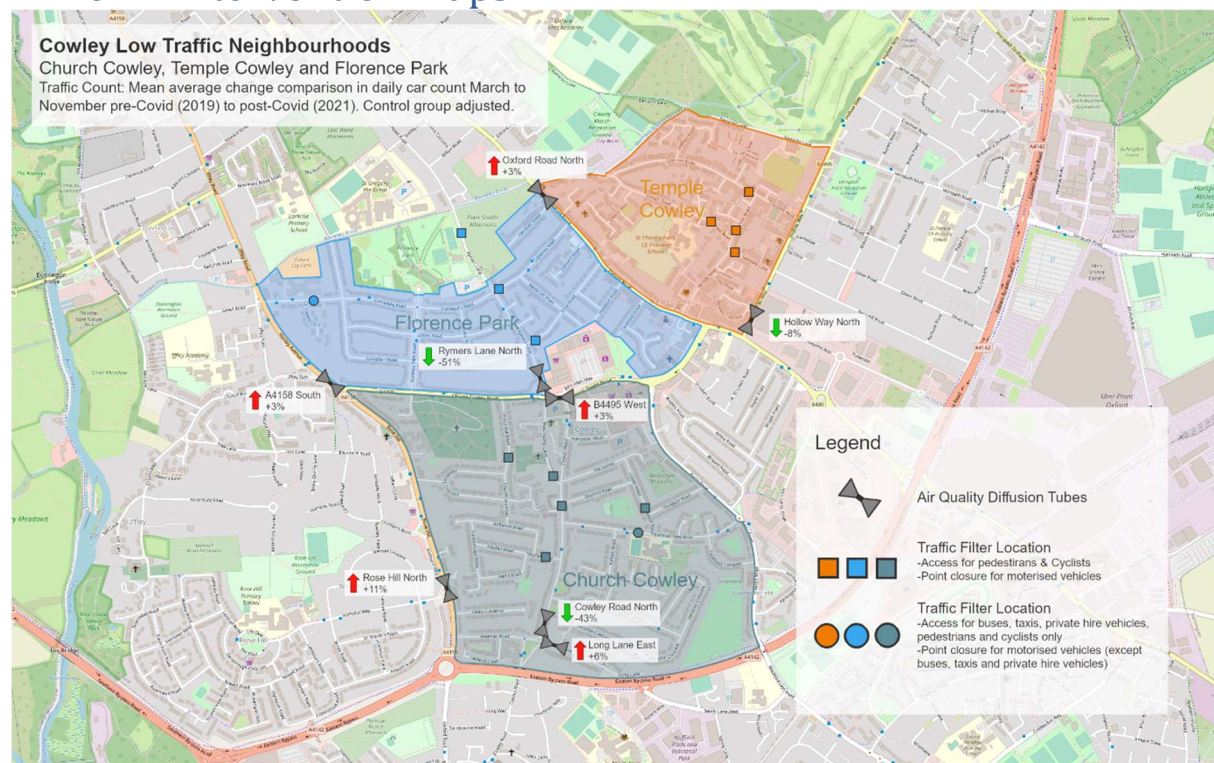
We have examined the changes in traffic volume, traffic speed, air quality, perceived safety, journey time, effect on emergency services, bus time reliability and perceived utility both at the LTN regions and their boundary roads. To do this, we have used sensor data, telematics, surveys and collaborated with other key organisations, such as the Oxford City Council, University of Birmingham, Stagecoach, and South and Central Ambulance Service.

Overall, we have found that LTNs work well as a local intervention, effectively reducing the volume of car journeys, increasing volume of active travel, and have numerous benefits to the those who reside within them. These include greater perceived safety, air quality, and tendency to adopt walking and cycling.

However, we have also found some adverse effects in the boundary roads, such as a small increase in car traffic volume and reduced air quality, indicating that at least some traffic is diverted to these roads. There also has been an adverse effect to bus operations, especially during the evening peak.

It is possible that supporting public transport solutions would help resolve multiple of the challenges identified. Thus, a holistic approach is suggested moving forwards where active travel schemes are progressed, complemented with public transport considerations, and long-term inclusive public engagement.

Annex A Intervention maps



Annex B Timeline of measures

Implementation of the Cowley LTNs began on 1 March 2021 and traffic filter installations were staggered through the end of March.

Due to supply issues, some bollards were installed in April 2021. The last bollard was installed on 17th May 2021 on Clive Road, completing the LTN implementation with the exception of the installation of ANPR enforcement cameras at bus gates on Bartholomew Road (Church Cowley LTN) and Cornwallis Road (Florence Park LTN).

Annex C Surveys

Baseline survey

1

Please say whether you are responding as a:

You must provide an answer to this question.

- Church Cowley resident
- Florence Park resident
- Temple Cowley resident
- Resident of another part of Oxford
- Resident outside Oxford
- Local business, group or organisation in the Cowley area
- On behalf of an interest group
- Other

If other—please state

[]

- Only display this item when option 6 (*Local business, group or organisation in the Cowley area*) of question 1 (*Please say whether you are responding as a:*) was selected

Question for businesses and organisations

What do you think the impact of the Low Traffic Neighbourhood will be on your business or organisation?

Select the most applicable option in each row.

Grid showing question statements against rating options

	Positive	Neutral	Negative
My customers or members	()	()	()
My staff or volunteers	()	()	()
My deliveries	()	()	()
My overall business	()	()	()

Please enter any additional comments

[]

2

Please enter your full post code.

We want to understand the impact on and views of residents of individual streets.

The Council will not share any personal data outside the organisation except in an anonymised format for analysis

[]

3

For each of the following ways of travel, please say how often you use them for local journeys within Oxford

Select the most applicable option in each row.

Grid showing question statements against rating options

	Most days	A few times a week	About once a week	About once or twice a month	Now and again - A few times a year	Never
Car driver (own car)	☐	☐	☐	☐	☐	☐
Car passenger	☐	☐	☐	☐	☐	☐
Car club driver or passenger	☐	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐	☐
Cycling	☐	☐	☐	☐	☐	☐
Walking	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐
Motorbike or moped	☐	☐	☐	☐	☐	☐
Mobility scooter/wheelchair	☐	☐	☐	☐	☐	☐
e-scooter or push scooter	☐	☐	☐	☐	☐	☐

4

Have your current travel habits changed due to the COVID-19 pandemic?

Select the most applicable option in each row.

Grid showing question statements against rating options

	A lot more	More	The same	Less	A lot less	N/A
I cycle	☐	☐	☐	☐	☐	☐

I walk	☐	☐	☐	☐	☐	☐
I use public transport	☐	☐	☐	☐	☐	☐
I use a car	☐	☐	☐	☐	☐	☐

5

We would like to understand how you feel about cycling in your local area.

Before the start of the Low Traffic Neighbourhood experiment, to what extent do you agree or disagree with the following statements?

Select the most applicable option in each row.

Grid showing question statements against rating options

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Cycling is unsafe because of the traffic	☐	☐	☐	☐	☐	☐
My local area is safe for an 8-year-old child to cycle	☐	☐	☐	☐	☐	☐
There are special lanes, routes or paths for cycling	☐	☐	☐	☐	☐	☐
My local area is pleasant for cycling	☐	☐	☐	☐	☐	☐

6

We would like to understand how you feel about walking in your local area.

Before the start of the Low Traffic Neighbourhood experiment, to what extent do you agree or disagree with the following statements?

Select the most applicable option in each row.

Grid showing question statements against rating options

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Walking is unsafe because of the traffic	☐	☐	☐	☐	☐
My local area is safe for an 8-year-old child to walk alone	☐	☐	☐	☐	☐
My local area is pleasant for walking	☐	☐	☐	☐	☐
There are good quality pavements for walking	☐	☐	☐	☐	☐
There are enough safe places to cross roads	☐	☐	☐	☐	☐

My local area has enough places to stop and rest outdoors	☐	☐	☐	☐	☐
There are places to walk to, such as shops, restaurants, leisure facilities	☐	☐	☐	☐	☐

7

We are interested to know your thoughts on moving around your local area.

Before the start of the Low Traffic Neighbourhood experiment, to what extent do you agree or disagree with the following statements?

Select the most applicable option in each row.

Grid showing question statements against rating options

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The area is unsafe because of the level of crime or antisocial behaviour	☐	☐	☐	☐	☐
Air pollution caused by motor traffic is a problem in my area	☐	☐	☐	☐	☐
I regularly stop and talk with people in my local area	☐	☐	☐	☐	☐
Getting to where I want to go by car is quick and easy	☐	☐	☐	☐	☐

- Always jump to 8 (*In a sentence, please summarise what you think about the Low Traffic Neighbourhoods.*)

X

We are interested to know about the barriers to walking or walking more in your local area. Which of the following reasons, if any, apply to you?

Select all that apply.

- It is too far to walk
- It takes too long (i.e. I don't have time to walk)
- Lack of footpaths (or poor condition of footpaths) or lack street lighting
- Road safety concerns e.g. Too much traffic, not enough crossing points
- Too much air pollution
- Personal security concerns (or parental concern for children)
- Health reasons (poor health or disability prevents walking, lack of resting places or benches, too many steps or hills)
- No one to walk with (or parents cannot accompany them)
- Prefer current mode of transportation

If other please specify

[]

X

We are interested to know about the barriers to cycling or cycling more. Which of the following reasons, if any, apply to you?

Select all that apply.

- I cannot ride a bike (or I am not confident doing so)
- It is too far to cycle
- It takes too long (I don't have time to cycle)
- Lack of cycle paths and adequate street lighting (or poor-quality paths)
- Too much air pollution
- Road safety concerns e.g. too much traffic
- Personal security concerns
- Lack of facilities at destination (e.g. to shower or store bike)
- Ill-health reasons or disability that prevents cycling
- I don't own a bike (or bike broken)
- No interest in cycling

If other please specify

[]

8

In a sentence, please summarise what you think about the Low Traffic Neighbourhoods.

[]

9

Additional comments

Is there anything else you would like to say that has not already been covered in the survey?

[]

Information about you

We would like to know more about you so that we can understand our customers and residents. By answering the following questions we can check if we are hearing the views of a wide range of people and communities.

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

All information given is anonymous and is governed by the General Data Protection Regulations 2018. It will be treated as strictly confidential.

10

What is your age?

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

11

Are you...?

- Female
- Male
- Other
- Prefer not to say

12

As a woman, are you pregnant, on maternity leave or returning from maternity leave?

- Yes
- No
- Prefer not to say
- N/A

13

What is your ethnic group?

- Arab
- Asian or Asian British (Indian, Pakistani, Bangladeshi, Chinese or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- White (British, Irish, Scottish, Welsh or any other white background)
- Prefer not to say

- Other ethnic group

if other please specify

[]

14

What is your current religion, if any?

- Buddhist
- Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
- Hindu
- Jewish
- Muslim
- Sikh
- No religion
- Prefer not to say
- Any other religion (write in below)

If any other religion, please write in:

[]

15

Do you have a long standing illness, disability or infirmity

You can tick more than one box

Select at least 1 option

- No
- Yes - mobility issues
- Yes - sight issues
- Yes - hearing issues
- Yes - general health issues
- Prefer not to say

16

Which of the following best describes your sexual orientation?

- Straight/ Heterosexual
- Gay or lesbian
- Bisexual
- Other sexual orientation – please write in

- Prefer not to say

If other, please write in

[]

17

Do you look after, or give any help or support to anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

- No
- Yes, 9 hours a week or less
- Yes, 10 or more hours a week
- Prefer not to say

18

Are you married or in a civil partnership?

- Yes
- No
- Prefer not to say

19

Is your gender identity the same as your sex registered a birth?

- Yes
- No – write in gender identity
- Prefer not to say

If no, please write in gender identity

[]

20

In order to understand the impact of the Low Traffic Neighbourhoods and your views over time, we will be conducting this survey in the first month, after 5 months and after 1 year if the experiment is continued.

If you would like to be kept informed of future surveys for these LTNs please tick the relevant box and enter your email below so that we can contact you if this is necessary.

I consent for Oxfordshire County Council to hold my personal details and to re-contact me for engagement and consultation purposes. I confirm that I have read the statement below describing how my data will be used and I understand how to withdraw my consent.

- I would like to be kept informed about consultation, surveys and information relating to Low Traffic Neighbourhoods
- I would like to be contacted again to help shape Oxfordshire County Council's services, policies and priorities (not just LTNs)

Please enter your email address if you would like to be contacted for the reasons selected above

[]

Thank You

Thank you for taking the time to answer these questions.

Your data

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

Your personal information will only be used in relation to this consultation

View Oxfordshire County Council's [privacy notice](#) online at www.oxfordshire.gov.uk - search privacy notice.

How did you find out about this consultation?

(Please tick all that apply)

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire county council
- Letter from council
- Local news item (newspaper, online, radio, tv)
- Oxfordshire county councillor
- Parish or town council
- Local community group/organisation
- Friend/relative
- Other

If other, please provide details:

[]

Follow up survey

1. In order to understand the impact of the Low Traffic Neighbourhoods and your views over time, we will be conducting this follow-up survey now and after 1 year if the experiment is continued. So that we can compare your answers to previous and future surveys, please enter your email address below.

By giving your email, you are giving your consent for Oxfordshire County Council to hold your contact details.

We promise:

- to hold your information securely and not pass it onto anyone else without your permission
- only to use your email to link together the survey responses you have provided, without linking the responses to yourname and contact details
- to only use your contact details for the purposes above

You have the right to withdraw your consent at any time by writing to:

activetraveloxfordcity@oxfordshire.gov.uk or by writing to:

Cowley LTNs evaluation,

FREEPOST OXFORDSHIRE COUNTY COUNCIL

(No further address details required)

Please enter your email address below.

2. If you would like to be kept informed of future surveys for the Cowley LTNs please tick the box below so that we can contact you if this is necessary.

I consent for Oxfordshire County Council to hold my personal details and to re-contact me for engagement and consultation purposes. I confirm that I have read the statement above describing how my data will be used and I understand how to withdraw my consent.

(Choose all that apply)

☐

I would like to be kept informed about consultation, surveys and information relating to Low Traffic Neighbourhoods

3. Please say whether you are responding as a:

(Choose any one option) (Required)

☐

Church

☐

Cowley

☐

resident

Florence

Park

resident

Temple

Cowley

resident

- ☐ Resident of another
- ☐ part of OxfordResident
- ☐ outside Oxford
- ☐ Representing a business/ school / employer
- ☐ Representative of a resident association, group, campaign group, community
- ☐ facilityRepresentative of a place of worship
- ☐ Councillor (parish, city
- ☐ and/or county)Other
- (please specify)

Answer this question only if you have chosen Representing a business/ school / employer for Please say whether you are responding as a:

4. What has the impact of the low traffic neighbourhoods been on your business or organisation?

Questions	Positive	Neutral	Negative
My customers or members			
My staff or volunteers			
My incoming deliveries			
My outgoing deliveries			
My overall business			

5. Please enter your full post code

We want to understand the impact on and views of residents of individual roads.

We will not share any personal data outside the organisation except in an anonymised format for analysis.

6. So far, what is your view regarding the Cowley LTNs in:

Select the most applicable option in each row.

Questions	Fully support	Tend to support	Neutral	Object	Strongly Object
Church Cowley					
Temple Cowley					
Florence Park					

7. Looking back to BEFORE the Cowley LTNs were implemented, what was your view then regarding the Cowley LTN in:

Select the most applicable option in each row.

Questions	Fully support	Tend to support	Neutral	Object	Strongly Object
Church Cowley					
Temple Cowley					
Florence Park					

8. For each of the following ways of travel, please say how often you use them for local journeys within Oxford.

Select the most applicable option in each row.

Questions	Most days	A few times a week	About once a week	About once or twice a month	Now and again-- a few times a year	Never
Car driver (own car)						
Car passenger						
Car club driver or passenger						
Bus						
Cycling						
Walking						
Taxi						
Motorbike or moped						
Mobility scooter/wheelchair						
E-scooter or push scooter						

9. Have your current travel habits changed due to the COVID-19 pandemic?

Select the most applicable option in each row.

Questions	a lot more	more	the same	less	a lot less	N/A
I cycle						
I walk						

I use public transport						
I use a car						

10. We would like to understand how you feel about cycling in your local area.

To what extent do you agree or disagree with the following statements now that the LTNs are in place?

Select the most applicable option in each row.

Questions	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Cycling is unsafe because of the traffic					
My local area is safe for an 8-year-old child to cycle					
There are special lanes, routes or paths for cycling					
My local area is pleasant for cycling					

11. We would like to understand how you feel about walking in your local area.

To what extent do you agree or disagree with the following statements now that the LTNs are in place?

Select the most applicable option in each row.

Questions	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Walking is unsafe because of the traffic					
My local area is safe for an 8-year-old child to walk alone					
My local area is pleasant for walking					
There are good quality pavements for walking					
There are enough safe places to cross roads					
My local area has enough places to stop and rest outdoors					
There are places to walk to such as shops, restaurants and leisure facilities					

12. We are interested to know your thoughts on moving around your local area.

To what extent do you agree or disagree with the following statements now that the LTNs are in place?

Select the most applicable option in each row.

Questions	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	
The area is unsafe because of the level of crime or antisocial behaviour						
Air pollution caused by motor traffic is a problem in my area						
I regularly stop and talk with people in my local area						
Getting to where I want to go by car is quick and easy						

13. Please let us know what you think about the Cowley low traffic neighbourhoods.

14. Is there anything else you would like to tell us about the Cowley low traffic neighbourhoods?

Your Data

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

Your personal information will only be used in relation to this consultation.

View Oxfordshire County Council's [privacy notice](#) online at www.oxfordshire.gov.uk - search privacy notice.

About you

The council is committed to [keeping your information secure](#) and we will not share any personal data outside the organisation except in an anonymised format.

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

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

All information given is anonymous and is governed by the General Data Protection Regulations 2018. It will be treated as strictly confidential.

15. What is your age?

(Choose any one option)

- ☐ under 16
- ☐ 16-24
- ☐ 25-
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-85
- ☐ over 85
- ☐ prefer not to say

16. What is your gender?

(Choose any one option)

- ☐ Female
- ☐ Male
- ☐ Prefer not to say
- ☐ Other (please describe)

17. Are you pregnant, on maternity leave or returning from maternity leave?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ Prefer not to say
- ☐ N/A

18. What is your ethnic group?

(Choose any one option)

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

19. What is your current religion, if any?

(Choose any one option)

- ☐ Buddhist
- ☐ Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
- ☐ Hindu
- ☐ Jewish
- ☐ Muslim
- ☐ Sikh
- ☐ No religion
- ☐ Prefer not to say
- ☐ Any other religion (write in below)

20. Do you have a long standing illness, disability or infirmity

You can tick more than one box

(Choose all that apply)

- ☐ No
- ☐ Yes-- mobility issues
- ☐ Yes-- sight issues
- ☐ Yes-- hearing issues
- ☐ Yes-- general health issues
- ☐ Prefer not to say

21. Which of the following best describes your sexual orientation?

(Choose any one option)

- ☐ Straight/ Heterosexual
- ☐ Gay or lesbian
- ☐ Bisexual
- ☐ Prefer not to say
- ☐ Other sexual orientation-- please write in

22. Do you look after, or give any help or support to anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

(Choose any one option)

- ☐ No
- ☐ Yes, 9 hours a week or less
- ☐ Yes, 10 or more hours a week
- ☐ Prefer not to say

23. Are you married or in a civil partnership?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

24. Is your gender identity the same as your sex registered at birth?

(Choose any one option)

- ☐ Yes
- ☐ No – write in gender identity
- ☐ Prefer not to say

Annex D Noise Pollution

In order to better understand how LTNs impact noise levels, sensors were deployed around the Temple Cowley Low Traffic Neighbourhood. This is the first evaluation that used sensors to assess the impact of LTN modal filters on ambient noise levels. Moreover, noise modelling is a relatively new field, and thus this part of the analysis should be treated as indicative.

In collaboration with the [OxARIA](#) research project with the University of Birmingham and University of Oxford, ten AudioMoth sensors were deployed to monitor the Temple Cowley Low Traffic Neighbourhood.



Figure 45 - AudioMoth deployment locations, Cowley Low Traffic Neighbourhoods (no.8-17)

Audiomoth sensors were deployed before and after modal filters were installed to provide granular data localised to the specific area. The Audiomoth noise sensors measure both frequency and amplitude of noise, but do not record individual sounds, or personal data. Using an experimental method (Normalised Difference Soundscape Index, NDSI) building on innovation work from Southampton University^{vii} and UCL^{viii}, this enables us to identify the extent of noise exposure over time and understand the type of noise, whether this is anthropogenic (human-originated) or biotic (natural).

A previous study was carried out by iHUB and the University of Oxford in 2020^{ix} to assess the AudioMoth device and NDSI algorithm. A full report including data outputs are published on the [Pitch-in projects website](#) and serve as an example for the soundscape information to be returned regarding the Cowley Low Traffic Neighbourhoods as part of the OxARIA project. This will be included in the final evaluation report. Audiomoth sensors collected data for two 6-week periods in April and June 2021. Data is currently with the University of Birmingham pending processing and analysis, due for report end Q2 2022.

Annex E References

- ⁱ [What is a low traffic neighbourhood? - Sustrans.org.uk](https://www.sustrans.org.uk/what-is-a-low-traffic-neighbourhood/)
- ⁱⁱ [Agenda for Delegated Decisions by Cabinet Member for Environment \(including Transport\) on Thursday, 21 January 2021, 10.00 am \(oxfordshire.gov.uk\)](#)
- ⁱⁱⁱ [Microsoft Word - OXFORD LCWIP v200101 \(oxfordshire.gov.uk\)](#)
- ^{iv} [Traffic Management Act 2004: network management to support recovery from COVID-19 - GOV.UK \(www.gov.uk\)](#)
- ^v [Traffic Management Act 2004 \(legislation.gov.uk\)](#)
- ^{vi} [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](#)
- ^{vii} Alvares-Sanches, T, et al. 2019. Spatial Variation in Sound Frequency Components Across an Urban Area Derived from Mobile Surveys. *Future Cities and Environment*, 5(1): 7, 1–17
- ^{viii} Fairbrass AJ, Firman M, Williams C, Brostow GJ, Titheridge H, Jones KE. CityNet—Deep learning tools for urban ecoacoustic assessment. *Methods Ecol Evol*. 2019;10:186–197
- ^{ix} An IoT approach to characterising biodiversity of green spaces for planetary health. 2020. Pitch-in (website): <https://pitch-in.ac.uk/projects/an-iot-approach-to-characterising-biodiversity-of-green-spaces-for-planetary-health/>



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

24 February 2022

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Section 1: Summary details

Directorate and Service Area	Growth and Place, Communities
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Cowley Low Traffic Neighbourhood (LTN)
Is this a new or existing function or policy?	Amendment to a new scheme.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	A Low Traffic Neighbourhood (LTN) is an area where motorised traffic is prevented from taking short cuts through a residential area by traffic filters (either planter or lockable bollard). A lockable bollard can be accessed by Emergency Services and Waste Services. This creates quieter and safer streets where residents can feel safer and more comfortable when making local journeys by bus, by cycle or on foot. Low Traffic Neighbourhoods (LTN's) were proposed for Oxford in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as an effective way of promoting walking and cycling, in line with Council objectives of public health, decongestion, climate change and air quality. Temple Cowley, Church Cowley and Florence Park (Cowley) were chosen as priority areas in response to residents' complaints about traffic and to improve the cycle routes running through the neighbourhoods.
Completed By	Emma Walters, Senior Transport Planner, Localities Lead
Authorised By	OWEN JENKINS, Director of Growth and Economy, Communities

Date of Assessment	14/2/22

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Originally as part of the Department for Transport's tranche 1 funding, but now without allocated funding, in support of Oxford LCWIP policies to promote walking and cycling, the Council is consulting on an Experimental Traffic Regulation Order (ETRO) in Cowley to make existing traffic filters permanent or extended via an ETRO.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Low Traffic Neighbourhoods introduce filters to remove through traffic to increase safety and attractiveness of the area. They are also being introduced to improve the comfort, safety and convenience of Oxford Cycle Route 16, in support of wider policies to promote active travel and safety.

Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	In line with Government guidance, alongside its statutory obligation to consult with emergency services and other statutory consultees, Oxfordshire County Council also conducted an informal consultation with the general public and other stakeholders on its consultation webpage from 28/02/2021 for 6 months until 19/11/2021.
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	It is very difficult to prevent cut through traffic without traffic filters. For instance, traffic calming has been introduced on several cut through roads in Oxford to prevent through traffic, with some success in reducing traffic speed but not much success in preventing through traffic.

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	☐	☒	☒	The traffic filters are expected to make older people and children feel more comfortable using the road either walking or cycling by removing most motorised traffic. As such these facilities will encourage more opportunities for older people and children to benefit from additional exercise and opportunities for social interaction. Allows all ages to cycle and walk safely within the proposed LTN area, which will increase sustainable travel within the area. E-scooters will be able to use existing roads, as it is illegal to travel using pavements.	Older people who are reliant on the car may experience delays or diversion to their normal journeys. Ensure that car access is adequate.	OCC Monitoring team	Public consultation and perception surveys, alongside traffic and air quality monitoring March 2021 for duration of trial.

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Disability	☐	☒	☒	There are potentially both positive and negative impacts. This traffic scheme is expected to make disabled people on foot, using a bicycle, a wheelchair or motorised scooter feel more comfortable using the road either walking or cycling by removing most motorised traffic. Dimensions between filters are wide enough for wheelchairs and mobility scooters and as such, these facilities will encourage more opportunities for people to benefit from additional exercise and opportunities for social interaction. It should be noted that people who cannot use sustainable methods of travel will still be able to reach their destinations but may take longer as traffic on arterial routes is still currently higher than expected and will need	The finding of the original surveys in 2020 is that disabled people who are reliant on the car may experience delays or diversion to their normal journeys and were therefore least supportive	OCC Monitoring team	Public consultation and perception surveys, alongside traffic and air quality monitoring March 2021 for duration of trial.

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				longer to become effective, as well as additional travel costs. Pupils using Special Educational Needs transport require door to door pick up and there are concerns whether this service will run to time. Engagement with SEN Transport Team is ongoing and monitoring will be undertaken.			
Gender Reassignment	☒	☐	☐				
Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☒	☐	☐				
Race	☐	☒	☐	There was considerably less full support for LTNs among BAME respondents (48%) than white respondents (67%), but including support	This issue needs to be monitored. It is not yet clear why BAME groups were less supportive.	OCC Monitoring team	March to Sep 2021

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				with reservations, there was still a majority support from both groups (White 76% and BAME 52%) when the original survey was carried out in 2020. Nevertheless, it is considered that the overall impact will be positive in terms of health and liveability in the area across all races			
Sex	☐	☒	☐	There is evidence from Sustrans that some people, particularly women, don't feel safe and are hesitant to start or restart cycling. The aim of reducing vehicle movements in the area allows safer, more attractive routes for everyone to use and to enable a greater take up of cycling and walking irrespective of sex.			

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Sexual Orientation	☒	☐	☐				
Religion or Belief	☐	☐	☒	Some people attending mosques are finding congestion difficulties when travelling to the crematorium in Botley before dusk. Continue consultation and monitor impacts, if any, such as ability to access facilities. St Frideswide School and St Gregory the Great School are both Catholic and have a wider catchment area than many schools. They are experiencing staff resource and retention issues as well as school drop off and pick up congestion as many have no alternative but to use a vehicle	Investigating a bus to reduce the number of cars on the network may be a potential solution and therefore will need to work with mosque leaders and local councillors. Liaise with Crematorium re later hours and portable lighting in the winter to allow ceremony to be completed Increased use of car sharing Investigate use of school buses for those further afield Review location of filters subject to outcome of CMD	Localities Team / City Localities Team / Schools	February 2022 onwards

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐				
Armed Forces	☒	☐	☐				
Carers	☐	☐	☒	Journey time duration between clients increased	Monitor changes in travel behaviour and traffic flows to assess whether situation improves as people revisit how they travel.	Localities/Delivery/monitoring	Public consultation and perception surveys, alongside traffic and air quality monitoring March 2021 for duration of trial.
Areas of deprivation	☐	☒	☐	People in areas of deprivation are more reliant on bus and less on car. The LTNs improve the cycle route to Littlemore, Blackbird Leys and Greater Leys. The main purpose of the LTNs is to improve the cycle routes to these areas.			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☒	☐	☐				
Other Council Services	☒	☐	☐				
Providers	☐	☐	☒	If journey times extend significantly this will have a negative impact on SEN school transport (see Disability section)	SENs transport providers to be provided with keys to lockable bollards on key routes	Delivery OCC	Feb 22 should trial be extended
Social Value ¹	☐	☒	☐	Interaction within community, feeling safer to use area through sustainable travel		Monitoring team	Perception surveys at intervals for duration of trial

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner	Timescale and monitoring arrangements
Energy use in our buildings or highways	☐	☒	☐	Generally positive as it will reduce traffic within the LTN and thereby set a benchmark for further progress. Compared to pre July 2019 reference point, Measures will encourage modal shift to sustainable travel modes and thereby set a benchmark for further progress. Increase in traffic on main routes	Publicity on options for more sustainable and active travel modes	OCC Monitoring team	Public consultation and perception surveys, alongside traffic and air quality monitoring
Our fleet	☐	☒	☐	Generally positive as it will reduce traffic and thereby set a benchmark for further progress	Ensure that routes are understood by staff using motorised transport so that journey lengths are minimised	LTN Project Team	For duration of trial
Staff travel	☐	☒	☐	Positive – it will encourage cycling and walking to work		LTN Project Team	
Purchased services and products	☒	☐	☐				

Maintained schools	☐	☒	☐	Positive – it will encourage more children to walk or cycle and thereby increase health and attention		LTN Project Teams	Engagement For duration of trial

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	☐	☒	☐	Modal shift from the motor vehicle to sustainable and active travel methods will reduce carbon emissions in the longer term		OCC Monitoring team	Public consultation and perception surveys, alongside traffic and air quality monitoring

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	14/2/22
Person Responsible for Review	Joanne Fellows
Authorised By	Owen Jenkins

Divisions affected: *Kirtlington and Kidlington North*

CABINET MEMBER FOR HIGHWAY MANAGEMENT 24 FEBRUARY 2022

KIRTLINGTON: PROPOSED 20 MPH AND 40MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph and 40mph speed limits as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to introduce 20mph and 40mph speed limits in Kirtlington as shown at **Annexes 1, 2 & 3**.

Financial Implications

3. £200k funding has been provided for consultation on the proposals. Should the speed limit proceed to implementation then a proportion of the £200k will be available for this work.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 6 January and 4 February 2022. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Kirtlington Parish Council, Cherwell District Council, and the local County Councillor.
7. Forty-nine responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection	Total
20mph speed limit	7 (15%)	4 (8%)	36 (75%)	1	48
A4095 Heyford Road/Portway 40mph	8 (17%)	6 (12%)	31 (65%)	3	48
Bletchington Road 40mph	7 (15%)	4 (8%)	34 (71%)	3	48

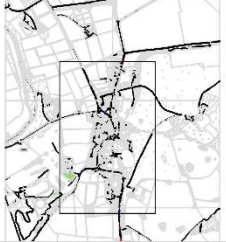
8. The responses are shown at **Annex 4**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police raise concerns and that their stance remains that all 20mph schemes should be self-enforcing.
10. The Parish Council supports the introduction of 20mph limits in Kirklington, however they have raised some detailed comments, with our detailed response also shown below.
11. Of the objections received, numbers highlighted above, they all followed a similar theme, that the reduction of speeds through the village are unnecessary, there being no evidence to support it, although there was some acceptance to the reduction in limits by the school.
12. Perceived issues raised such as reduced speeds would increase congestion and therefore pollution have merit, but then, if all travelled at the same speed this may not be an issue, also raised were those who would exceed the limit, and perceived lack of enforcement, but it's true to say that the small number who would exceed the limit, would do so whatever the limit.
13. Whilst objections / comments are acknowledged, to the introduction of the 40 mph on approaches to the village, the introduction is necessary to provide a buffer zone from the 60 mph to 20 mph to encourage drivers to decelerate.
14. It should be noted that this is a trial, and lessons learnt will be taken forward into the main 20 mph project

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan.
Annex 2: Consultation responses.

Contact Officers: Tim Shickle 07920 591545
Mike Wasley 07393 001045

February 2022

Drawing No.					
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LOCATION PLAN NTS 					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director of Community Operations Oxfordshire County Council County Hall New Road Oxford OX1 1NE Tel: 01845 315 1111					
Project title Proposed Speed Limit Change					
Drawing title Kirtlington - 20MPH					
Drawing Status Consultation					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	LN	DC	XXXXXXX		
	Date drawn	Date checked	Date approved		
	24/11/2021	24/11/2021			
Oxfordshire Project No. & File Ref					
Drawing No.					Revision

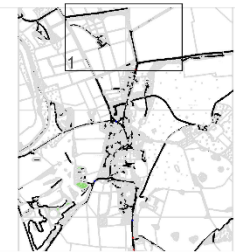
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- Proposed 40MPH
- Proposed 20MPH



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Tel: 01865 315 1111

Project title

Proposed Speed Limit Change

Drawing title

Kirtlington - 40MPH A4095 Heyford Road

Drawing Status

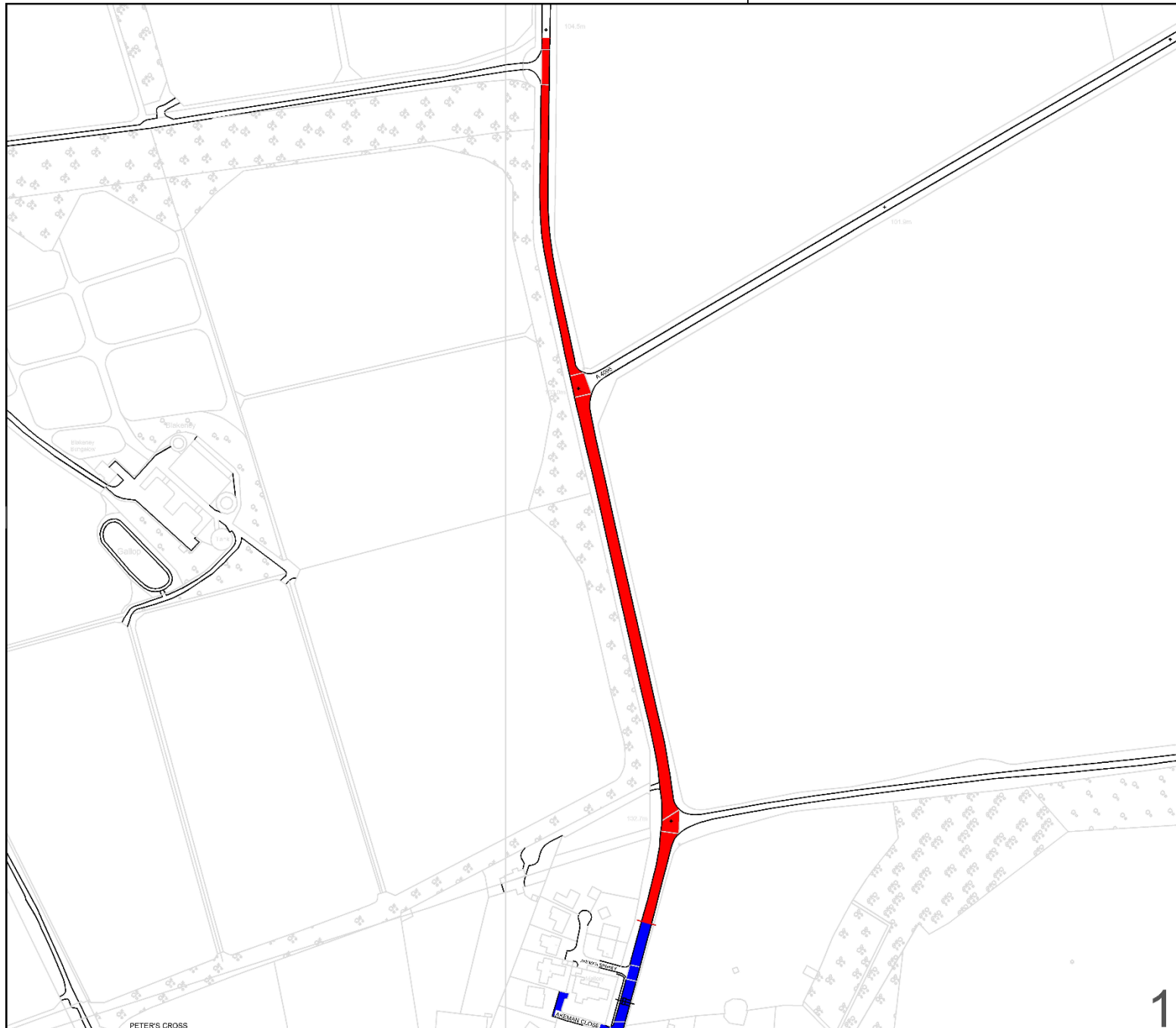
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KEY

- Proposed 40MPH
- Proposed 20MPH



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Project title

Proposed Speed Limit Change

Drawing title

Kirtlington - 40MPH Bletchingdon Road

Drawing Status

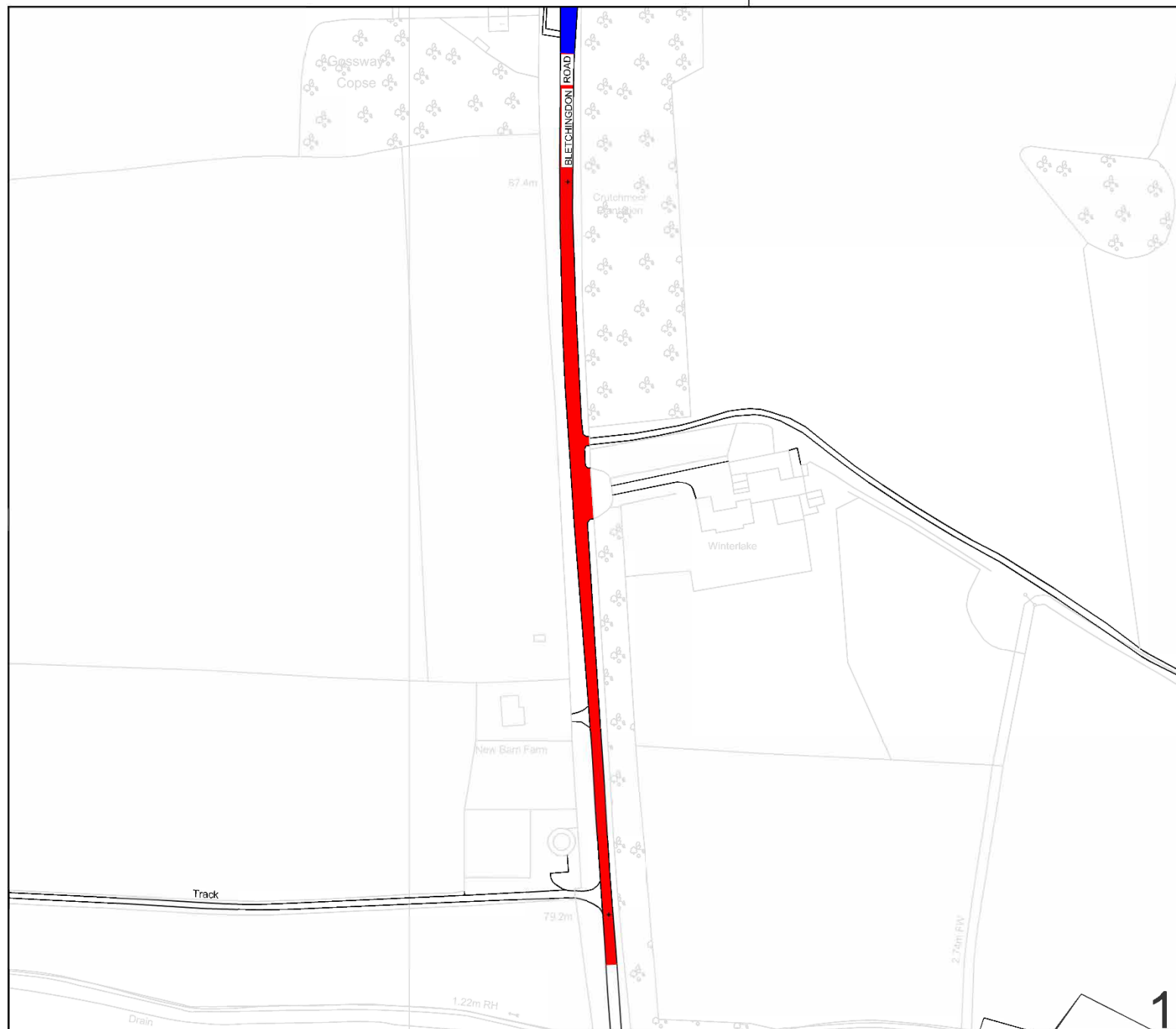
Consultation

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	Date drawn 24/11/2021	Date checked 24/11/2021	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision

1



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Concerns – I acknowledge that this proposal is one of five sites identified as a trial/pilot under the Oxfordshire County Council 20mph policy and strategy group. I expect once implemented it will be subject to all policy protocols. The Police stance still reflects that 20mph speed limits and zones should be self-enforcing. I raise grave concern regarding future compliance within the 20 along the A4095 corridor in particular the Heyford road. I am very aware that this road did have engineering features which were removed soon after construction by the Parish following complaints from residents.
(2) County Cllr, (Cabinet Member for Climate Change Delivery & Environment)	Support – If it is supported by the PC and Local Cllr, and officers have designed it with their input, it has my support.
(3) Kirtlington Parish Council	Support – Kirtlington Parish Council strongly supports this initiative to introduce a 20mph zone throughout the entire village. We believe that this will greatly benefit the village residents and the fabric of the village. Given our intimate knowledge of the roads and the behaviour of motorists driving throughout the village we would like to make some comments on the notice: 1. Our understanding, in line with the wording of the Consultation Notice, is that the village as a whole is deemed to be at 20mph and so all sideroads and cul-de-sacs within the village boundaries would be included automatically in the zone despite the map not reflecting this. <i>All roads that are part of the highway are included in the proposed traffic regulation order.</i>

1a. Villagers have made a request, which is supported by Kirtlington Parish Council, that the 20mph limit in the north of the village is moved to the village sign at the junction with Akeman Street. This would make more sense than having traffic from Akeman Street entering a 40mph limit and immediately afterwards a 20mph limit. Furthermore the proposed 40mph limit commences half way along the Akeman Spinney development which means the final part of the development's houses and gardens are subject to 40mph emissions and noise which doesn't seem logical.

The start of the 20mph has already been relocated 55 metres north of the existing 30mph to avoid having to illuminate the signs. To move them further out would unnecessarily complicate the street scene for drivers approaching the Akeman Street junction, where clarity of road layout is important. There is adequate advance visibility of the terminal point at the proposed location and relocating the signs even further would have little or no effect on air quality.

1d. The 20mph zone is stated to end at an arbitrary point on Mill Lane. In our view, the zone should extend 5 metres west of its junction with Pound Close where it ceases to be a classified road.

The 20mph limit ends at the highway boundary.

2. The Notice sets out the 40mph buffer zones for each entrance to the village. However, no 40mph buffer zone is specified for the A4095 village approach from the south. Motor vehicles regularly enter the village from the southern A4095 at 50mph and, quite contrary to being slowed by the bend there, accelerate around it. Additionally, there is no buffer zone for entering the village from Akeman Street. Akeman Street is, unfortunately, an established rat run where vehicles regularly exceed 50mph.

Oxford Road is subject to a 50mph limit and a buffer is deemed unnecessary because approaching traffic already slows to approximately 40mph at the bend. Akeman Street is a typical rural unclassified road with good sight lines and there is no demonstrable case for speed reduction measures. The junction with the A4095 is an effective traffic-calming measure for drivers entering the new speed limit. The urbanisation of such a road by the introduction of speed limit signage would be an undesirable precedent to set, given the number of similar roads across the county.

Finally, we would ask that consideration be given to changing the speed limit on both Akeman Street and Bletchingdon Road from where the new 40mph limit is sited to a 50mph replacing the current national speed limit, this would be more appropriate on these roads. There have been many accidents on Akeman Street and at the junction

	with the Heyford Road, a recent accident demolishing the wall at this point. The Bletchingdon Road is narrow and does not allow for two buses to pass furthermore cars travel far too fast for the type of road. <i>See notes above re Akeman Street, which would also apply to Bletchingdon Road. However, Bletchingdon Road will be re-visited when reviewing the speed limits in Bletchingdon.</i>
(4) Cherwell District Council	No observations
(5) Local group/organisation, (Sustainable Kirtlington)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Concerns Bletchingdon Road 40mph - Concerns I would prefer that the 30mph continue to apply to all entry/exit roads round Kirtlington within the confines of the parish.
(6) Local Resident, (Kirtlington, Heyford Road)	20mph speed limit - Object A4095 Heyford Road/Portway 40mph - No opinion/objection Bletchingdon Road 40mph - No opinion/objection I feel the 20mph limit through the whole of the village is unnecessary 'overkill'. I'm more than happy for it to be applied to the centre of the village where there's footfall across the roads and tight twisty bends, but to extend it along Heyford Road (where I live) is, in my view, unwarranted on what is, after all, an A road. There is only footfall across this section of road (from North Green to the end of the village) at two places, both of which have a very clear view along what is a straight section of road. There is a pretty wide grass verge between the footpath and the road as well for anyone walking to or from the village so very little danger there. I think it's unrealistic (and unwanted in my case) to expect traffic to crawl along this very safe stretch of road at 20mph. Furthermore, given that some traffic is already exceeding the 30mph limit, this could lead to increased danger of some idiotic drivers trying to overtake traffic that is travelling at 20mph when there's really no obvious reason for it. A much better idea to control speeds here to within an acceptable 30mph limit would be to install the kind of sign that indicates the speed that the approaching car is travelling at and then gives them a smiley face when its below 30pmh. At the moment there is nothing for traffic proceeding out of the village and the flashing sign as you come into the village is hidden behind trees.

(7) Resident, (Oxford, Rymers Lane)	20mph speed limit - Object A4095 Heyford Road/Portway 40mph - Object Bletchingdon Road 40mph - Object I don't believe that 20 mph speed limits are needed in this area as it will disrupt the flow of traffic - these should only be introduced were there is a valid and particular reason to do so which I cannot see here. As a result the 'buffer' zones are not needed.
(8) Resident, (Leaffield, Fairspear Road)	20mph speed limit - Object A4095 Heyford Road/Portway 40mph - Object Bletchingdon Road 40mph - Object This is just another way that traffic will be slowed whatever the conditions in Oxfordshire. 20 mph limits are too slow at certain times. A 20 is only really needed in Kirtlington by the school and pub during school hours. This is less than 20% of the time on a weekly basis (when the kids are at school and 0 during the holidays). Already traffic goes very slow in this area as I drive it every day at around 8:50..... I never go faster than 20 at this time. If the raft of new 20s keeps going the average speed of traffic in Oxfordshire is going to further reduce and mostly for no reason other than people hating people who drive around the county. Kirtlington is now a village of concern not because of speeding traffic but because of the sheer weight of traffic now that Heyford is being built and will get worse as the new water park is built on the edge of Bicester. Where is the sense and reason. It is almost formulaic in Oxfordshire. Development without consideration of traffic requirements, people complaining followed by people calling for reduced speed limits confusing speeding with weight of traffic. Result a county that will soon have a speed limit of 20 everywhere and everyone will want to move out due to the fact that we can no longer get around in a timely fashion..... 20mph A joke and knee jerk reaction to complaints from the Liberal nutters....
(9) Local Resident, (Kirtlington, Park Close)	20mph speed limit - Object A4095 Heyford Road/Portway 40mph - Object Bletchingdon Road 40mph - Object

	30mph is a fine speed limit for the village, the only people to be concerned about are the people that speed over the 30mph limit and they're going to speed anyway, why punish responsible drivers for the actions of idiots that will remain idiots
(10) Local Resident, (Kirtlington, Hatch Way)	20mph speed limit - Object A4095 Heyford Road/Portway 40mph - Object Bletchingdon Road 40mph - Object Total lack of incidents over the last 35 years therefore there is no justification for the necessary cost involved and the subsequent waste of police time taken up writing to the numerous drivers who will exceed 20mph albeit by only a few mph. Twenty mph past the school as children come and go would be more sensible.
(11) Local Resident, (Kirtlington, Hatch way)	20mph speed limit - Object A4095 Heyford Road/Portway 40mph - Object Bletchingdon Road 40mph - Object Will curtail flow of traffic through village. I feel it is an unnecessary speed limit. I do not feel Kirtlington is a high risk incident area & the speed that traffic flows through the village, to me, feels sufficient.
(12) Local Resident, (Kirtlington, Bletchingdon Road)	20mph speed limit - Object A4095 Heyford Road/Portway 40mph - Object Bletchingdon Road 40mph - Object There have been no accidents, the traffic is controlled by parked cars. I would support 20 mph around the school area. I fear this is a noise issue. What happens to air quality particularly by the school where traffic will take more time to pass? I am sure there will be science around this. With a 6% clear up rate for crime by the police I fear that their attention to this further dilutes their time

(13) Local Resident, (Kirtlington, South Green)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Object Bletchingdon Road 40mph - Object The issue is in the heart of the village and therefore I fully support the 20mph zone to slow dangerous large vehicles and reduce the danger in particular around the school and pubs, however I don't agree with a 40 mph on the open country roads
(14) Local Resident, (Kirtlington, Heyford Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Object Bletchingdon Road 40mph - Support I support fully the general proposal. However on a point of detail I consider it sensible to extend the 20mph zone to just BEYOND Akeman Street. This has the benefit of improved and prolonged visibility for the 20mph sign as motorists drive towards the village, a reduced speed at a busy T junction, and slower traffic and pollution in front of the residential Akeman Spinney development.
(15) Local Resident, (Kirtlington, Heyford Road)	20mph speed limit - Concerns A4095 Heyford Road/Portway 40mph - Concerns Bletchingdon Road 40mph - Concerns This will be a total waste of time and money unless policed by TVP. Motorists do not take any notice of the existing 30mph signs and advisory speed indicator and I note that TVP say they do not have the resources to police the 30mph so unclear how they will police a 20mph restriction. In addition the planters recently implemented in some cases obstructing the pathway are also a total waste of money and have already caused an accident where a pedestrian fell over one in the dark. I would support a speed camera as I do agree vehicles are speeding on a daily basis but no-one is ever prosecuted.
(16) Local Resident, (Kirtlington, Hatch Way)	20mph speed limit - Concerns A4095 Heyford Road/Portway 40mph - No opinion/objection Bletchingdon Road 40mph - No opinion/objection

	I like the idea of 20 mph limit in the centre of the village, from the village pond to the Bletchingdon Rd, but I think it will be widely ignored from the North Green area up to the northern entrance to the village, as the Heyford Road is a wide stretch of road, with paths. People do travel too fast here, but almost no one will stick to 20mph here, I'm convinced. 30 mph would be a safe limit here, if observed. Nothing worse than a speed limit which is just ignored as not practical.
(17) Local Resident, (Kirtlington, Heyford Road)	20mph speed limit - Concerns A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support I am in support of reducing speed limits to 20mph, but to be effective it must be policed or powers given to local people to record vehicles breaking the speed limit and pass those details to the police for warning notices to be issued, or penalties issued for repeat offenders.
(18) Local Resident, (Kirtlington, Park Close)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Concerns Bletchingdon Road 40mph - Concerns General support, as 20 mph will be safer for drivers and pedestrians. The A4095 is too narrow and congested through Kirtlington for 30 mph to be safe. The 20 mph zone may also deter some of the increasing number of very large articulated HGVs through the village. CONCERNS On the draft Traffic Regulation Order On Schedule 1, the draft Order is unclear at d. (Mill Lane) because the 20mph zone is described as ending at an unmarked muddy track. To be clear, the extent of the zone should be described in relation to a location which has a road sign with its name on it, like Pound Close or Woodbank. E.g. "5 metres west of its junction with Pound Close where it ceases to be a classified road (Replaces 30mph)". This would be clear and would also match the format of the descriptions at a., b., and c. in Schedule 1 for the other entrances to the village. On Schedule 3, the 40mph buffer zones described are welcome and supported. However, two more are needed: 1. The A4095 south (Station Road) - Traffic accelerates around the bend here, despite three large planters installed to

	slow it down and stop driving on the pavement. 2. Akeman Street. This is an established rat run and vehicles regularly exceed 50 mph on this very narrow road. It is most unsuited to high volumes of traffic and, without a buffer zone, many more will use it to avoid the 40 mph zone on the northern A4095.
(19) Local Resident, (Kirtlington, Heyford Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Concerns Bletchingdon Road 40mph - Support Having looked at the drawings for the proposed speed limit changes 'Kirtlington – 40MPH A4095 Heyford Road' I am concerned why the change from 20mph to 40mph is not at the village sign post at the corner of Akeman Street, therefore beyond the Akeman Spinney development, rather than half way alongside Akeman Spinney. Can the transition point between 20mph and 40mph not be extended further out? Therefore reducing our exposure to the pollution from braking and accelerating and the noise discomfort to us all living in Akeman Spinney. I feel this is an important detail to get right during this consultation.
(20) Local Resident, (Kirtlington, South Green)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Concerns Bletchingdon Road 40mph - Support I believe the 40 mph limit start should begin just the Heyford side of the turning for Kirtlington stud. There is a sharp bend just before the turning for A4095 toward Bicester. I use this route daily and traffic emerging from the A4095 have very little notice of fast moving traffic from the right due to the bend and the awkward angle of sight line if they are turning left. I have witnessed a number of near misses. Not so bad at night as you can see headlight but very tricky in daylight. Also I believe the existing 30mph limit from the traffic calming feature should stay as it is an unusually long and wide piece of road with good visibility. The 20 mph zone should start just short of North Green in advance of the road narrowing

(21) Local Resident, (Kirtlington, Bletchington Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchington Road 40mph - Support 20 mph in villages and 40 mph on rural roads approaching a village are badly needed throughout the County, but in particular when so many people use routes that involve going straight through the centre of a village like Kirtlington.
(22) Local Resident, (Kirtlington, Hatchway)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchington Road 40mph - Support Built up area. School nearby, Pedestrians, Lorries use these roads.
(23) Local Resident, (Kidlington, The Moors)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchington Road 40mph - Support I can't see any downside to 20mph and 40mph speed limits in and around Kirtlington and Blechtingdon. The time loss compared to 30 and 50mph is minimal for any car trip and far outweighs the benefits to the local communities as well as the benefit of making it safer and more attractive to a wider group of users for bicycle commuting and leisure cycling. My family and I use these roads to cycle for leisure and to get to places/businesses like Kirtlington Quarry, Middleton Stoney (for football), The Pizza Boys bistro at Greenhill camping, and Nicholson's garden centre in Somerton/North Ashton. Traffic calming would make this a much more attractive area for more people to cycle, either as a commute or for leisure. It is a great area for people from Kidlington, Oxford, Banbury, and Bicester to cycle for leisure and these measures would help make it more accessible.
(24) Local Resident, (Wolvercote, Mere Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchington Road 40mph - Support

	Safety for all road users
(25) Local Resident, (Kirtlington, South Green)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support As they are the roads around Kirtlington are lethal and getting worse.
(26) Local Resident, (Kirtlington, Heyford Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Heyford Road in particular is a very straight road and hence cars accelerate way past 40mph once they reach it from the middle of the village or don't slow down until the bend at the village green when coming into the village. The 20mph restriction is a good first step, but I don't think it will be enough - we need speed limiting measures like a narrow road and give way on entry/exit to the village to ensure people have to slow down.
(27) Local Resident, (Kirtlington, Heyford Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Generally traffic travels on average a lot faster than 30mph! Especially along the long straight at the north end of the village. So if this even brings the traffic down to 30 even if the limit is 20, this'll be a great result!
(28) Local Resident, (Kirtlington, South Green)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Safety. Traffic moves too fast through the village.

(29) Local Resident, (Kirtlington, Hatch Way)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Kirtlington currently suffers with large traffic volumes, and this proposal to limit speeds on roads in and approaching the village may discourage some vehicles from travelling through the village; and it would certainly make life pleasanter for Kirtlington residents, who often struggle to cross the main road through the village because of the traffic volumes and speeds
(30) Local Resident, (Kirtlington, Heyford Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Traffic entering Kirtlington from both directions, particularly from the north along Heyford Road, does so at speed because of the 60/50 mph limits on the approaches. The transition to the existing seems to be rarely observed by traffic coming down the Heyford Road because it is too abrupt, the road is straight and wide, and because the existing speed hump arrangement at the north end of Kirtlington does not affect most traffic.
(31) Local Resident, (Kirtlington, Foxtowns Green)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support The heavy volume of traffic and speed make walking or cycling in the town prohibitive
(32) Local Resident, (Kirtlington, Akeman Spinney)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Generally supportive but query why the extension of the 20mph to the north does not extend to the village sign, but finishes half way along the frontage of Akeman Spinney

(33) Local Resident, (Kirtlington, Troy Lane)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support The A4095 is dangerous through Kirtlington, and vehicles traveling on the roads leading into Kirtlington travel too fast.
(34) Local Resident, (Kirtlington, A4095)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Lived along the A4095 straight section in Kirtlington and people regularly speed in excess of 40 MPH... With the lack of a speed camera, this is a great option.
(35) Local Resident, (Kirtlington, Heyford rd)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support I have a small child and the speed at which the cars and lorries often come past are worrying.
(36) Local Resident, (Kirtlington, Troy Lane)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Need change
(37) Local Resident, (Kirtlington, Oxford Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support

	The A4095 through Kirtlington is a residential area, but it's regularly used as a rat run by cars and HGVs. Many vehicles drive too fast around blind bends, I have seen vehicles mount the kerb. Children walk to school along the road and currently it feels dangerous, many road users seem to be focused on getting through the village as quickly as possible with little care for the surroundings they are driving in. I think reducing the speed limits goes some way towards changing the attitude of drivers and making it safer. I still feel that in the future even more can be done by reducing traffic especially the number of quarry HGVs that use it as a short cut to Bicester and Heyford.
(38) Local Resident, (Kirtlington, Hayford road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Entrance to the villages and exit are both currently high speed areas
(39) Local Resident, (Kirtlington, Hatch Way)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support People arrive in the village too fast, as it's used as a rat-run
(40) Local Resident, (Kirtlington, A4095)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Traffic currently travels dangerously quickly through village and surrounds
(41) Local Resident, (Kirtlington, Hatch Way)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support To slow drivers approaching the proposed 20 mph zone

(42) Local Resident, (Kirtlington, Bletchington Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchington Road 40mph - Support I have to park on the road and my parked car was hit by a car that came too quickly round the corner from Bletchington. Far too many cars speed past our house.
(43) Local Resident, (Kirtlington, Bletchington Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchington Road 40mph - Support Whilst the speed in some areas of the village is naturally restricted, due to narrowing of the road or parked vehicles, certain individuals do tend to start to speed on the roads exiting / entering the village. The local primary school is on the main road and is very busy especially during rush hour or when there are issues on the A34 and M40. Crossing the roads during rush hour can be particularly difficult especially on the Bletchington Road where visibility is limited. The buffering zone will hopefully minimise the people coming into the 20mph zone at 60.
(44) Local Resident, (Kirtlington, A4095)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchington Road 40mph - Support I am supporting the proposal because I live on the A4095 and the speed of the traffic through the village is dangerously fast. We need to lower the speed limit and make the safer.
(45) Local Resident, (Kirtlington, North Green)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchington Road 40mph - Support I am supporting the proposal because there is an ever increasing amount of traffic coming through our Village in excess of the existing 30mph speed limit. I young children and am concerned when crossing the road at any point within the Village.

(46) Local Resident, (Kirtlington, Bletchingdon Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support I have two young children and the speed at which Cars, HGVs and Farm Machinery drive through the village is dangerous and puts people at risk.
(47) Local Resident, (Kirtlington, Oxford Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support Will slow traffic down. Will be safer plus less noise.
(48) Local Resident, (Kirtlington, Bletchingdon Road)	20mph speed limit - Support A4095 Heyford Road/Portway 40mph - Support Bletchingdon Road 40mph - Support I live next to a sharp bend and motorists have twice driven around it too fast and damaged my car

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Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT 24 FEBRUARY 2022

OXFORD: CUTTESLOWE CONTROLLED PARKING ZONE – PROPOSED ADDITION OF BOURNE CLOSE & DAVID WALTER CLOSE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED:
 - a) not to approve at present the proposed inclusion of Bourne Close and David Walter Close within the Cutteslowe Controlled Parking Zone) as advertised.
 - b) to keep under review the parking pressures in these roads to identify if measures may be required at a later date.

Executive summary

2. Following consideration of proposed no waiting at any time restrictions at Bourne Close at the Cabinet Member for Highway Management decisions meeting on 14 October 2021, following representations made by the local member officers were also asked by the Cabinet Member to look to include Bourne Close and David Walter Close in the Cutteslowe CPZ and as a result of this review the proposals were taken to formal consultation.

Financial Implications

3. Funding for the consultation on the proposals was from the Councils Revenue budget, which will also fund their implementation if approved, with the costs of operating the permit parking being met from the permit fees.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 18 November and 17 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council, and the local County Councillor. Letters were also sent to approximately 190 properties in the area, and notices placed on site in the immediate vicinity.
7. Nineteen responses were received during the formal consultation, comprising of 3 in support (16%), 13 objections (68%), 2 raising concerns (11%), and one expressing no objection.
8. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection.
10. City Cllr Liz Wade expressed an objection specifically in relation to Bourne Close on the grounds that it was opposed by the majority of residents, who did not consider commuter parking to be currently an issue and stated they would be inconvenienced by the proposals in respect of the parking needs including that of their visitors, and also as a result of the cost of permits.
11. The remaining responses were from members of the public, the great majority being residents of Bourne Close, with no responses being received from residents of David Walter Close. The balance of opinion was fairly strongly not supportive of the proposals on the grounds stated by City Cllr Liz Wade.
12. Noting the above, it is recommended that at present the proposals are not progressed at present but kept under review should parking pressures in the area change.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan.
Annex 2: Consultation responses.

Contact Officers: Tim Shickle 07920 591545
Jim Whiting 07584 581187

February 2022

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local City Cllr, (Wolvercote Ward)	Object - I write as one of the Wolvercote Ward Councillors, and refer you to the hearing before Tim Bearder, Cabinet Member, on 14 October last, about the proposal to prohibit obstruction of the turning area at the end of Bourne Close. Concerns had been raised that the turning area was used as a parking space by residents - which could cause an obstruction for emergency vehicles, in particular ambulances. This was a real concern because the six bungalows on the north side of the close are for elderly social housing tenants who might need emergency assistance. I attended with my County Councillor colleague Andrew Gant to confirm that we supported the proposal to prohibit obstruction of the turning area. A representative of one of the elderly tenants also asked for the turning area to be freed up. There was an opportunity at the hearing to talk about the problem that could be experienced by residents living adjacent to a CPZ - namely commuters using CPZ-free spaces for day-time parking. As a result of the concerns we expressed, a consultation was ordered into whether Bourne Close and the neighbouring David Walter Close should be included in the Cutteslowe and Five Mile Drive CPZ. This consultation expires on 17 December. I wrote to all the residents in Bourne Close and David Walter Close on 19 November advising them of the consultation and its deadline of 17 December. On 27 November I met a Bourne Close resident, at our ward surgery. He was very clear that the introduction of CPZ measures would make the parking in Bourne Close much more difficult. At my suggestion, he surveyed the households in the close, and the residents' views are attached to his submission to you. The reasons I have for opposing the extension of the CPZ are: 1. Elderly tenants in the North bungalows are now going to have the benefit of a clear turning area for emergency vehicles. Since they do not drive themselves, they are not going to need parking spaces, and carers could park on double yellow lines if spaces are not available on the South side or at the shops a few metres away (at least 10 long-term spaces for visitors).

	2. There are only 14 parking spaces (and 1 disabled space) on the South side of the road, which serve the 16 houses on the South side. This is just about an adequate number for the 16 households on that side. Commuter parking does not seem to be an issue. The nine residents surveyed did not see it as a problem. 3. The Cutteslowe & FMD CPZ only operates from 10 a.m. - 5 p.m. on weekdays. This is a time when the Close is relatively empty because some residents drive to work. A 10-5 closure would not assist them. 4. An elderly resident on the North side has expressed a worry that, if a CPZ comes in, she will have to find £25 for the second set of visitors' permits - and even if she could afford it, 50 permits a year would not be anywhere near the number she needs. I am convinced that extension of the CPZ would not assist the residents in Bourne Close, and would not support it. As far as David Walter Close is concerned, I wrote to all the residents, again advising them of the consultation and the deadline. I have had no response to the letter and so I am not in a position to argue the case for extension or otherwise of the CPZ. in respect of David Walter Close, but it may be that residents have written to you directly with their views.
(3) Email Response, (Unknown)	Object – I am against the decision for controlled parking in David Walter close.
(4) Local Resident, (Oxford, Bourne Close)	Object – A similar proposal was put forward about 10 years ago and I, along with Cllr Jean Fooks, canvassed the opinion of Bourne Close residents and it was agreed that we should not be included in the scheme. The major reasons for this is that we were not affected by commuters parking their cars in the day and that typically, but not always, we were a relatively quiet street. Not a single person wanted to be included in the scheme at that time - it made no sense at all. To the present day and nothing much has changed. We do not have any issues with commuters (see feedback from residents). There is still a slight shortage of parking. One side of the street (the odd numbers) have vehicles and as the even numbers side of the street consists of council social housing for the elderly, they almost exclusively do not have vehicles. There is only parking available of one side of the street. The only problem arises when visitors, carers, doctors and ambulances want to visit the social housing residents. If they park in the street then this does use up the space. This happens very rarely and could easily be avoided if proximal visitor car parking bays were used - also they often do not need permits and can even park of double yellow

	lines etc. These visits most often happen during day during the week when most of the cars in the street are not present as people have gone to work, so there is plenty of space, so there is absolutely no problem. The proposition of Resident Permit holders only from Monday - Friday 1000 - 1700 makes absolutely no sense. The main time residents want to be able to park is exactly the reverse of these times. Effectively we would be paying to be in a scheme to protect residents car parking spaces when we aren't typically there! Additionally, this would also somewhat restrict visitors' access to the elderly residents during the day when there would be lots of free space. The strong feeling against this proposal has been captured in the forms attached. There are only a couple of omissions which I will try and forward to you when I get them. One practical solution to supplying local residents with more parking would be to return the garages that are let out by Oxford City Council back to the council residences they were originally meant for (and only if they require them). Currently, these garages are often let to people who don't even live in the area. There are some 30 or so garages let out in this way with very short walking distance from this street. It is no coincidence that there are 9 garages on Kendall Crescent and there are 10 flats next to them. Likewise there are 9 garages at the end of Millers Acre and there are 10 even numbered houses on Bourne Close set back from the green. Another would be to consider widening the street (removing some of the green, to add some more car parking space), but at the moment I really do not think this is necessary.
(5) Local Resident, (Oxford, Bourne Close)	Object – do not wish to be included in the Cutteslowe & Five Mile Drive CPZ and have not had any problems with commuter parking in the street. While the concerns raised by the council is about commuter parking, there is not even enough space for residents parking. Therefore it makes no sense for the proposal.
(6) Local Resident, (Oxford, Bourne Close)	Object – do not wish to be included in the Cutteslowe & Five Mile Drive CPZ and have not had any problems with commuter parking in the street.

	There is no evidence that commuters are responsible for a lack of parking, which rarely happens anyway. This would be an inefficient response to a non-existent problem.
(7) Local Resident, (Oxford, Bourne Close)	Object – do not wish to be included in the Cutteslowe & Five Mile Drive CPZ and have not had any problems with commuter parking in the street.
(8) Local Resident, (Oxford, Bourne Close)	Object – do not wish to be included in the Cutteslowe & Five Mile Drive CPZ and have not had any problems with commuter parking.
(9) Local Resident, (Oxford, Bourne Close)	Object – do not wish to be included in the Cutteslowe & Five Mile Drive CPZ and have not had any problems with commuter parking.
(10) Local Resident, (Oxford, Bourne Close)	Object – It is parking when residents are home from work, at night and weekends, that is the problem - Not parking during the day, there is no issue with commuter parking. There are 22 dwellings on BC plus the 6 on a private estate at the end of the Close. There are 15 parking spaces, at a pinch. It means finding a parking space in the evening can be a struggle, especially if anyone has a visitor. While providing a turning space reserved for emergency vehicles etc, is a good thing: it has made the parking availability worse. There is no public transport on the estate now, so those with mobility problems may have no choice but to keep a car. While the grassy area on Bourne Close is very attractive, maybe a little of it needs to be sacrificed to provide some additional parking spaces.
(11) Local Resident, (Oxford, Bourne Close)	Object – do not wish to be included in the Cutteslowe & Five Mile Drive CPZ and have not had any problems with commuter parking. There have been no changes in the clothes that make inclusion of the CPZ now necessary or advantageous.
(12) Local Resident, (Oxford, Bourne Close)	Object – do not wish to be included in the Cutteslowe & Five Mile Drive CPZ and have not had any problems with commuter parking, but folks visiting not having space.

	The proposal does not solve the problem of occasionally residents not being able to park.
(14) Resident, (Beckley, High Street)	Object - not a good idea
(15) Resident, (Cumnor, Clover Close)	Object - I object to the council charging or fining people for parking outside their houses on on residential streets (e.g. when visiting friends). Stop locking up Oxford by removing parking places and making money out of normal life.
(13) Local Resident, (Oxford, Bourne Close)	Concerns - Last week the yellow lines were painted in Bourne Close, thereby reducing the available spaces for residents to park. If we are able to buy parking permits which cover the adjacent streets then at least we will have somewhere to legally park if all spaces are taken in the close. But surely the painting of the yellow lines and the issue of permits should have been co ordinated. As it now stands we can't legally park in adjacent streets if no spaces are available because the council have jumped the gun with regard to the yellow lines. When asked to comment on the proposal some weeks ago I did suggest that some of the sizable grassed area could be designated as residents parking. To me its the obvious solution but I have heard nothing about that idea since. I therefore have to come to the conclusion that the 'consultation' with residents was a sham and the council's actions were a forgone conclusion. Could you please clarify what we as residents should do if we return home to find no spaces available in the close and we don't have the proposed parking permits yet. I believe one resident has received a parking notice when she was in precisely that position since the yellow lines were installed.
(16) Local Resident, (Oxford, Bourne Close)	Concerns - The information you have given is not clear on 1) The reasons for the CPZ proposal (and yes I have read all of the available documentation and letters), 2) The evidence (if any) showing the efficacy of CPZ zones relating to the objectives of extended it here, and 3) The cost per car per house and justification of the charge amount (I have heard things anecdotally about this but the information on the council site we have been pointed to does not include this) or the regularity of enforcement. Regarding the reasons given, it says "commuters" park on our road regularly. I have not observed this to be the case

	in the last 6 months working from a street-facing window. If you are actually talking about residents on other streets with permit parking using our road to park their second or third cars then you should have specified that and not used the catch-all term "commuters". I would like to see evidence of these commuters and where on our housing estate they are commuting to. I doubt anyone parks here and walks/cycles/buses into the city centre - perhaps they do, show us your evidence. Regarding the evidence, I am completely on board with encouraging other modes of transport and limiting car ownership to only essential ownership however, I do not think introducing a CPZ on a road with established residents will make one single difference to the number of cars per house currently. It might possibly deter someone from buying an extra car in future but in the grand scheme of how much a car costs to buy and run per year I doubt it. If the reasoning is at all related to reducing pollution in the city then any electric car owners should have a much reduced charge. Finally, a neighbour has pointed out that this is not a particularly easy to access survey so that could be improved in future consultations (e.g. typing in a long URL, forcing you to register to participate, and just being online only will exclude some people on our road). To conclude, I do think fewer cars would be a good thing. I think including our road in the CPZ could, in theory only, possibly put people who try and avoid it on other streets off parking here. However I'm not convinced there is enough evidence of that actually happening at the moment and I am not yet persuaded of a practical benefit in this case to fully support implementing not insubstantial charges on residents who already pay council tax etc.
(17) Local Resident, (Oxford, Bourne Close)	Support - I support the idea of parking permits . Many residents have to park on grass verge in the past due to people visiting in surrounding areas which are currently permits. This caused residents in Bourne close unable to park . If Bourne close became permits then residents would have a choice to park anywhere in the surrounding area which are currently permits. The petition that was done pervious and also this time is a family that owns 2 cars and doesn't want to pay for 2 permits ! I think it would really benefit to be permits in Bourne close .
(18) Local Resident, (Oxford, Bourne Close)	Support - If it is parking permits it would solve the problems of people from other areas parking which mean the residents in Bourne close have to park on the grass or they block the turning point and it would stop residents parking there cars in between 2 space until there friends who cannot park else where owing to parking permits arrive

	then take a space which mean a resident who lives in street has no where to park the bungalow s there is only 3 who have car one which is a mobility and there is a parking bay already and it would be a idea to have the markings re done I strongly recommend parking permits I would then be able to come home and no I would have a better chance to park also car would not be causing problems for emergency service trying to get up road
(19) Resident, (Oxford, Bulan Road)	Support - If we are to get control over car use in the city we need to limit not only car use coming in but also the need to have one when living in Oxford

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Divisions affected: *Hendreds and Harwell*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 FEBRUARY 2022

HARWELL: B4493 AND ADJACENT ROADS - PROPOSED 20MPH SPEED LIMIT ZONE & TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a) the introduction of a 20mph speed limit zone a **20mph speed limit zone** in Harwell. The proposals will replace the existing 30mph speed limit with a 20mph speed limit zone on all roads within Harwell village, leading out to the following points:
 - Blenheim Hill/Didcot Road - a point 40 metres east of its junction with Teasel Bank
 - Grove Road - a point 410 metres west of its junction with Drewitts Corner
 - Townsend - its junction with Barrow Lane
 - Wantage Road - its junction with Reading Road
 - b) traffic calming measures within the 20mph zone comprising:
 - Raised tables to be located on:
 - Wantage Road - with its junction Tyrrells Close,
 - High Street - outside Wellow House,
 - Blenheim Hill - outside Hill Orchard.
 - One sided 'build-out' feature on the High Street (near the War Memorial) on the northbound lane, with priority given to traffic travelling southwards,
 - Centre line road markings will be removed on High Street & Wantage Road & 1.5m wide advisory cycle lanes in each lane will be provided,
 - '20' roundel road markings on the carriageway & '20 mph' repeater signs will be installed at various locations within the zone.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to introduce a 20mph speed limit zone and supporting traffic calming measures at Harwell.

Financial Implications

3. Funding for consultation on the proposals and their implementation if approved has been provided by the developers of the Great Western Park residential development at Didcot to mitigate its traffic impact on neighbouring villages.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 25 November 2021 and 31 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Harwell Parish Council, Vale of the White Horse District Council and the local County Councillor. Letters were also sent directly to approx. 165 properties in the immediate vicinity of the proposals, and street notices placed on site in the area.
7. 108 responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection	Total
20mph speed limit	18 (17%)	12 (11%)	74 (69%)	4 (4%)	108
Raised tables	30 (27%)	8 (8%)	63 (58%)	7 (6%)	108
Build-out feature	43 (39%)	12 (12%)	49 (45%)	4 (4%)	108

8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection to the raised tables and traffic calming build out, but did object to the proposed 20mph zone on the grounds that there is a query if the 20mph limit will be self-enforcing without additional calming measures given that no speed data had been provided as part of the consultation documentation.

10. Harwell Parish Council expressed support for all the proposals, citing their involvement in discussions about suitable traffic calming in Harwell for some years.
11. The Vale of the White Horse District Council expressed no objection.
12. Oxford Bus Company while supporting the proposed 20mph limit, objected to the traffic calming measures citing concerns that the proposed removal of centre line & 1.5 metre cycle lane introduced on both sides of the carriageway will make the road very narrow and if two buses meet then there would be a need to use the full width of the road. Additionally, concerns were raised on how 'bus friendly' the raised tables would be and also on the impact of the proposed build-out on delays and requested further information on these features.
13. Noting the above, in respect of the concerns on the removal of the centre line on the High Street, the existing carriageway width is not being changed, with the current carriageway width being 'reallocated' to facilitate the 1.5m wide advisory cycle lanes, this arrangement has recently been applied to the Didcot/Wantage Road in Didcot. If two buses or cars want to pass, then they can do so by moving into the cycle lane when safe to do so. This reduces vehicle speed and provides a safer space for cyclists. The junction tables will have on/ off ramp gradients of 1:16 which are judged to be bus friendly. However further discussions will be held with the bus operators on aspects of the detailed design.
14. The Royal British Legion (Harwell Branch) expressed an objection to the 20mph limit or raised tables did object to the proposed siting of the build out by the War Memorial, stating that the narrowing of the road directly opposite the War Memorial would compromise the position the parade would take as the available space would be reduced to unusable the focal point of the Commemorations. Additionally, a local councillor also objected to the build out on the grounds of its impact on traffic and parking, and it possibly being counterproductive as vehicles may speed up to avoid having to give way to oncoming traffic.
15. Taking account of the above and other responses in respect of the appropriateness, safety, effect on parking and its overall traffic and environmental impact (including noise and vehicle emissions) , a design review is taking place of the build-out outside the War Memorial.
16. The Oxford Cycling Network supported all the proposals, although queried if the gaps between the raised table are too long and in consequence may not achieve sufficient speed control and suggested it would be sensible to monitor speeds. Their response also noted with the proposal for cycle lanes but expressed a preference for the advisory lanes to be closer to 2.0m than 1.5m if where there is sufficient carriageway.

17. Sustainable Harwell also supported all the proposals but also asked if the cycle lanes and 20 mph speed limit should run the full length along Blenheim Hill all the way to the Link Road roundabout as this would provide a safer, more pleasant cycling route from the village into Didcot which can be used by commuters to the station as well as pupils attending schools. Some of the responses from members of the public similarly requested additional measures not only on Blenheim Hill but also in other parts of the village, including traffic calming on the Reading Road, additional traffic lights at the corner of the Hart Pub, speed cameras or investigation into reducing speed limited further within the village; although these are noted they are unfortunately outside the scope of the current scheme, and with no allocated funding.
18. The remaining responses as also detailed in **Annex 2** were from members of the public, predominantly residents of Harwell. While the balance of opinion is supportive of the proposed 20mph speed zone and raised tables, as summarised in paragraph seven above, views on the proposed build-out are less positive.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annexe 1 Consultation Plan Annexe 2: Consultation responses

Contact Officers:	Tim Shickle 07920 591545 Ryan Moore 07557 082568

February 2022



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	20mph speed limit - Object Raised tables – No objection Build-out feature – No objection Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc. The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility. We are aware that Oxfordshire County Council have recently passed a policy to introduce many more 20 mph speed limits and are working with them through their 20s Steering Group committee . TVP Welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety and may offer further such as median speed reduction and speed reduction of faster drivers, but the best benefits are where road design is improved and the DfT guidelines are followed. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, attempts to create an environment more friendly to cycling and to encourage a greater diversity of road users . The police stance still reflects that 20 mph limits and zones should still be self-enforcing Compliance with 20mph limits is a challenging issue as there is a difference between sign-only and other schemes and the influence of the road environment is key to achieving compliance. TVP have no policy to enforce based on arbitrary speed limits alone but we will enforce based on harm, risk and resourcing. 20mph limits are not excluded

	from this and would be enforced where appropriate. However, there are no additional resources available to support extra enforcement. Messages from partners that police do not enforce need to be discouraged as such messaging can encourage non-compliance and should be avoided.. No speed data has been provided to support these measures. It is noted in these proposals that engineering has been included although most I would describe as soft ,and unlikely to achieve the levels of compliance expected . Grove road ,Harwell has for a number of years been subject to a 20 mph limit with poor compliance and continual complaint .Only now are further engineering measures being considered . It suggests funding /support for this scheme has come from Great Western Park .Sadly these developments within Didcot have not been good examples of 20 limits with poor design , low compliance and many complaints from residents. In light of this I do not believe the level of measures planned for the rest of Harwell Village will achieve good compliance especially the High Street. Therefore unless more severe measures or data to support such a lowering is included, the Police object .
(2) Local Cllr, (Harwell, The Park)	20mph speed limit - Support Raised tables - Support Build-out feature - Object I support the plan in principle but have concerns about: 1) there is a 'table' proposed for outside the Village Hall with an associated 20 sign. Since the survey for this was done the Village Hall has erected a sign made by a local artist very close to the proposed site for the 20 sign, which will therefore detract from the Hall's sign. Can the proposed location be moved south 15 or 20 metres to be outside Peartree Barn? 2. There is no 20 sign proposed for the section between Gaveston Road and the Grove Road junction but currently this section seems to have more than average numbers of vehicles exceeding the 30 limit. Can there be a repeater sign on this section please? 3. I know the lane from the A417 to Princes Manor Farm is not a public road but it was surfaced a few years ago with the result that delivery vehicles and others regularly do 35 to 40mph and some residents of the Park living towards the north end are quite happy to do 50 and even 60 mph on this lane. If there is a method of setting a limit on unadopted roads then can this lane please be included? I wish to object to the built-out feature. The section where it is proposed to site it already has vehicles regularly parking

	on the west side of the road and effectively reducing it to one lane. Adding this feature will just encourage parking on the road and create a longer section of one-lane road. Since drivers will be forced to give way this will only encourage those being given way to drive faster to reduce the time they are holding up the oncoming vehicle. Therefore it will encourage faster driving rather than slower. Surely both for safety and traffic-calming considerations the aim should be a slower uniform speed rather than increasing the amount of stop-start driving?
(3) Harwell Parish Council	20mph speed limit - Support Raised tables - Support Build-out feature - Support Have been involved in discussions about suitable traffic calming in Harwell for some years and welcomes the proposals. The council would like to ask that all qualifying built-up areas in the parish are considered for this scheme, and indeed for reductions in speed limits generally in the parish (e.g. 40 to 30 as well as 30 to 20).
(4) Vale of White Horse District Council	20mph speed limit – No objection Raised tables – No objection Build-out feature – No objection
(5) Oxford Bus Company	20mph speed limit - Support Raised tables - Object Build-out feature - Object I'm afraid that we are going to have to OBJECT to these proposals pending further information. Our concerns are as follows: We fully support a reduction in the speed limit to 20mph, as this would hopefully reduce the amount of traffic using the village as a "rat run". However, on looking at the Consultation Plan diagram we have the following concerns:- • Removal of centre line & 1.5 metre cycle lane introduced on both sides of the carriageway - This will make the road very narrow and if two buses meet then there would be a need to use the full width of the road. I believe this would be the same type as is currently used on the road between the Nuffield hospital and Headington Shops, which is a much wider road and issues can still occur along this stretch. • Raised table for speed control, these are not usually "bus friendly" depending on the height and length of these. We would need more information about the design and make up of them to make sure that they were 'bus friendly'.

	Looking at the plans it seems there will be a build out next to the War Memorial as a speed control measure, again more details would be advantageous on this one, such as the design etc so that we can see if it would cause any issues or delays.
(6) Local Group, (Harwell Branch, Royal British Legion)	20mph speed limit – No opinion Raised tables – No opinion Build-out feature - Object I write very much in my RBL role as both Vice-Chairman and Ceremonial Officer, with regards the layout of the proposal in relation to the proximity to the War Memorial. Based on the Consultation Plan as found on the https://letstalk.oxfordshire.gov.uk/ webpage I notice that there is proposed "build out" feature directly opposite the War Memorial. The concern I have is this could not be in a worse location (other than being on the War Memorial side of the road) for the annual Remembrance Parade which takes place as I am sure you are aware every November and write to raise this concern. I offer the following link to an album of photos from Remembrance 2019 and attached photos as an example of a "typical year" (given the pandemic 2020 and 2021 have not been typical) which I am hope you can see how the parade forms up in front of the War Memorial and the position upon the road. The narrowing of the road directly opposite the War Memorial would compromise the position the parade would take as the available space would be reduced to unusable. Attached are specific photos which show how the space in front of the War Memorial is used for this very important event for the village. With the growing size of the village and thus the community attendance at the Parade has been growing year on year, which has required squeezing more people into the available space. This 20mph Zone with narrowing of the high street proposal not only reduces this available space but specifically does so front and centre of the focal point of the Commemorations. I am not writing to voice an opinion against or in protest to narrowing the road, only that the narrowing is placed somewhere not directly opposite the War Memorial.
(7) Local Group, (Oxfordshire Cycling Network)	20mph speed limit - Support Raised tables - Support Build-out feature - Support

	We support 20mph speed limits and appropriate traffic calming to improve the safety of people walking, wheeling and cycling, and to encourage the use of these active and healthy modes. The reduced limit will also feed through to sat-navs and reduce traffic driving through Harwell rather than the Link Road. We think the speed tables are appropriate for traffic calming, but the gaps between them are long and they may not achieve sufficient speed control. It would be sensible to monitor speeds. With the 'cycle lanes with no centre line' solution - we are interested to see how this works in practice as this should be a good situation for it with low traffic numbers and speeds. We prefer the advisory lanes to be closer to 2.0m than 1.5m if where there is sufficient carriageway (say 2.5-3.0 remaining in the centre lane).
(8) Local Group, (Sustainable Harwell)	20mph speed limit - Support Raised tables - Support Build-out feature - Support fully supports the proposal to limit speeds within the village to 20mph as well as the proposed traffic calming measures, The measures will help to provide a safer environment for pedestrians and cyclists within the village. They will also support the move to net zero by encouraging greater levels of active travel and reducing the CO2 emitted by vehicles. In addition they will help improve the air quality within the village by reducing exhaust, brake and tyre particulates. We also suggest that the proposed scheme represents an opportunity to measure the air-quality benefits to Harwell to help inform other communities looking to undertake similar measures. We note that the proposed cycle lanes and 20mph zone are shown to finish on Blenheim Hill/Didcot Road at a point 40 metres east of its junction with Teasel Bank. We question this as we believe that the cycle lanes and 20 mph speed limit should run the full length along Blenheim Hill all the way to the Link Road roundabout, This would provide a safer, more pleasant cycling route from the village into Didcot which can be used by commuters to the station as well as pupils attending schools. We therefore ask that this is re-considered. The Sustainable Harwell community action group is working to promote cycling and walking within Harwell and in 2020 conducted a cycling survey with residents to find out more about what they need and what the barriers might be that hold people back from doing more. Over 100 responses showed clearly that people want to be able to cycle more around the village and into Didcot but they are concerned about the danger of doing so, including poor road surfaces and worries about traffic and the lack of joined-up cycle routes.
(9) Local Resident, (Harwell, Broadway)	20mph speed limit - Object Raised tables - Concerns Build-out feature - Object This is just another example of misuse of public resources. For a road cyclist, the state of the roads around Oxfordshire is a disgrace, and the money could be better spent on maintaining the existing roads and features.

	Specifically my objections are as follows: Environmental concerns - increased stop/starting of vehicles through Harwell. Safety concerns- traffic calming Islands are unsafe for cyclists because many motorists do not give way to cyclists at traffic Islands regardless of who has the right of way. This is just another disadvantage for cyclists! Unnecessary - where is the data that shows these steps are necessary? I'm not aware that the main road through Harwell is an unsafe road? Noise - Harwell is a very quiet village, which is why I moved here. Why increase the motoring noise with acceleration from Islands, and squealing of brakes? Wear and tear on cars from speed ramps - these disproportionately inconvenience the residents of Harwell who drive through it every day. Would the council like to offer to cover the expense for the additional wear and tear on my wife's car?
(10) Local Resident, (Harwell)	20mph speed limit – No objection Raised tables - Object Build-out feature - Object I do not think traffic calming features are relevant in Harwell. Cars parked on the side of the road are sufficient to slow the traffic down especially near the War Memorial. It would be much better to spend the money tidying up the Memorial, the existing site is a disgrace. No objection to 20 mph signs. I think the raised tables are a total waste of money as traffic is already slowed by parked cars where said tables are suggested. If there is all this money going begging it would be much better if Harwell Parish employed more people to keep the Village tidy.
(11) Local Resident, (Harwell, Barrow Road)	20mph speed limit - Object Raised tables - Concerns Build-out feature - Object The 20 mph limit is more suited to areas where there is a lot of foot traffic, schools, hospitals and general built-up areas. The High Street in Harwell is generally quieter than other villages. The existing 20 mph limit in force in Grove Road, Barrow Road, Barrow Lane, The Croft and The Barrow is almost always ignored or drivers do not read road signs. They accelerate up the Grove Road from the High Street only to brake at the first pinch point then repeat the acceleration for the second pinch point the accelerate again towards the 40 limit. This shows that a 20 limit is not expected because it is in appropriate and irrelevant. For another example, my neighbour regularly exceeds 30 mph in the Croft, We regularly have ten parked cars in Barrow Road and cars carelessly speed past this obstruction. There are now new cycle lanes in Wantage Road, Didcot. These introduce new hazards for both cyclists and drivers

	due to parking on the cycle lanes and reducing road width. I recently saw a family on bikes cycling on this road. Two adults and three kid all cycling on the main carriageway and ignoring the splendid new cycle lanes! The outer build-out feature on Grove Road is located in a dangerous position, inbound traffic cannot get a good view of outbound traffic because the road furniture and signs get in your line of sight. I have observed near collisions because, I think, drivers do not know how to use them. I am ex TV Police and an advanced driver and feel qualified to comment on this crazy scheme which seems to have been created just to spend some allocated money. "Calming tables" (I will guess what this means). Cannot be seen easily at night because Oxfordshire Highways fail to refresh faded or invisible white road markings.
(12) Online response, (unknown)	20mph speed limit - Object Raised tables - Object Build-out feature - Object How will you enforce the 20mph speed limit when you do not enforce the 30mph one? Will the road working be of a better standard than the poorly laid taptiles? The ones on the high st have been relaid 3 times and need doing again. What compensation will you provide to shops whilst the work is being done? Do you hate small shops? We already have a bypass/link road. Have the same people designed the cycle track through Harwell that did the one along Wantage rd Didcot? Why don't you use the money to finish the cycle track from the new Harwell bypass roundabout into Didcot? Have you ever built a cycle way that people use, or will they still use the road?
(13) Resident, (Didcot, Bowness Avenue)	20mph speed limit - Object Raised tables - Object Build-out feature - Object I often travel through Harwell, I don't believe extra measures are currently needed for the traffic.
(14) Local Resident, (Harwell, Tyrrells Close)	20mph speed limit - Object Raised tables - Object Build-out feature - Object I strongly oppose the whole scheme. Traffic through Harwell and the whole of Didcot is incredibly built up, much of the time. Lorries, busses, cyclists, parked cars lining the streets and during busy times, getting anywhere is like running

	the gauntlet. I drive a fair bit but almost never even make it to 30 mph. Putting additional obstacles in the road only causes more chaos, cars having to reverse, pedestrians not sure which car is moving next, cars pulling out and then having to go back again (which I consider more dangerous than driving a bit faster) queues and road rage. We are trying to use less fuel to save the planet but the constant stop/start nature of driving where there are so many obstacles around uses far more fuel. I would like to see the flow of traffic maintained so as to give a more restful driving experience which pedestrians can easily negotiate rather than the erratic driving that comes of road blocks and artificial "calming" measures. I find the more calming measures are in place, the worse the driving and the less calm the drivers. Its all very well saying that making driving through the village impossible will reduce the traffic and be a good thing but for us who live there, we can't avoid it. Rather than clogging up the roads with concrete blocks, speed cameras might work much better.
(15) Local Resident, (Harwell, Gaveston)	20mph speed limit - Object Raised tables - Object Build-out feature - Object It not going to stop the idiots and there are far better places like roads heading to the school that need measures to ensure the safety of the kids walking to school which is what is wanted more walking less cars
(16) Local Resident, (Harwell)	20mph speed limit - Object Raised tables - Object Build-out feature - Object I object to the proposed 20mph zone on safety grounds, as it does not include the village road which needs speed reducing measures the most, the Reading Road. There is clear evidence showing a high proportion of drivers on the Reading Road exceed the 30mph speed limit. Considering the narrow footways and lack of crossing facilities, this poses a serious safety issue for residents, cyclists and pedestrians, specifically school children. Why has the Reading Road been excluded from the 20mph zone and accompanying traffic calming measures, when on safety grounds it should have been prioritised? I request that the proposals are revised to include the whole village before being resubmitted for approval. I also have other safety concerns with the current proposals as follows: • Advisory Cycle Lanes (ACL) have been proposed in many areas where the carriageway is narrow (example on Burr St below). What width of carriageway will remain for vehicles between the 1.5m wide ACL's? Does this meet the minimum requirements of the various cycling standards including LTN 1/20? What is the strategy where the carriageway width falls below the minimum? As required by the CDM Regulations and Cycling Standards, has this been documented in a risk assessment of the proposed measures? (A Designers Risk Assessment and/or Road Safety Audit?)

	• There appear to be gaps in the ACL's – is this correct or an error in the plans? If correct then this is unacceptable. Gaps in ACL's are not safe or practical and if a continuous ACL can not be installed, then there should be no ACL's at all. Example on the High Street. • The proposed raised table at Tyrrells Close junction seems to be poorly positioned. There are bus stops on either side of the road – will the footway and kerbs be raised to maintain easy access to buses for disabled users? Will the bus be stopping half on and half off of the raised area? In summary, please consider my safety concerns with the current proposals, but most importantly, revise the plans to include the Reading Road which has the most significant road safety issues in the village.
(17) Local Resident, (Harwell)	20mph speed limit - Object Raised tables – No opinion Build-out feature – No opinion We wish to object to the proposed 20mph zone, because the plan is incomplete and does not include the A417 Reading Road which needs speed reducing measures the most. There is clear evidence showing a high proportion of drivers on the Reading Road exceed the 30mph speed limit. Considering the narrow footways and lack of crossing facilities, this poses a serious safety issue for residents, cyclists and pedestrians, specifically school children. We would like clarification on why the Reading Road has been excluded from the 20mph consultation plan and the accompanying traffic calming measures, when on safety grounds it should have been prioritised?
(18) Local Resident, (Harwell)	20mph speed limit - Object Raised tables - Object Build-out feature - Object As a resident of Harwell and road user by car and bicycle i object to most of proposed measures Reducing speed limit to 20 mph will result in most vehicles traveling in lower gears increasing fumes and noise pollution At 20mph it will be difficult for vehicles to pass cyclists the prospect of vehicles following my bicycle the entire length of village is not a pleasant one. Location of ramps will slow progress of cyclist. As progress along high street is usually slowed by parked vehicles i think build out is not needed I have no objection to cycle lane markings.

(19) Local Resident, (Harwell, High Street)	20mph speed limit - Object Raised tables - Object Build-out feature - Object The proliferation of 20mph speed limits, far from improving the effectiveness of transport in the area, makes things even worse. It is particularly undesirable to put a build-out feature in the middle of the High Street, where residents have had to suffer months of obstructions from building works, unrestricted parking and badly potholed roads, which make the village hard to negotiate in a vehicle most of the time anyway. Instead of further constricting the High Street with a cycle lane, investment should be made to a proper cycle path through the backstreets of the village, avoiding the dangerous bottleneck on High Street and Didcot Road altogether. If a 20mph limit is introduced, it should be limited to the side streets and not the main route through the village. Much more useful would be to mend the roads and actually enforce the existing 30mph limits! Speed cameras and active policing would be welcome.
(20) Local Resident, (Harwell, High Street)	20mph speed limit - Object Raised tables - Object Build-out feature - Object I live next the war memorial on the high street and strongly object to the proposed features which will cause further disruption to a section of the village which has seen significant construction activity over the last few years where I do not find the evidence demonstrates a need for a 20mph zone and certainly not that these proposed features would overall help the village because the proposed features would be highly disruptive to create and in operation would increase pollution and noise and disrupt the throughflow of traffic through the village with cars increasingly likely to queue waiting to pass the features. In addition, I am appalled to hear that this is a proposed use of the funding from GWP improvements, which could far better be used to support desperately needed local infrastructure in a wide range of other areas including improved broadband, parking, cycle lanes, public recreational facilities, road repairs, schools, public healthcare and a wide range of other important priorities which far outweigh any perceived benefit of this proposed 20mph zone. Please urgently reconsider re-prioritising this funding to the facilities which residents actually need.
(21) Local Business, (Harwell, High Street)	20mph speed limit - Object Raised tables - Object Build-out feature - Object The current 30mph speed limit is not enforced, what is the point of an unenforceable 20mph limit?

(22) Local Resident, (Harwell, Jennings Lane)	20mph speed limit - Object Raised tables - Object Build-out feature - Object Will Create more congestion and danger with idiots racing to get past, better to fine those parking poorly on main high street
(23) Local Resident, (Harwell, Harwell Roads)	20mph speed limit - Object Raised tables - Object Build-out feature - Object - Environmental impact with everyone stopping and starting - waste of money when there is so many other road issues I.e. all the pot holes - Build up of traffic every morning for commuters
(24) Local Resident, (Harwell, Westfield)	20mph speed limit - Object Raised tables - Object Build-out feature - Object This is really not necessary, just a waste of our council tax.
(25) Resident, (Oxford, Rymers Lane)	20mph speed limit - Object Raised tables - Object Build-out feature - Object I've driven through Harwell on many occasions and do not believe these are necessary. The use of raised road surfaces and 'build-out' features increases pollution as cars brake and then accelerate away. They also inhibit those cycling. The statement of reasons virtually acknowledges that this is not what road users want through saying "in order to help achieve compliance with the new lower speed limit".
(26) Local Resident, (Harwell, Loder Road)	20mph speed limit - Object Raised tables - Support Build-out feature - Object

	The village is used as a cut through either to the research centre or using Grove road towards Milton/Rowstock this is what the bypass was built for, I think the village needs some sort of calming and signage to prevent this , this is also applicable to cyclists as they completely ignore the very nice cycle path along the new bypass to come through village causing problems because the roads are too narrow they hold up all traffic, as for a marked cycle lane this would just encourage and fuel the problem , buses and other traffic will not be able to pass this will cause people to make risky manoeuvres and eventually someone will get hurt or killed. One solution to this is to continue the cycle path from the end of the relief road towards Rowstock and the Winnaway and not encourage cyclists through the village.
(27) Local Resident, (Harwell, High Street)	20mph speed limit - Concerns Raised tables - Concerns Build-out feature - Object I object specifically to the inclusion of advisory cycle lanes on the High Street in Harwell Village. These are included in the planning document but not referenced in this consultation. Several factors form this objection: • The cycle lanes will most likely coincide with areas normally used for residents parking, most notably near the village shops, and near White House. • Advisory cycle lanes do not prevent parking of vehicles, and as such will cause disagreement between cyclists and residents over misunderstanding of the regulations. This is of direct concern to me as I park my car on the High St where cycle lanes are proposed to be added. • The width of the High Street will not sensibly facilitate two 1.5m wide advisory cycle lanes plus vehicles in the centre of the road. • If cycle lanes are added in the winding region of the High St (near Wantage Road), it will result in all vehicles travelling in the centre of the road on blind bends, which increases the risk of vehicular collisions. • Changes to accommodate the cycle lanes would disrupt the look and feel of the village, in particular considering that the centre of the village is in a conservation area. • Advisory cycle lanes have been shown to increase the odds of injury by 34 percent in a study by TfL under the title "Cycling Injury Risk In London: Impacts of Road Characteristics And Infrastructure", which was performed between 2016 and 2018. • The village now has significantly reduced traffic flow compared with previous years, as the bypass road carries a huge proportion of traffic that used to pass through – in particular HGV's and higher speed through traffic. The traffic levels are suitably low that cars can easily pass bicycles on straight sections of road.

	• The poor condition of the road currently results in cyclists using the centre areas of the road – so they would unlikely use the cycle lanes anyway. The road condition needs to be improved but this was not mentioned in the planning documents. In summary, the proposal for the cycle lanes causes problems for existing households, the lanes are not sensible in several parts of the village, and the traffic flow is low enough that cycles and cars already successful co-exist.
(28) Local Resident, (Harwell, High Street)	20mph speed limit - Concerns Raised tables - Object Build-out feature - Concerns Overall, I am not quite sure what problem this proposal is designed to solve. It would be nice to reduce traffic through the village, but speeding through the village is not currently a significant issue. Weight of traffic and the amount of unsuitable HGVs using the road is however something that would be nice to reduce. We have significant concerns and objections to the proposed cycle-path • We live on the high street and have no off-street parking with only access to the front of our property by car via the high street. The cycle path would remove this. We also do not own the access land to the rear of our property which causes us significant accessibility issues as it is. The cycle path proposal would exacerbate this issue and would mean we cannot get a vehicle anywhere near our property without parking on cycle lanes. This is quite a worry for us as I have no idea how I would manage a small child, pram and shopping etc if I cannot park near my house. We are in a rural village with de-rated roads – vehicular access to the property shouldn't be a problem! • We, as many of our neighbours do, rely on on-street parking on the high street. During the day you will find many cars parked on the high street. While the suggested cycle lanes may be advisory, there seems to be little point putting them outside houses where the residents only have on-street parking. This would necessitate us and our high street neighbours parking on the cycle lanes and this would negate the expense and point of putting cycle lanes in the first place and potentially engender some bad blood within the village about us parking there and also risks angering cyclists. • Cycle lanes will also remove parking for the local businesses as the high street is regularly used as a parking for these companies (Butchers, Newsagents and Cherry Tree Barns) as there is insufficient parking on the forecourts. • By removing our cars which currently act to calm traffic by narrowing the road, there will be nothing physically slowing cars through the village, we feel this may actually increase traffic speed. • A previous application (P15/V1504/FUL) included double yellow lines down the high street (effectively the same as introducing a cycle-path). This was rejected, in part due to the loss of amenity of the residents of the high street in parking and accessing their properties. Please keep this in mind as we have been (literally) down this road once before. • If you are proposing 2 x 1.5m cycle-paths plus existing pavements can HGVs and buses fit down the road, or will they just have to run over the cycle lanes, which again negates the point of the cycle lanes? • This effective removal of parking is really a significant concern and worry for us, and we feel would negatively impact our house price too as we would no longer be able to get a car anywhere near our property rendering it very

	inaccessible for us. 20mph speed limit: In principle this seems like it -could- be a good idea and would help make the village safer. However, if unpoliced I fear it may just serve to increase frustrations i.e. more villagers will be irritated when cars don't comply with the 20mph speed limit. Grove road is a classic example of a well-meaning 20mph zone which is just not observed by the vast majority of cars. What is the point of putting time and money into such a scheme when it is not enforced and people don't comply with it? They do not appear to be effective solutions to speeding. Traffic calming tables: Honestly, worse idea ever(!) People don't slow for them and they increase traffic/road noise significantly. This is primarily a residential area – why would you make it noisier for the residents by introducing bumps people won't actually slow for? Would it not be better just to introduce some right of ways to force traffic to slow? Build out feature : I assume this means the part near the war memorial? The drawings are not very detailed so it is difficult to understand how far this build out extends to. Does it negatively impact on-street parking for the Alms-houses and nearby? Currently there are a significant number of cars that park on the high street in this area as the houses in that area do not have off-street parking, so this will reduce the amenity for those properties. In addition it will reduce access and parking for the Orchard house – the care home which already suffers from parking issues. In summary I am all for making the village safer, but if by doing so you remove accessibility and parking for local residents it isn't really improving the village for us. This particularly seems to negatively impact those of us living in the older houses on the high street. Had you considered instead narrowing the roads, building out features which include parking and putting tighter restrictions on the weight and size limits of HGVs using the roads?
(29) Local Resident, (Harwell, Barrow Lane)	20mph speed limit - Concerns Raised tables - Object Build-out feature - Concerns There is so much on road parking that these measures would just add a layer of driver frustration and cause more problems than they solve. The appalling state of the local roads should be dealt with before these arbitrary measures
(30) As an individual	20mph speed limit - Concerns Raised tables - Object Build-out feature - Concerns What reason is this being considered? Just because it's in place elsewhere or in reaction to collected evidence that 30mph is inappropriate for Harwell?

(31) Local Resident, (Harwell, Harwell)	20mph speed limit - Concerns Raised tables - Object Build-out feature - Object If there has been recent injuries or deaths in the village or indeed alarming near misses on record, then I could not object to some traffic calming measures. However if none of the above is the case - then as a resident I feel that 30mph through the village is a safe speed. Also traffic calming measures such as islands or speed bumps penalise villagers who drive through the village every day because they can cause frustrating delay (which results in speeding between the obstructions and in other areas later on in the journey) and wear and tear to the suspension parts of vehicles. They also require regular maintenance to make sure they are fully visible in darkness etc.
(32) Local Resident, (Harwell, Barrow Road)	20mph speed limit - Concerns Raised tables - Object Build-out feature - Object The 20mph speed limit should be sufficient. To implement all the other traffic calming measures is overkill. The raised tables are bad for the environment i.e. noise and air pollution and are not helpful to emergency services. Surely a speed camera or two would do a much better job of slowing the traffic. It certainly works in Nuneham Courtney. There are so many parked cars through the village, which is traffic calming in itself, how is a cycle path going to work.
(33) Local Resident, (Harwell, High Street)	20mph speed limit - Concerns Raised tables - Object Build-out feature - Object I live next the war memorial on the high street and strongly object to the proposed features which will cause further disruption to a section of the village which has seen significant construction activity over the last few years where I do not find the evidence demonstrates a need for a 20mph zone and certainly not that these proposed features would overall help the village because the proposed features would be highly disruptive to create and in operation would increase pollution and noise and disrupt the throughflow of traffic through the village with cars increasingly likely to queue waiting to pass the features. In addition, I am appalled to hear that this is a proposed use of the funding from GWP improvements, which could far better be used to support desperately needed local infrastructure in a wide range of other areas including improved broadband, parking, cycle lanes, public recreational facilities, road repairs, schools, public healthcare and a wide range of other important priorities which far outweigh any perceived benefit of this proposed 20mph zone. Please urgently reconsider re-prioritising this funding to the facilities which residents actually need.

(34) Local Resident, (Harwell, The Barrow)	20mph speed limit - Concerns Raised tables - Object Build-out feature - Object There are parked cars along the High Street and a pedestrian crossing that reduce the speed at which traffic can travel and the volume of traffic has reduced since the opening of the relief road. Should a 20 mph speed limit be required I think 3 traffic calming tables and a built out feature are over the top for the length of the road. The built out feature could particularly cause congestion and a potential problem as drivers negotiate this, buses stopping at bus stops and traffic entering and leaving side roads, not to mention the 'advisory cycle lanes' and checking for oncoming traffic in the middle of the road as there will no longer be a central white line. As both a cyclist and driver I think 'advisory' cycle lanes are confusing. I believe the scheme smacks of someone trying to find ways to spend the budget available from the Great Western Park developers and wonder whether a proper survey has been undertaken. It is a shame that some of these funds are not being used to calm traffic on the Reading Road which causes more of a hazard.
(35) Local Resident, (Harwell, Reading Road)	20mph speed limit - Concerns Raised tables - Object Build-out feature - Support Drivers need to be forced to slow down. Cars currently travel over the speed limit, simply lowering the limit without putting in traffic enforcement measures will be ineffective. Speed bumps are extremely unpleasant with those with back issues and other ailments. I am in favour of the build out feature or regular positioning traffic police to issue tickets to speeders.
(36) Local Resident, (Harwell, High Street)	20mph speed limit - Concerns Raised tables - Support Build-out feature - Concerns I agree with the 20mph speed limit and calming tables but cannot see how cycle lanes and the build out feature will help with traffic safety. The whole principle relies on people driving safely which most will do but some will ignore whatever is put in place.
(37) Local Resident, (Harwell, Boot Lane)	20mph speed limit - Concerns Raised tables - Support Build-out feature - Object

	The bypass was and is designed to cut traffic from Harwell village. Adding more measures will frustrate local people and people who need to be in the village
(38) Local Resident, (Harwell, Brookside)	20mph speed limit - Concerns Raised tables - Support Build-out feature - Support It is clear from Grove Road that speed limits at any level without enforcement are a waste of time.
(39) Local Resident, (Harwell, High Street)	20mph speed limit - No opinion Raised tables - Concerns Build-out feature - Object My concerns with the raised traffic calming tables is where the first one (by Tyrrells Close) is situated. This is on a bend at the end of the Close and incorporates a bus stop. It seems to me that a safer place would be nearer to the Reading Road (A417) before the Westfield turn off. My objection to the Build-Out feature is that no consideration has been given to the residents of this part of the street, either that or no-one has bothered to visit the area. I propose that a better option would be to put the Build-Out feature on the War Memorial side of the street and to build a lay-by(s) on the north side of the street that extends the current one as far as possible up to Gaveston Road. This will then allow the road to be kept clear of parked cars and would also provide the traffic calming measure that you seem to think is important.
(40) Local Resident, (Harwell, White Hart Way)	20mph speed limit - Support Raised tables - Concerns Build-out feature - Concerns I fully support the proposed 20mph zone and the proposed 1.5m wide cycle lane markings. I support the raised traffic calming tables on the provision that the interface between the road and the up and down ramps are sufficiently smooth to accomodate road cyclists. Some raised table designs have a small stepped kerb at the interface, something that cars are barely affected by but give a significant "bump" to a road cyclist going over them. I support the build-out feature only on the provision that a path or bypass for road cyclists is included. It is more dangerous for cyclists if they have to pull out into the road to go around the build-out feature.

(41) Local Resident, (Harwell, Wantage Road)	20mph speed limit - Support Raised tables - Concerns Build-out feature - Object 20mph limit: This is fine Raised traffic calming tables: I would like more information on how this will be implemented outside our house (Chequers Cottage on Wantage Road, opposite the bus stop). Our driveway will presumably exit onto the raised table. Build out feature: I do not see the need for this and it will detract from the "village" feel of Harwell. I am also concerned about the impact on the cars which need to park along High Street due to lack of off-road parking. General comments: 1. The plans have too much street furniture (build out feature, road narrowing and 20mph repeater signs) which are inappropriate for a village environment. 2. The cycle lanes will make the road dangerously narrow, particularly when large double decker buses are running through the village - this is an accident waiting to happen. 3. The cars which park along High Street will partially obstruct the cycle lane which provides a hazard for cyclists. 4. If the plan is implemented please remove the sharp left sign outside Chequers Cottage which is rusted, not facing the oncoming traffic and appears to serve no purpose,
(42) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Concerns Build-out feature - Object While I am generally supportive of the proposed scheme and would expect it to improve safety, reduce noise, and generally improve the environment, I do have some queries, objections and suggestions for improvement. 1. I have not been able to determine from the drawing if the introduction of the cycle lanes and the build out implies the loss of the parking bays in the vicinity of the War Memorial and elsewhere, but if it does it would be hugely inconvenient and I would request a redesign. 2. The build out feature on the High Street should reduce vehicle tyre and aerodynamic noise but unfortunately this will be replaced to some extent by engine noise from accelerating vehicles. I suggest the build out feature is re-sited in a location where housing is further back from the road so residents are less affected by engine noise. The vicinity of the garage is an obvious location. 3. Unfortunately there still appears to be through traffic in the village causing noise despite the construction of the by-pass. I suggest we eliminate this traffic completely (except for buses and cycles) by replacing the build out feature with

	a short section of bus / cycle lane enforced with ANPR, or bus operated bollards. https://www.youtube.com/watch?v=nzHBOOEz41g This section may have to be sited close to a junction to enable through traffic attempts to extricate themselves. Even in the worst case, a no through section would delay residents travelling in and out of the village by about 2 minutes - a delay that I am willing to accept in exchange for a quieter environment.
(43) Resident, (Didcot, Peacock Mews)	20mph speed limit - Support Raised tables - Concerns Build-out feature - Support I strongly support the 20mph speed limit as I cycle through Harwell every day to commute to work. It will make it safer for walking and cycling through the Village. I support the principle of the raised tables as a further traffic calming measure however I am concerned about possible implementation issues. The speed tables in Great Western Park have very sharp kerb across them that makes them very uncomfortable to cycle over while not affecting motor traffic. They also collect puddles and litter on slopes. The build out looks good with a cycle bypass for northbound cyclists. I do have some concerns about the advisory cycle lanes however. I think they are a good idea but I think the 1.5m width of the lanes could encourage motorists to make dangerous overtakes. Motorists often treat the white lines of advisory lanes as the boundary of where they should drive, with the poor quality of the road surface in Harwell you often have to ride quite far out from the kerb, thus the passing distance would end up well under 1.5m, the recommended safe distance. Could the lanes be wider?
(44) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - No opinion Build-out feature - Object I support the overall aim of slowing down traffic through Harwell village however I object the idea of a build-out feature near the War Memorial. This seems utterly pointless as traffic is already slowed at this point by cars parked opposite the war memorial, which cause a narrowing effect. I estimate that there are cars parked in this location, hence providing a traffic calming effect, for around 90-95% of the time. Adding a build-out feature would therefore make absolutely no difference to the speed of passing cars. However, the build-out feature would almost certainly remove two heavily-used parking spots on a road which already has extremely limited scope for parking. This would cause considerable inconvenience to residents (myself included) who do not have access to off-street parking so have no option but to park on the High Street or nearby side streets. In short, there would be no added benefit, only cost and disadvantages.

(45) Resident, (Didcot, Nightingale Way)	20mph speed limit - Support Raised tables - No opinion Build-out feature - Support I support these measures as a local cyclist, in the belief that it will: a) Improve the safety of Harwell for cyclists b) Improve the perceived safety of Harwell for cyclists, encouraging sustainable transport choices c) Further encourage the use of the Harwell Bypass by motor vehicles, reducing unnecessary traffic through Harwell.
(46) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - No opinion Build-out feature - Support I don't like the idea of raised parts of the road as this causes car to decelerate and accelerate adding to noise and emissions pollution a narrowing of the road is better
(47) Local Resident, (Harwell, White Hart Way)	20mph speed limit - Support Raised tables - Object Build-out feature - Object No comments.
(48) Local Resident, (Harwell, Gaveston Road)	20mph speed limit - Support Raised tables - Object Build-out feature - Object Raised traffic humps result in increased street noise for local residents, both through vehicles hitting them and through slowing for them and then noisily speeding up afterwards. They also result in a more painful journey for passengers with many physical disabilities. I would only support the cushion style, which can be navigated by a wide wheel base vehicle by slowing gently but with minimal physical impact for passengers. The built out feature would also result in increased idling traffic in the high street, increasing road noise for local residents.
(49) Local Resident, (Harwell, Church Lane)	20mph speed limit - Support Raised tables - Object Build-out feature - Object

	The placement of raised traffic calming tables means that drivers exceeding the speed limit have travelled a significant distance into the village before their speed will be affected. The placement of these outside residential dwellings will potentially be a noise nuisance to those in these houses as delivery vans/lorries and/or buses slow down and travel over them. I would suggest the best place for raised tables if they are deemed necessary is at the entrance to Wantage Road and Blenheim Hill where the 20 MPH zone starts. I drive in Oxford and this is done for example where St James Street meets Iffley road without being on the main road itself. The build-out section on the high street will mean that those living in houses at this site will not be able to park outside their dwelling. The parking that is there already acts as a build-out section and therefore makes a permanent feature unnecessary. I see there is mention of cycle paths on the consultation plan but I'm not sure if this is also being put forward for feedback. If so I would note that the addition of cycle paths outside residential houses usually makes them ineffective for cyclist safety as people need to park outside their houses - see for example new cycle paths on Donnington Bridge Road in Oxford. This is a village with many old houses that do not have off-street parking and this is therefore inappropriate.
(50) Local Resident, (Harwell, Wellshead)	20mph speed limit - Support Raised tables - Object Build-out feature - Object Calming tables cause noise when heavy vehicles pass; especially when loaded with items that can vibrate. Build- out features attract car parking either side; causing reduced vision of traffic, and hence more dangerous.
(51) Local Resident, (Harwell, Loder Road)	20mph speed limit - Support Raised tables - Object Build-out feature - Object Because it would turn the smaller side roads into chaos, as the people who currently park on the main high Street would have nowhere to park, due to double yellow lines or build-out features, and would then park in the smaller side roads which are already to busy. What Harwell really needs is plenty of signage advertising the local Pre-School and Primary school. The speed motorists drive up and down Gaveston road is a joke, and only a matter of time before somebody gets hurt. Hopefully not a child.
(52) Local Resident, (Harwell, Barrow Road)	20mph speed limit - Support Raised tables - Object Build-out feature - Object

	Due to limitations of parking for homes along the High Street it would make extra problems for residents by taking up valuable parking space. Raised tables cause cars to break to slow down and then speed up so no advantage. The tables do cause people who have medical problems especially back problems major pain issues even when going very slowly over them. That's a fact as having suffered myself. I do support speed reduction throughout the village but it needs to be everywhere including all lanes even if not adopted. I'm sure with a consult people living in the lanes would agree. This would particularly help all the van drivers as there would be no confusion over speed limit thus making it safer for all.
(53) Resident, (Steventon, The Causeway)	20mph speed limit - Support Raised tables - Object Build-out feature - Support There are too many speed bumps all over. I work with people in Harwell all the time. I am about to pay almost £650 in repairs for parts worn out from speed bumps around oxfordshire. I do slow down but you can check with garages they are making a bundle on repairs caused by the bumps. We should not have to drive heavy duty subs just to get around on public roads.
(54) Local Resident, (Harwell, Church Lane)	20mph speed limit - Support Raised tables - Support Build-out feature - Object Traffic calming tables can also be planted out for air quality enhancement
(55) Local Resident, (Harwell, Didcot Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Object I live in Harwell and people always speed down Didcot Road. A build-out feature at the beginning of the village would be a good idea, like the one on Grove Road. Slowing people down as they enter the village is much better than just a flashing light with a happy or sad face, people ignore those!!
(56) Local Resident, (Harwell, Didcot Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Object

	I think people drive very fast, especially coming into Harwell from Didcot, down Didcot Road. I'd rather they do a build out entering into Harwell, as that's where the main speeding happens. Having the traffic calming tables is a good idea, but having a build out in an area in the middle of the village where there's always a lot of cars parked in the road might make traffic a lot worse.
(57) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Object 20mph speed limit good. Raised traffic calming measures good Build-out feature Location is bad. I live at White House Cottage on the High Street. There are 4 dwellings (Almshouses x2, White Cottage and White House Cottage that have no off-street parking available. The proposed build-out feature is located where there are 3 parking spaces, used by these 4 dwellings. Parking in this part of the High Street is difficult at the best of times. Recently Orchard House has had some building work completed that both increased it's capacity and reduced it's parking area. This means that, when no other parking is available, the North side towards Hengest Gate has to be used, which reduces the usable carriageway width to 1.5 cars
(58) Local Resident, (Harwell, Chequers End)	20mph speed limit - Support Raised tables - Support Build-out feature - Object Also object to cycle path as there is not sufficient room. This would cause danger for cyclists and pedestrians and would cause immense pressure for buses etc. at the end of the high st by the hart. Although there is a 20mph on grove road I have had many near misses with people speeding through. Suggest raised table on grove road more necessary than high street (where often it is hard to drive more than 20mph due to parked vehicles, buses etc) or traffic surveillance.
(59) Local Resident, (Harwell, Townsend)	20mph speed limit - Support Raised tables - Support Build-out feature - Object Slowing the traffic down seems a sensible way to encourage vehicles onto the bypass road. A centre line is a very useful safety feature and I don't believe it should be removed as I think it increases the risk of accidents. The road simply isn't wide enough for a cycle lane in the village, but I think slowing the cars down will largely negate the need for one anyway. I would question whether we actually need repeater signs on Townsend and in a conservation area, they would stand out like a sore thumb.

(60) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Object We have welcomed the marked reduction in traffic that the Harwell by-pass enabled. We welcome the proposed 20 mph speed limit. We are much less convinced by the proposed "build-out" feature by the War Memorial, which will increase local air pollution by tyre and brake-disk particulates from braking and from exhaust as vehicles accelerate. Parked cars already create some very effective traffic-slowing measures, albeit with the pollution consequences I have noted. As a wheelchair user, I can tell you that the pedestrian pavements in Harwell are not wheelchair friendly. They have cross-slopes and botched repairs. I'd much rather see the money earmarked for a "build-out" feature used to improve the pavements.
(61) Local Resident, (Harwell, Burr Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Concerns Thanks for the opportunity to comment on these plans. I see them as valuable for Harwell village; not only will they reduce the prevalence of speeding and make the village safer for pedestrians and cyclists but it was also act as a deterrent for the village to be used as a cut-through and may increase traffic using the bypass instead. I don't object to these speed-reducing plans per se; my view though is that we perhaps need more than just the one road width reducers in the plans. This is currently on Harwell High Street, but what, for example about Blenheim Hill, Wantage Road or Didcot Road? These are all areas in which cars regularly go more than 30mph
(62) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Concerns I'm concerned about the build out feature. These seem to add danger as drivers speed up to get there before the oncoming traffic, plus lead to idling traffic that then accelerates quickly to get back up to speed. This will cause pollution, both toxic and noise for residents adjacent to the build out.

(63) Local Resident, (Harwell, Wantage Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Concerns Regarding the build out feature, I would support it fully if it had features for cyclists to go through it easily. I think raised features should be placed also close to the crossing with Reading Road entering the village. The 20mph limit will be very welcome also in adjacent roads, such as Westfield which leads to the local school and residential neighbourhood.
(64) Local Resident, (Harwell, Burr Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Concerns Slower traffic is good. Concerns about the build out as I think drivers speed up to get past rather than slow to let others through.
(65) Local Resident, (Harwell, Grove Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Concerns I have concerns they the build out feature will be a hazard to road users, would rather a raised table. I also have concerns over the cycle lanes along high street, there isn't enough room and cars park on high street. We'd be better of with signage stating that it's a shared surface, encouraging cyclists to use the whole road and discourage cars from over taking.
(66) Local Resident, (Harwell, Barrow Lane)	20mph speed limit - Support Raised tables - Support Build-out feature - Concerns

	20mph is a sensible speed through the village. The reduction in traffic with the completion of the Link Rd has meant there is less traffic volume to calm speeds, so engineering is required. It is welcome that the buildouts have cycle bypasses, but I have concerns that the entry to these will be blocked by parked cars, so would it be possible to either have a short section of double yellows before/after the buildout, or bollard protected entry space to ensure they are kept clear.
(67) Local Resident, (Harwell, Kings Lane)	20mph speed limit - Support Raised tables - Support Build-out feature - Concerns I agree the speed limits should be reduced, people drive far too fast - however 20 is still too fast for kings Lane. Build out features could cause traffic build up
(68) Local Resident, (Harwell, The Cleave)	20mph speed limit - Support Raised tables - Support Build-out feature - No opinion Overall I am in favour of introducing 20mph speed limits to help reduce the speed of vehicles through the village. However I strongly oppose the proposal to introduce nearly thirty repeater signs, primarily in the village side roads. Adding to the amount of street furniture increases the 'urbanisation' of what is still a rural village. Further, the impact on speeds is likely to be minimal as I do not perceive that excessive speed in the side roads is a problem. I accept that repeater signs positioned where the speed limit changes from 30mph to 20mph, and along the High Street, would be useful. If other repeater signs are to be installed they would have a much greater impact positioned in the 30mph zones between Didcot and Harwell, and along the Reading Road, where adherence to the speed limit is much poorer.
(69) Resident, (Didcot, Medina Close)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I cycle through Harwell often and the traffic can be intrusive. I also think that now there is the by-pass there is little or no reason for through traffic and 20mph is reasonable for local traffic
(70) Local Resident, (Harwell, White Hart Way)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Better cycle Infrastructure promotes healthier lives

(71) Local Resident, (Harwell, Didcot Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Anything done to reduce overall speed and enhance safety within the village limits is good
(72) Local Resident, (Harwell, Hill Mead)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Traffic calming and cycle lanes are definitely needed in Harwell!
(73) Local Resident, (Harwell, Reading Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Although I live on the 30 mph A417, I know that people in the village central area are fed up with speeding motorists through the High Street. It is a real problem. My only reservation is that from personal experience local drivers more often than not totally ignore speed limits. This is certainly the case along the 30 mph section of the A417 on which I live. Also, when I drive through 20 mph zones a queue of cars inevitably builds up behind me - mostly locals. Enforcement really must come hand in hand with a new 20 mph zone.
(74) Local Resident, (Harwell, Greenwood Way)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Drive too quick and I'm in the 20th zone already
(75) Local Resident, (Harwell, Kings Lane)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I greatly support all these measures. It will make walking my children to the village school so much safer (we have to cross the busy main road). It will also help manage the expected increased volume of traffic due to the large-scale housing plans in neighbouring Didcot, protecting Harwell from becoming a fast 'through' route for local traffic.

(76) Local Resident, (Harwell, Grove Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I live on Grove Road in the existing 20 mph zone and this limit is ignored by the majority of drivers. Some thing more is needed to slow drivers down such as digital speed display signs. The Road could also be made quieter by making it except for access only.
(77) Local Resident, (Harwell, Kings Lane)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Traffic speeds in the village are excessive, and no effort has been made in the past to remedy this
(78) Local Resident, (Harwell, Burr Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support People driving crazy speed on Burr Street, it is dangerous. We have already lost a cat because of it.
(79) Local Resident, (Harwell, Orchard Way)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Please ensure that the traffic calming tables are easily accessible by wheelchair users and buggies to use as crossing points.
(80) Local Resident, (Harwell, Townsend)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I am fully supportive of the 20mph limit and traffic calming measures. I live in the village and walk my children to the village school along the high street. The traffic is often busy in the morning and cars frequently drive too quickly for a residential area, this can be frightening when trying to cross the road with two young children.

(81) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I am particularly concerned at the speed cars go through the village on the Reading Road.
(82) Local Resident, (Harwell, Blenheim Hill)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I've lived here almost 20 years and shocked that there hasn't been an accident on Blenheim Hill. Everyone speeds down the hill at over 30, including the buses and the pavement (which wasn't widen't when Bloor Home put in 90 houses next door) is under a metre wide and you almost get sucked into the road when a bus passes. Just make sure that when you put in the tables they actually work as some of the young guys have figured out a way to speed straight over them.
(83) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I support the proposed changes which will help to reduce traffic speeds and improve safety for cyclists and pedestrians within the village. in the village. I note the proposal to finish the cycle lanes and the 20 mph speed limit 40 metres east of the junction between Blenheim Hill and Teasel Bank. I don't understand why this is the case as I would expect them to extend the full length of Blenheim Hill and finish at the Link Road roundabout thus making it safer for cyclists who which to cycle between Harwell and Dicot. I would ask this is reconsidered.
(84) Local Resident, (Harwell, Didcot Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Requiring traffic to move more slowly through the village will undoubtedly reduce risk of road traffic accidents and encourage more cars to use the new link road to the east of Harwell. However, the traffic calming measures on Blenheim Hill are a missed opportunity to address the danger associated with the pavement between Blenheim House and the alleyway alongside Heron House being far too narrow. For a parent and child to walk hand in hand, side by side along this section of pavement is dangerous, and even to pass a pedestrian walking in the opposite direction is difficult usually requiring one to step into the road.

	My suggestion is to include a build-out feature at this narrowest of pavement sections to move vehicles away from the pavement and make the pavement wider.
(85) Local Resident, (Harwell, Church Lane)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Why I SUPPORT - Most people abide by current limits- BUT (BIG But)- some drivers simply tear through 40mph+++ this will cause a serious injury unless with school children crossing etc. solution = lower to 20 mph with smiley face signs + bike lanes- will then create feeling of 'shared space' and stop people thinking them (pedestrians and cyclists) and us (drivers)- if do it, fabulous legacy will be left and just great for community
(86) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Overdue.
(87) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Traffic calming will be good for Harwell and there is some provision for cycles
(88) Local Resident, (Harwell, Manor Green)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I think we need to move away from domination of our vilalge by cars. There needs to be more equity between pedestrians, cyclists and motor vehicles. It will make Harwell a more pleasant place to be in. I should also help people to use active means of transport that will have other benefits to health and wellbeing.
(89) Local Resident, (Harwell, Blenheim Hill)	20mph speed limit - Support Raised tables - Support Build-out feature - Support

	I live in the road that all the above would be in place on abs fully support it. Drivers coming into the village drive very fast and dangerously along our road normally at 50 or 60mph. It is not safe in its current format.
(90) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support This is absolutely the best idea in along time. Having lived on the high street for 14 years. I am fed up of parked cars being left on the high street and too close to the junctions of side roads making it increasing unsafe to pull out. I would welcome cycle lanes and a speed limit and a built out feature. Good luck
(91) Local Resident, (Harwell, High Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Reduced speed desired as much safer, I cycle and walk much more in the village so this suits me and there are many children in the village
(92) Local Resident, (Harwell, Burr Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Harwell is in desperate need of traffic calming measures to slow traffic down, particularly around Burr Street and Blenheim Hill. There is going to be a 'head on' fatal collision soon as just prior to our driveway there are usually a number of parked cars for the terrace housing and there have been numerous near misses where cars pull out and then try and get back in before the on coming traffic that speeds down the hill arrives. It is so unpleasant as the car horns, language and fear of what will be a head-on collision when it happens takes place. My 'beef' isn't with the car owners as they are the only form of traffic calming we have. But its is horrible living with the constant car horn noise and aggressive and abusive language. Why is there only 1 raised table proposed, there needs to be another between the corner (Heart of Harwell and Linden Gate and another further up Blenheim Hill. Sutton Courtney Village a few miles away has them every few meters it feels and tens of them!!!
(93) Local Resident, (Harwell, Burr Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support

	I broadly support this scheme, but, I believe that Harwell would be better served by closing the Didcot Road at the junction with the Harwell Bypass roundabout, to all traffic except Buses, Emergency Vehicles and Cycles. I believe that this would achieve the main aim of restricting the through traffic, without additional traffic calming work. It would be considerably cheaper and it would not restrict public transport or emergency vehicle access. I have seen a similar scheme working in Wyre Piddle near Pershore in Worcestershire, the result of this scheme is to make village much quieter where villagers can walk and cycle without the danger of speeding traffic.
(94) Local Resident, (Harwell, Gaveston)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Living in the village with young children I see people speed through the village and it's constant flow of traffic especially rush hour. Living on the same road with a pre school, elderly people, families and the school at the end of the road I see it well used and high traffic volume delivery's, bin trucks, 18 ton lorry's and they all speed over 40 mph which is totally unexceptible not only dangerous but I am waiting for an accident to happen. So please consider some calming measurements on Gaveston rd.
(95) Local Resident, (Harwell, Hillmead)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Through traffic travels at excessive speeds on a daily basis. The area is growing as a residential zone and speeding drivers are putting our children's (and others') lives at risk.
(96) Local Resident, (Harwell, Broadway)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Much traffic passing through the village on high Street currently exceeds the 30mph limit so additional measures will hopefully slow it down, or detract cut through from Reading Road to Didcot
(97) Local Resident, (Harwell, Orchard Way)	20mph speed limit - Support Raised tables - Support Build-out feature - Support

	I frequently cycle through the village and traffic speed s are too high. I am a confident cyclist but wouldn't take my daughter's cycling in the village at the moment.
(98) Local Resident, (Harwell, Crispin Place)	20mph speed limit - Support Raised tables - Support Build-out feature - Support Traffic calming through Harwell village needs improving especially along Grove Road. The current traffic calming measures in place are not sufficient in slowing the traffic and the speed they drive at. I feel that the traffic calming measures need to extend the whole length of Grove Road as the speed that people drive down it is not safe.
(99) Local Resident, (Harwell, Manor Green)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I support these proposals as people drive too fast within the village at the moment. However, you need to include a proper campaign to raise awareness so that people know about this; plus the speed limits should be enforced by police or they just get ignored by many road users. I fully support the existing 20 mph stretch of the Grove road as it meets the main high street in the village but so many motorists do not understand how to use it and pedestrians (particularly when they have their backs to traffic as they walk away from the high street up Grove road) are at real risk when cars are travelling close to them in both directions. Personally, I feel there should be brief signage at top and bottom of that stretch to educate users as to how motorists should alter their behaviour on this stretch to protect pedestrians and cyclists, etc. Currently, on the Didcot road, the proposed 20 mph zone stops too early. I feel strongly that the 20 mph should continue to the roundabout at the north end of the Harwell link road rather than stopping within the village.
(100) Local Resident, (Harwell, Reading Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I am supporting these proposals, as speed has always been an issue on the road I live on.
(101) Local Resident, (Harwell, Crown Fields)	20mph speed limit - Support Raised tables - Support Build-out feature - Support

	Agree with speed limits and bike lane. Concern about the corner by White Hart for bikes and more measures should be suggested here. Also I think the scheme should include traffic measures on Grove Road up to the junction with Abingdon Road.
(102) Local Resident, (Harwell, Hill Mead)	20mph speed limit - Support Raised tables - Support Build-out feature - Support The area is still being used as a Rat run and motorists should be encouraged to use the main A roads and link road which has had a lot of money spent on it. There are now far more young families living in the village and the risk of a fatal collision has significantly increased.
(103) Local Resident, (Harwell, Westfield)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I am supporting these measures as it is a way to keep the whole village safe
(104) Local Resident, (Harwell, Burr Street)	20mph speed limit - Support Raised tables - Support Build-out feature - Support People drive much too fast through the village, calming and a slower speed limit are welcome
(105) Local Resident, (Harwell, Didcot Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I am in full agreement with the proposals. However I make the following observation. I live on the Didcot Road Harwell, while the proposed calming measures advocate a 20mph limit from just east of Teasel Bank going into the village they do nothing to alleviate the motorists who speed in and out of the village. As soon as they get to the top of Blenheim Hill going west or leave the roundabout going east they see a straight stretch of road and accelerate. Why cannot a build out be installed by the village signs going west from the roundabout or at least have 30mph signs painted on the road by the village signs or perhaps even a raised hump.

(106) Local Resident, (Harwell, Wantage Road)	20mph speed limit - Support Raised tables - Support Build-out feature - Support As a resident of Wantage Road I'd be delighted for traffic calming to be introduced. My only comment is that I think a useful addition would be traffic calming on Wantage Road between Westfield Road and the Reading Road. Traffic comes down from the Reading Road taking the bend just past Westfield Road far too fast, and recently a car failed to make it round the bend but instead ploughed into the hedge of the house on the corner.
(107) Local Resident, (Harwell)	20mph speed limit - Support Raised tables - Support Build-out feature - Support I am pleased that some action is been considered as when I wrote to the Parish Council some time ago they showed no interest in the Didcot side of Harwell. They were only interested in the Reading Road?? If improvements are to be made then I would like you to consider the following although I fully appreciate cost may prevent you from following through with these proposals. 1. Have you considered installing traffic lights at the corner where the Hart Pub is? By doing so it would make it considerably easier for buses especially when they meet another bus or lorry. Also, it would slow up cars and may even deter some from using the village as a "rat run". Sometimes cars travel down Burr Street well in excess of the current speed limit. Also, this would help the bus service to run on time as hold-ups on this corner can impact on their schedule. 2. Besides the "raised tables" at Blenheim Hill could you not install a speed camera on the triangle at the entrance to Teasel Bank ? After all, there is a current speed limit of 30mph from Didcot but very few people abide by it and often travel in excess of 50mph. 3. Grove Road is now a "rat run" and certainly no cars abide by the 20mph speed limit already in place as you enter and leave the village. If this road was made one way it would certainly deter possibly 50% of the cars from using it especially if my other suggestions were put in place in conjunction with your own.
(108) Resident, (Upton, Aldens Lane)	20mph speed limit - Support Raised tables - Support Build-out feature - Support

	The A417 is a fast road with increasing volume of traffic which is speeding. The road needs widening and speed restrictions going through the villages along A417

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Divisions affected:

CABINET MEMBER FOR ENVIRONMENT – 24 FEBRUARY 2022

CHERWELL & WEST OXFORDSHIRE DISTRICTS AND OXFORD - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Cheviot Way, Banbury; Edinburgh Way, Banbury; Margaret Close, Banbury; Dryden Avenue, Bicester; Tadmorton Road, Bloxham and High Street, Hook Norton.

But to defer approval of the proposals at the following locations pending further investigations: Angus Close, Banbury; Sussex Drive, Banbury; Brickle Lane, Bloxham; Brandon Close, Kidlington; Windrush, Banbury; Fairfax Road, Banbury; The Crofts, Witney and The Leys, Chipping Norton.

Executive summary

1. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

Introduction

2. This report presents objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West districts and Oxford.

Background

3. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annex 1 to Annex 15** provide plans of the locations for which objections have been received or concerns raised.

Consultation

4. The formal consultation on the proposals for West and Oxford Areas, was carried out between 25 November and 24 December 2021, Cherwell District was carried out between 6 January and 4 February 2022. A notice was placed in the local newspapers and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell and West District Council, Oxford City Council and the local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.
5. Thames Valley Police and Cherwell District Council responded expressing no objections, expressions of concern were raised by OXTRAG on the removal of disabled bays and the local councillor for Kidlington objected to the removal of the disabled bay in Brandon Close, Kidlington, as it is still in use.
6. Forty-Four responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Banbury	Angus Close		1	3
	Cheviot Way	1		1
	Edinburgh Way			1
	Margaret Close		2	3
	Sussex Drive		1	1
Bicester	Dryden Avenue		1	
Bloxham	Brickle Lane		1	2
	Tadmarton Road	1	1	
Charlbury	Rochester Place	1		
	Woodfield Drive	1		
Chipping Norton	Churchill Road		1	1
	The Leys		3	
Eynsham	High Street	1		
Hook Norton	High Street		3	
Oxford	Malford Road		1	
	Marlborough Road	1	2	
Shipton under Wychwood	Milton Road	1		
South Newington	Barford Road		1	
Witney	The Crofts	2	5	

7. The responses are recorded in **Annex 16**, and copies of the full responses are available for inspection by County Councillors

Response to objections and other comments

8. Comments and recommendations are provided in response to the concerns and objections as given in Annex16 in respect of each of the proposed site in the following paragraphs.

Banbury – Angus Close – proposed DPPP

9. One objection and three expressions of concern were raised; Angus Close is a turning area and if one bay is marked up then the residents would like to have their parking bays marked out. It is recommended that this proposal is deferred, pending further investigation.

Banbury – Cheviot Way – proposed DPPP

10. One expression of support and one concern was raised; both had comments on the location of the disabled place, the bay should be located at the end of the pathway. It is recommended to approve this proposal but take into consideration positioning of the bay.

Banbury – Edinburgh Way – proposed DPPP's (x2)

11. One expression of concern was raised; concerns that the disabled bays would be left empty. It is recommended that this proposal is approved.

Banbury – Margaret Close – proposed DPPP

12. Two objections and three expressions of concern were raised; parking is terrible in the Cul-de-sac and the disabled bay would make it even harder to park; it is recommended to approve a decision on this application.

Banbury – Sussex Drive – proposed DPPP

13. One objection and one expression of concern was raised; introducing the disabled bay would reduce available parking at this location; therefore, it is recommended to defer this decision, but provide a white access protection line.

Bicester – Dryden Avenue – proposed DPPP

14. One objection was raised; parking is very limited. It is recommended to approve a decision on this application.

Bloxham – Brickle Lane – proposed Informal DPPP

15. One objection and two expressions of concern were raised; parking is very limited, the 103 year old applicant does not drive. It is recommended to defer this informal bay, pending further investigation.

Bloxham – Tadmarton Road – proposed DPPP

16. One expression of Support and one objection was raised; applicant finds it difficult to use existing nearby disabled bay due to obstruction from resident. It is recommended to approve this disabled bay.

Charlbury – Rochester Place - proposed DPPP

17. One expression of support was raised: a timely and valuable addition. It is recommended to approve this disabled bay.

Charlbury – Woodfield Drive - proposed DPPP

18. One expression of support was raised; implementation is fully supported. It is recommended to approve this disabled bay.

Chipping Norton – Churchill Road - proposed removal of a DPPP

19. One objection and one expression of concern was received; concerns over large vehicles parking in location of removed disabled bay, thus obscuring vision. It is recommended to approve the removal of the disabled bay.

Chipping Norton - The Leys - proposed DPPP

20. Three objections were raised, providing a bay would reduce parking spaces, applicant has off-street parking; it is therefore recommended to defer this disabled bay, but recommend a white access protection marking.

Eynsham – High Street – proposed removal DPPP

21. One expression of support was raised; it is recommended that this proposal is approved.

Hook Norton – High Street – proposed DPPP

22. Three objections were raised; huge parking pressures on High Street and a disabled bay is not needed. It is recommended that this proposal is approved.

Oxford – Malford Road – proposed DPPP

23. One objection was raised; location of disabled bay needs to be reconsidered. It is recommended that this proposal is deferred, relocation to be considered.

Oxford – Marlborough Road – proposed removal of DPPP (x2)

24. Two objections and one expressions of support were raised; it is recommended that the proposal to remove the bays is approved.

Shipton under Wychwood – Milton Road – proposed DPPP

25. One expressions of support was raised; it is recommended that this proposal is approved.

South Newington – Barford Road – proposed DPPP

26. One objection was raised; There are no existing parking problems. It is recommended to approve this proposal.

Witney – The Crofts – proposed Informal DPPP

27. Five objections and two expressions of support were raised; Parking is extremely difficult. It is recommended to defer this 'Informal' disabled bay.

Sustainability implications

28. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Financial and Staff Implications (including Revenue)

29. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

Equalities and Inclusion Implications

30. The provision of disabled persons parking places assists those with a mobility impairment

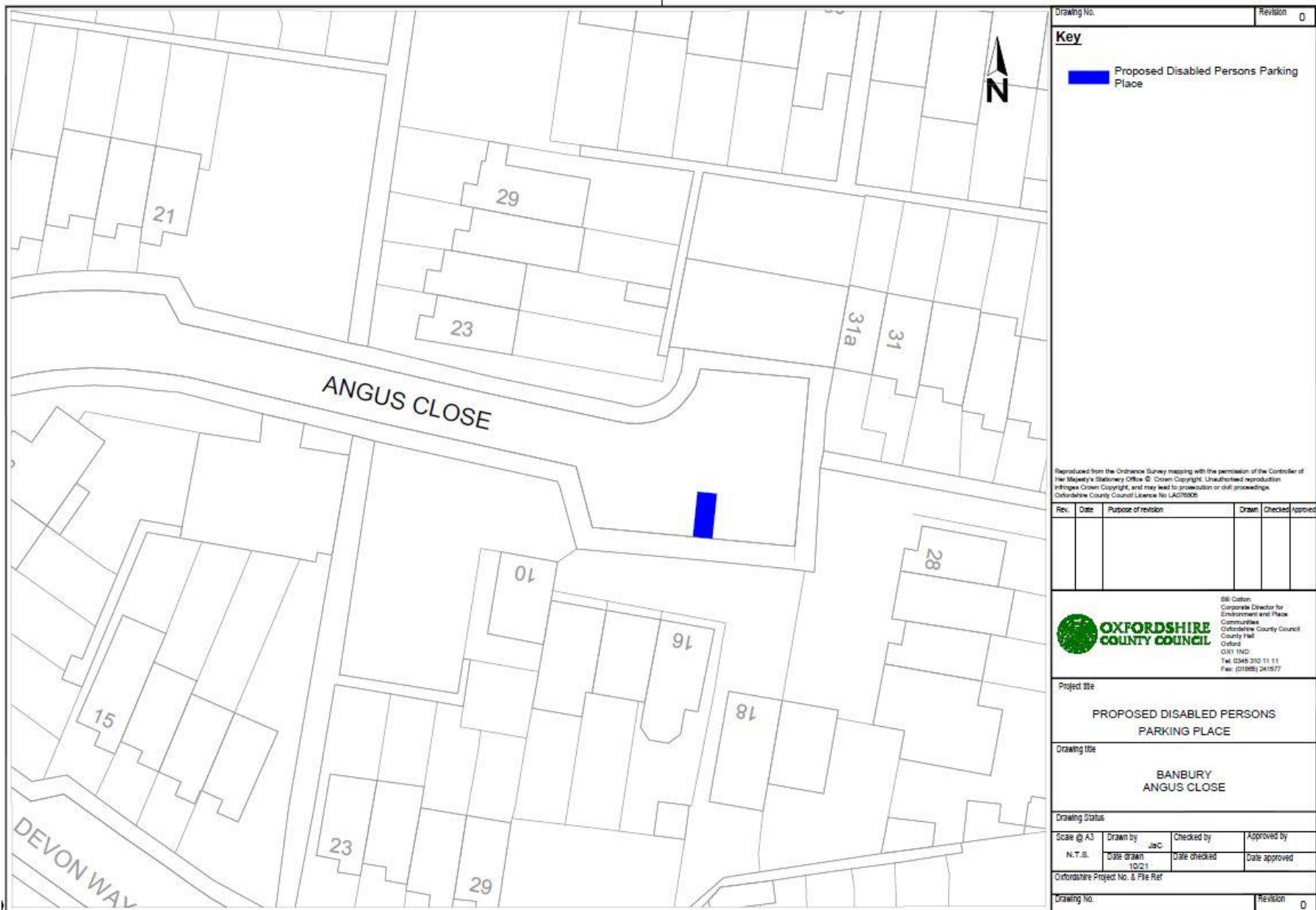
Bill Cotton
Corporate Director, Environment and Place

Annexes: Plans of proposed disabled persons parking places to be removed or provided where an objection or concern on the proposal has been received.

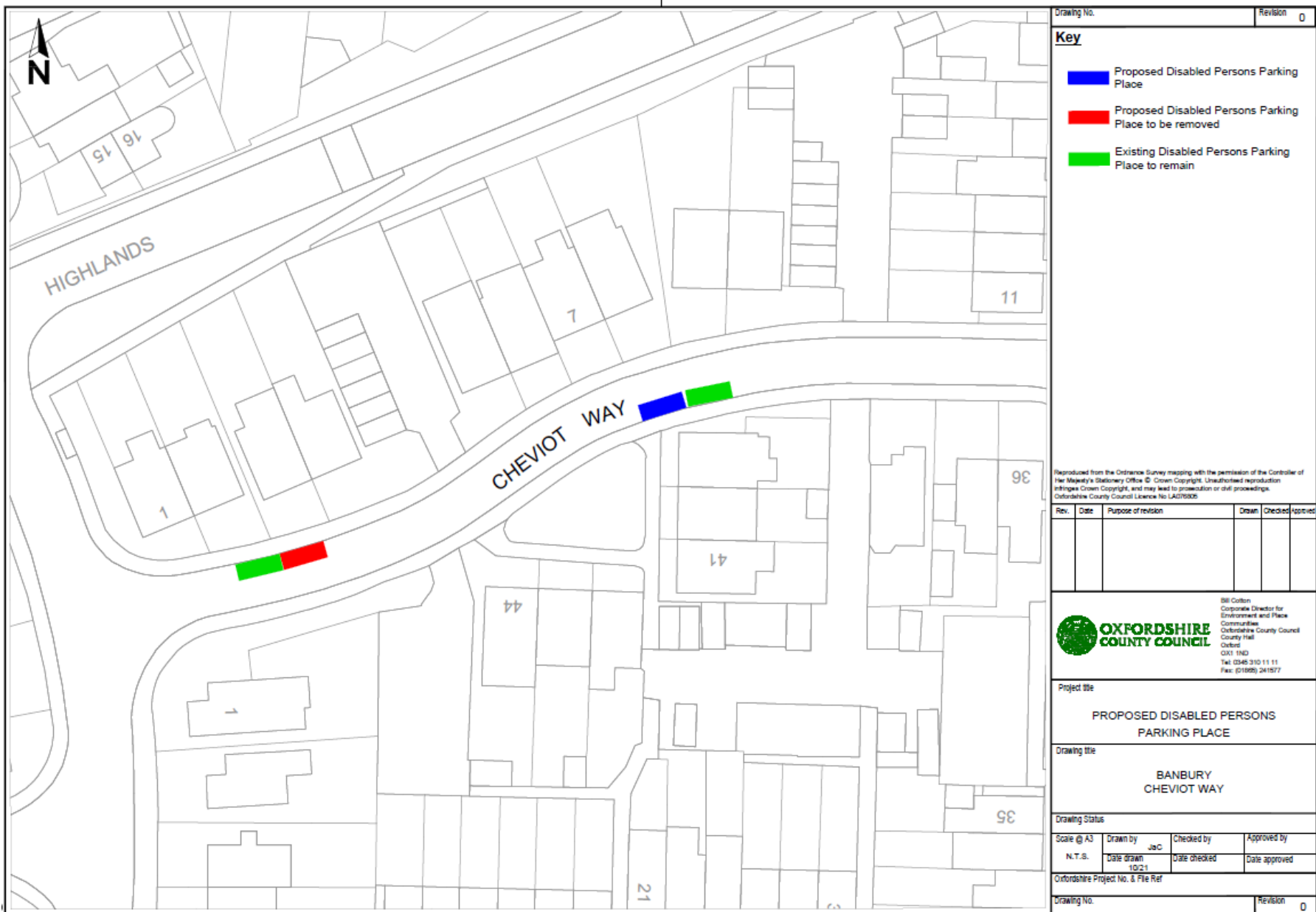
Consultation responses

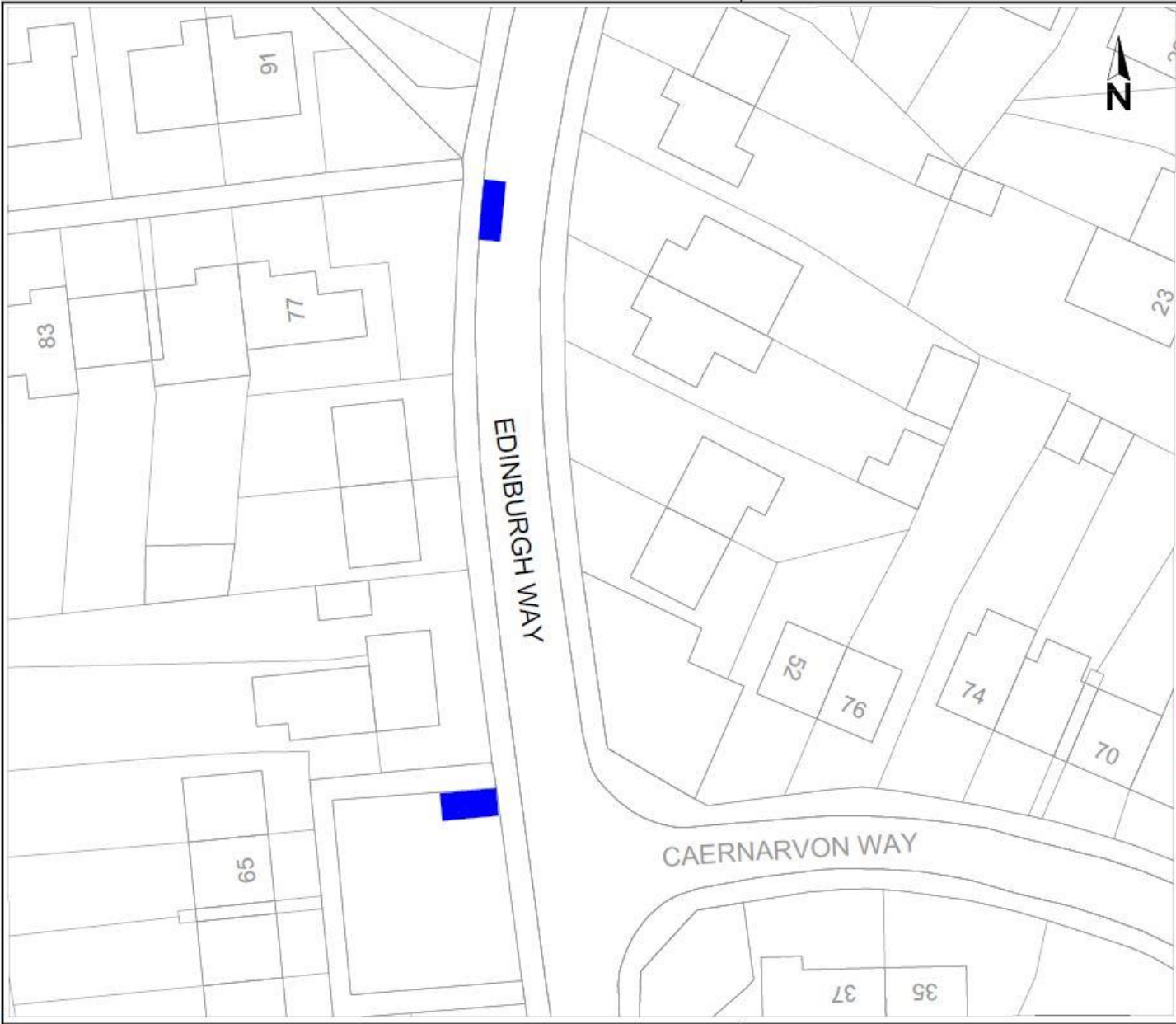
Contact Officers: Tim Shickle 07920 591545
Jane Clark 07718 657180

February 2022

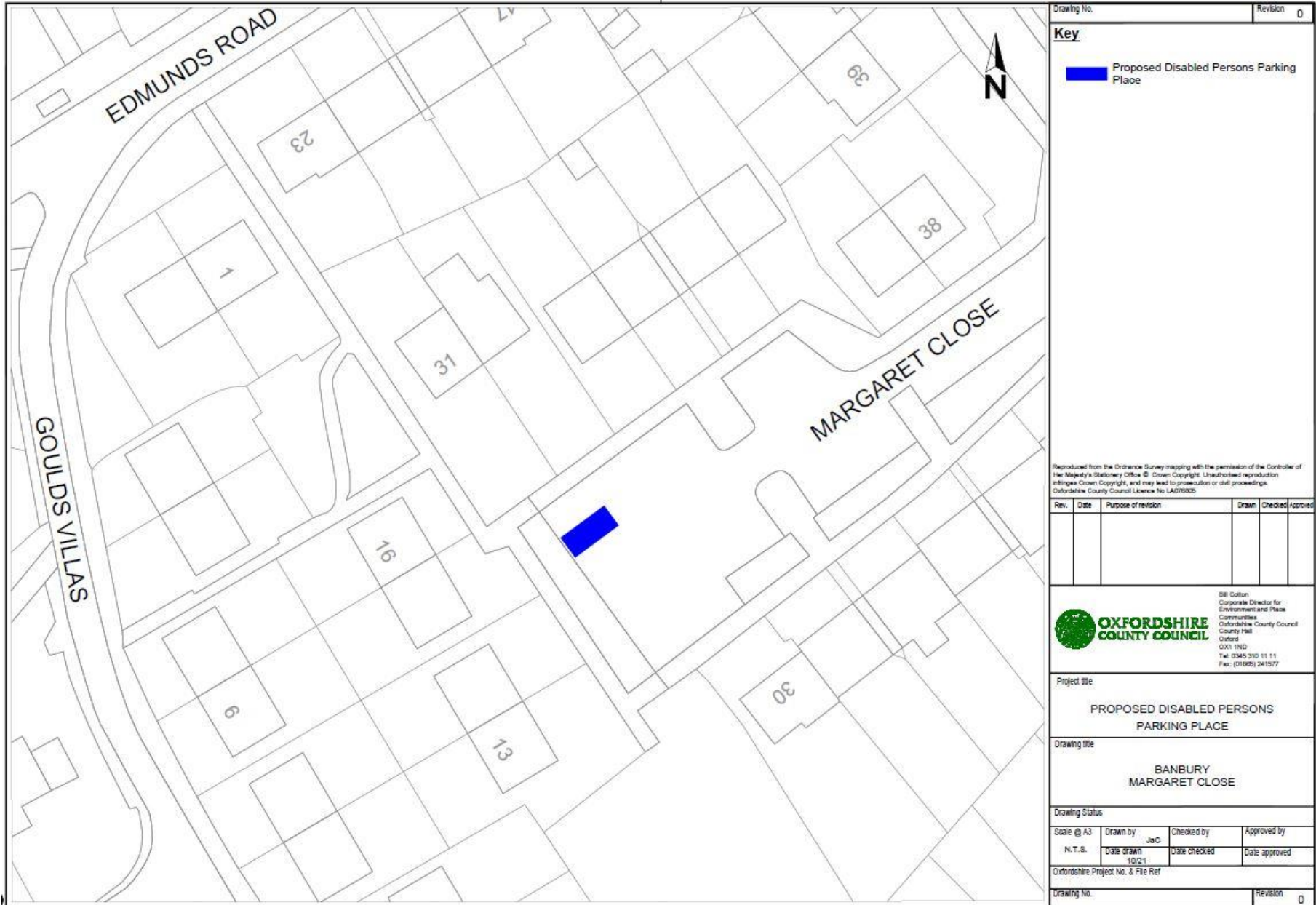


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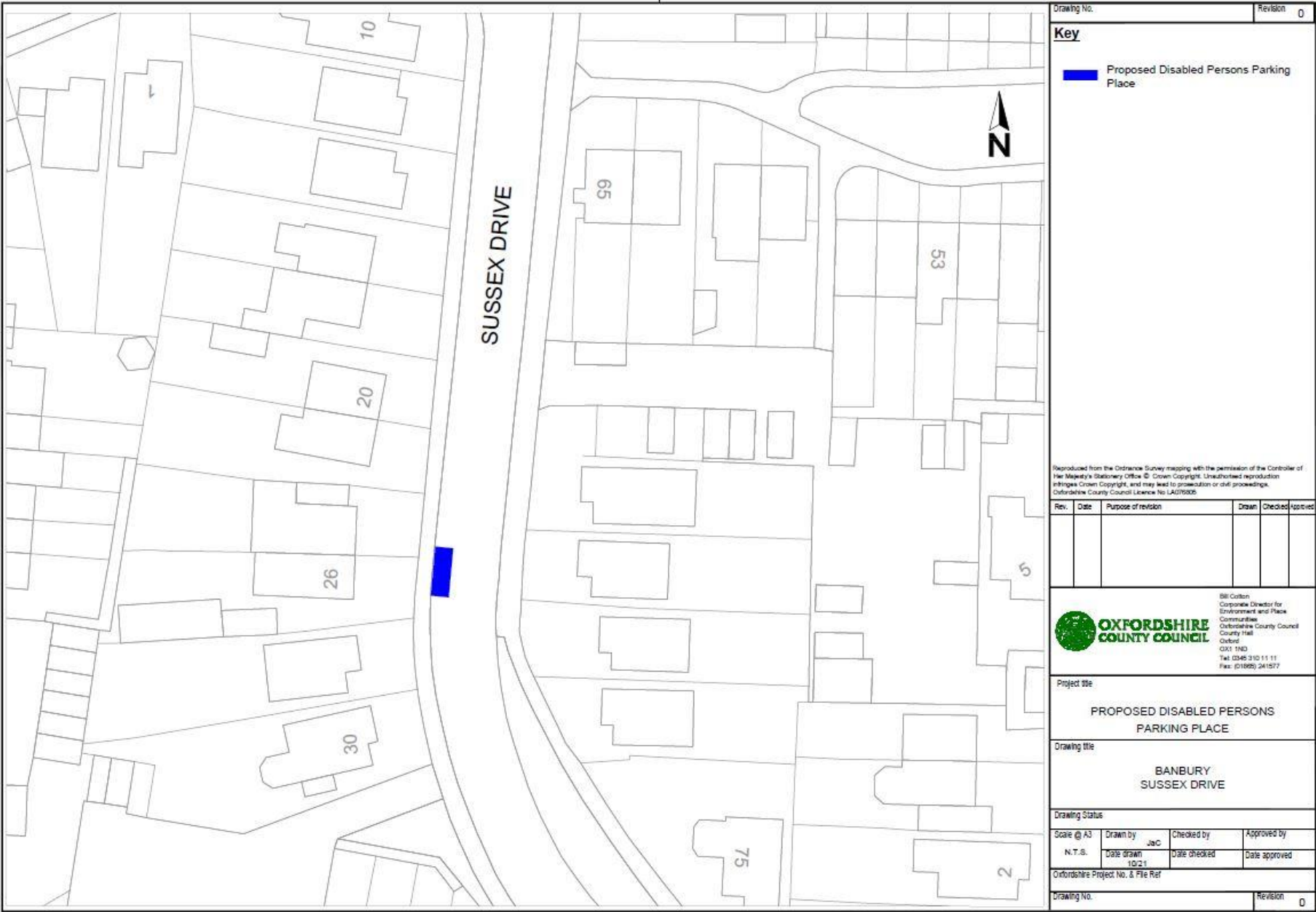


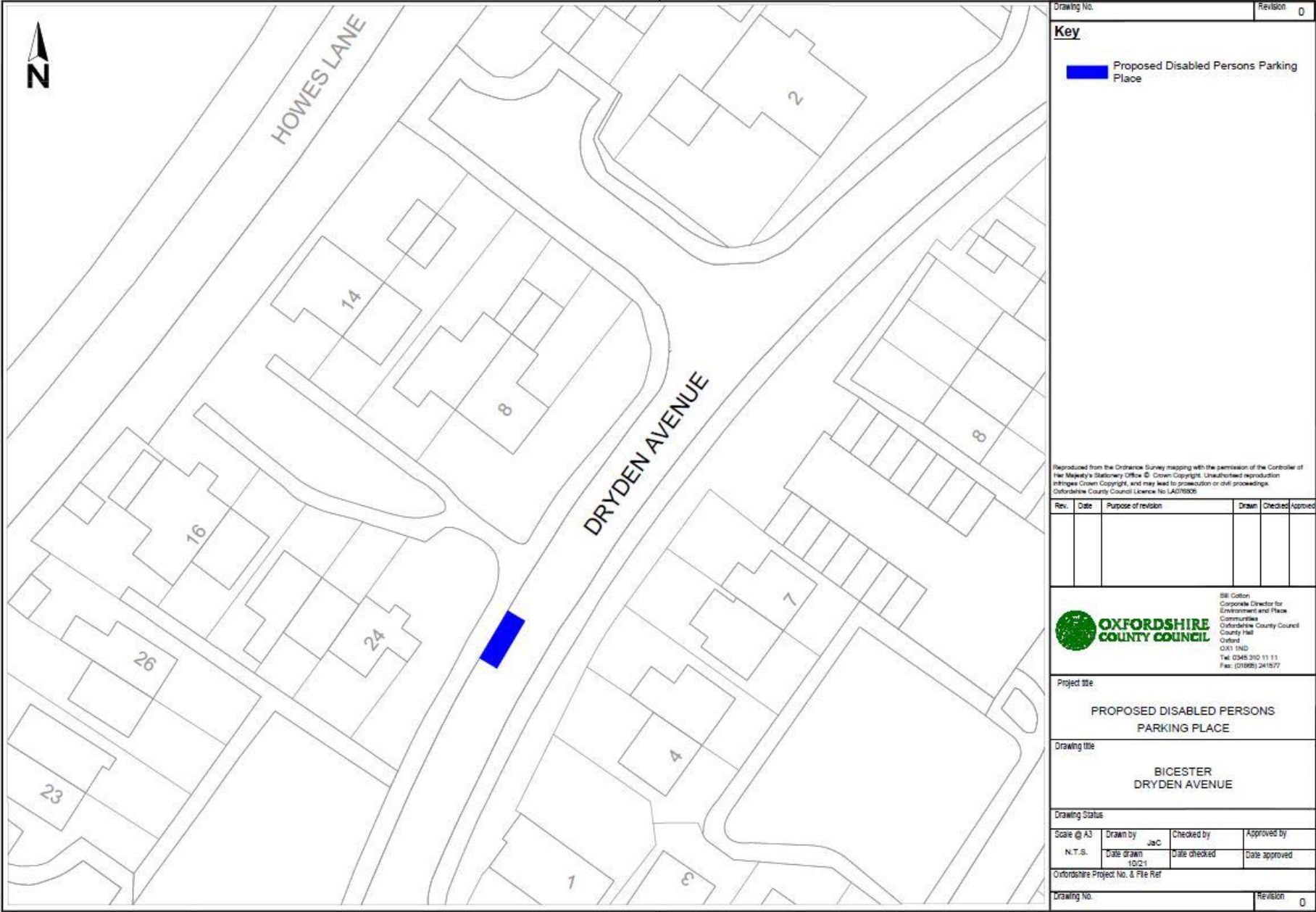


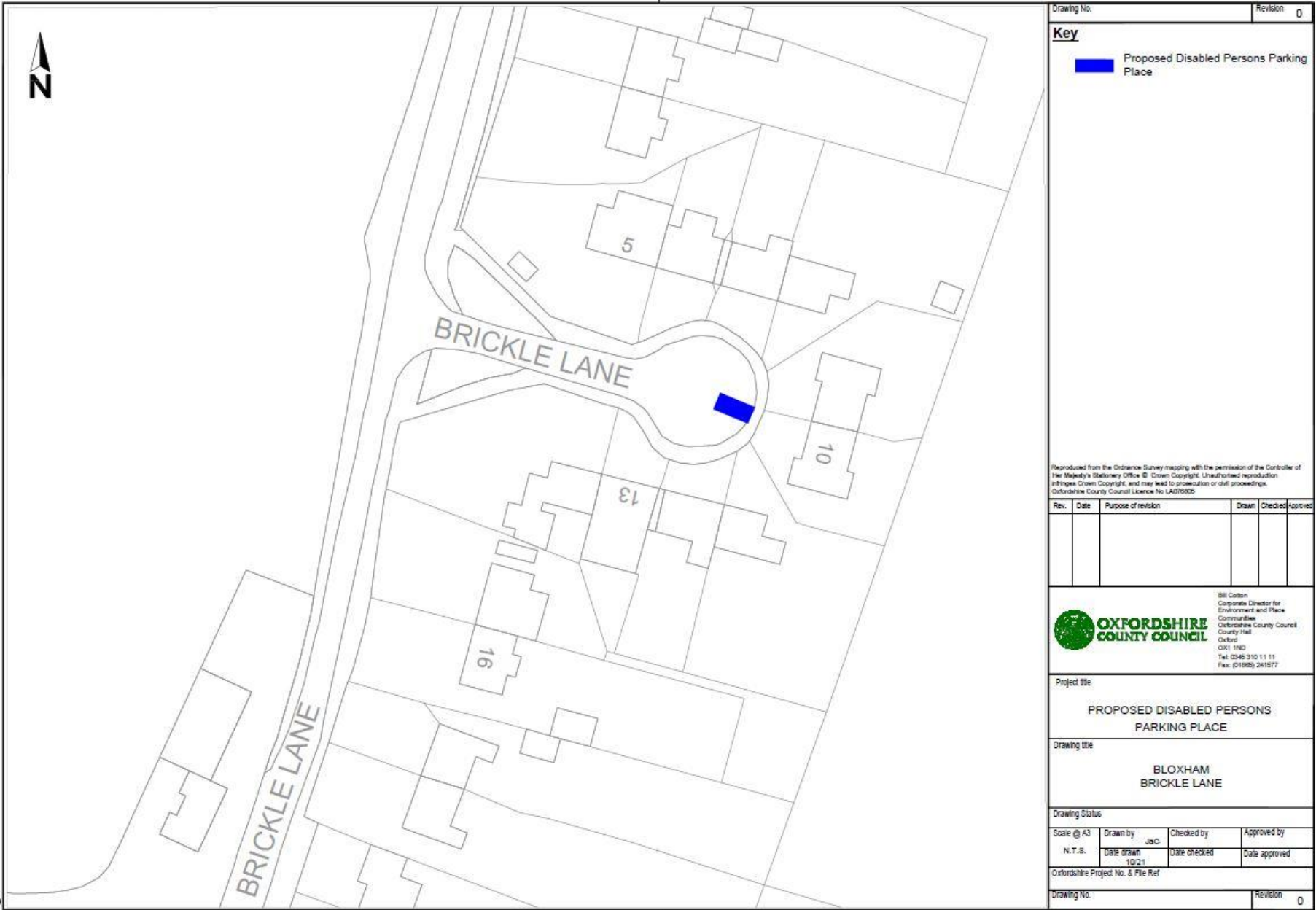
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 Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 350 11 11 Fax: (01865) 241577					
Project title					
PROPOSED DISABLED PERSONS PARKING PLACES					
Drawing title					
BANBURY EDINBURGH WAY					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn 10/01	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			

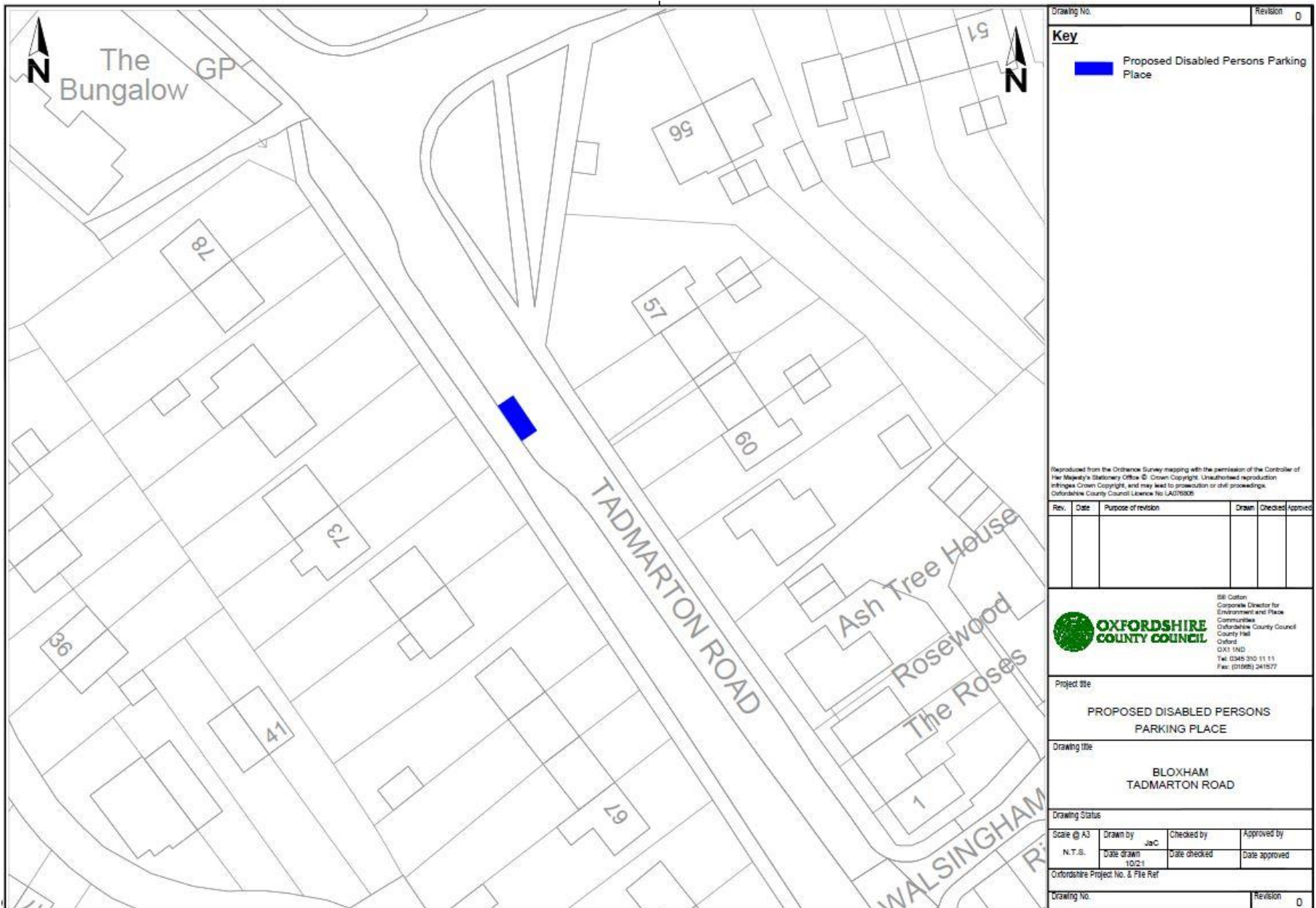


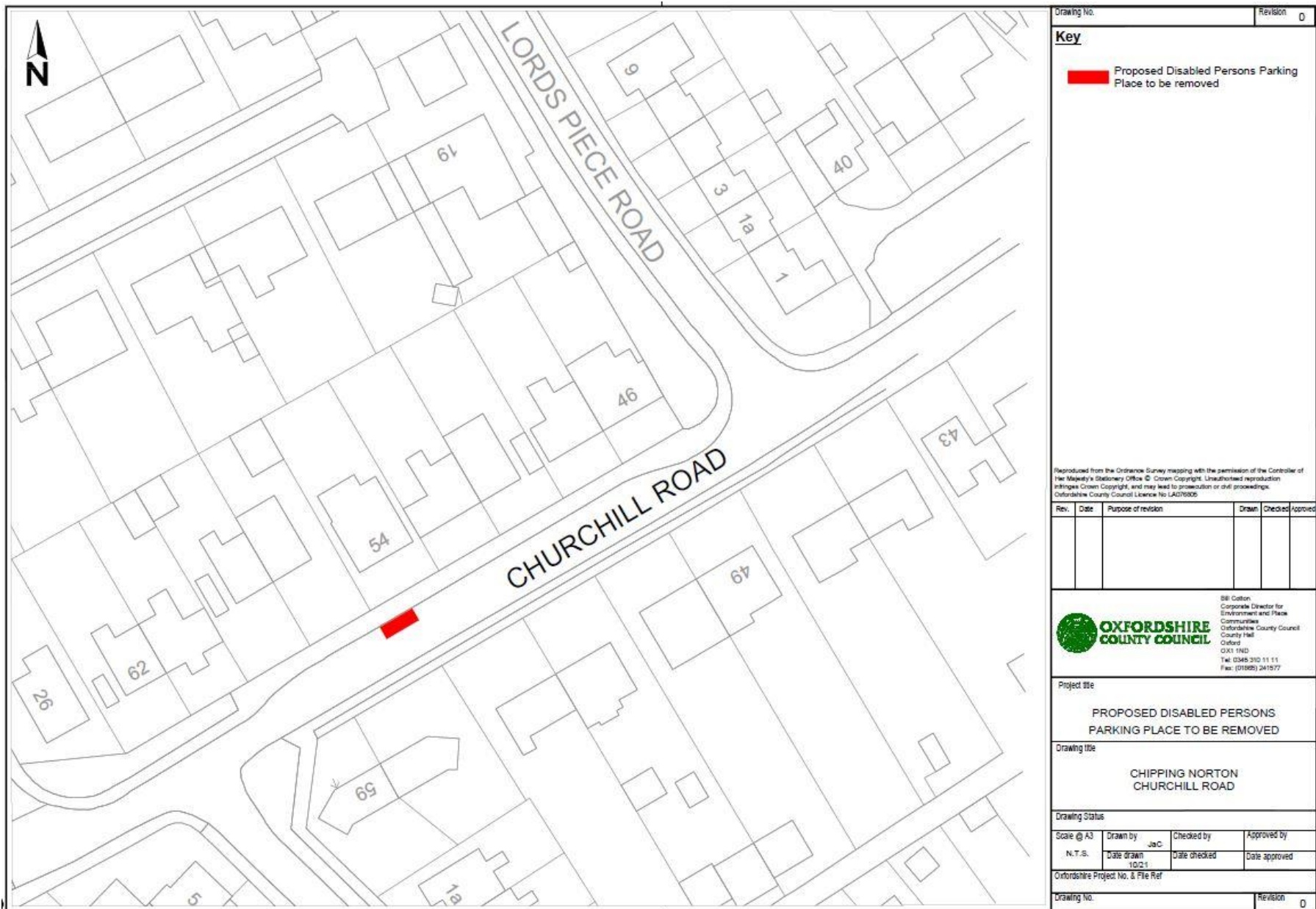
Drawing No.		Revision 0			
Key					
 Proposed Disabled Persons Parking Place					
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
BANBURY MARGARET CLOSE					
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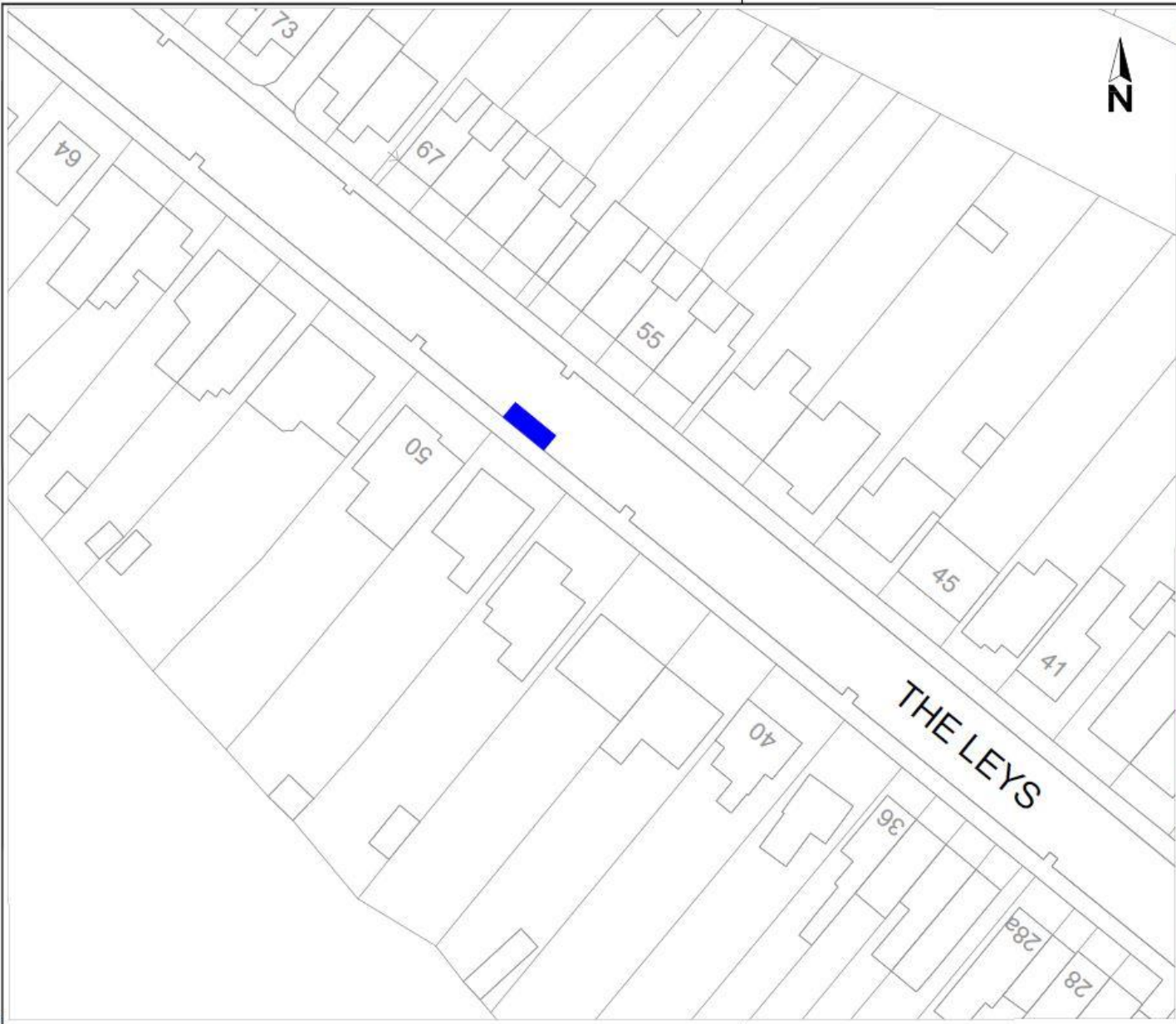




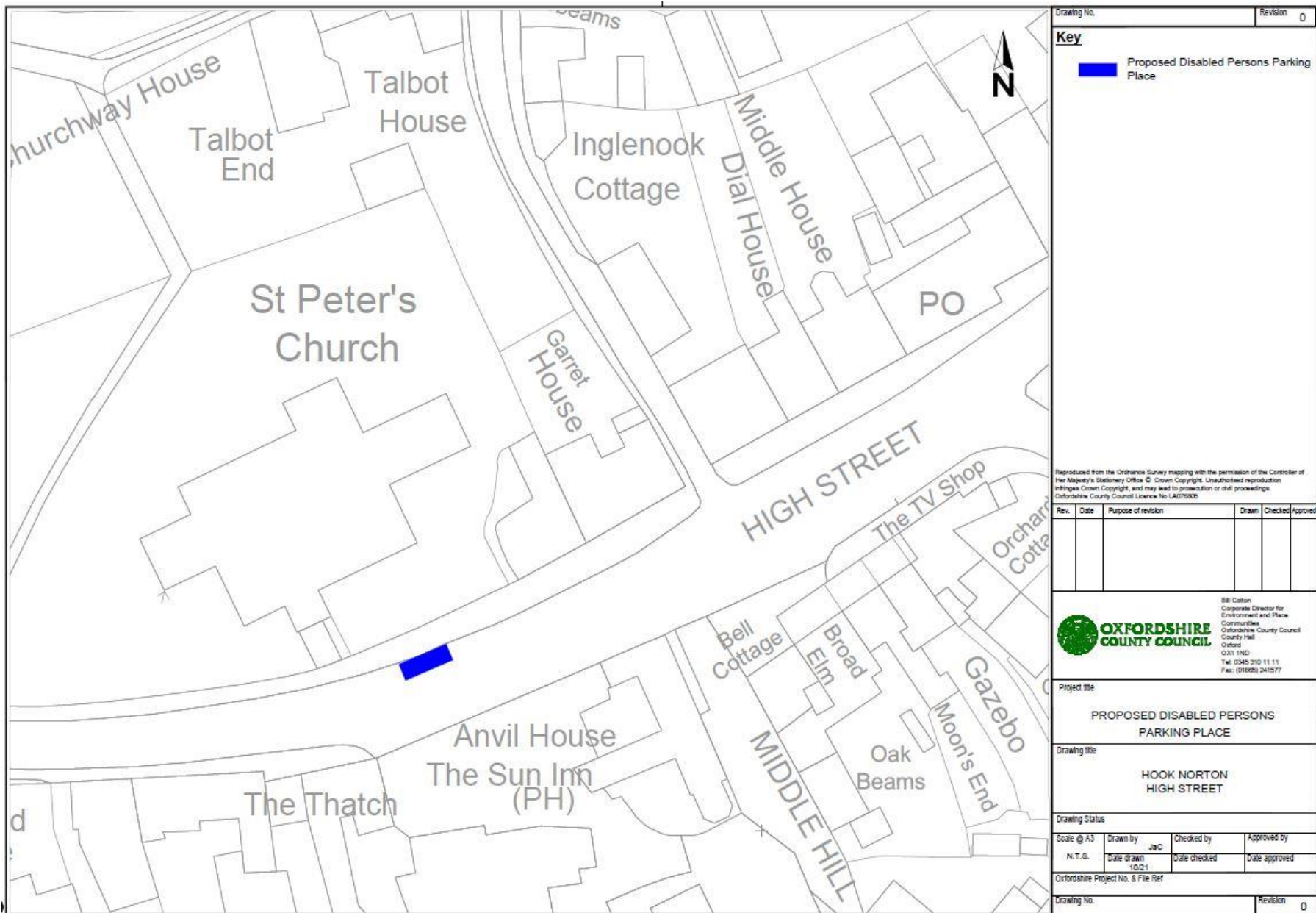


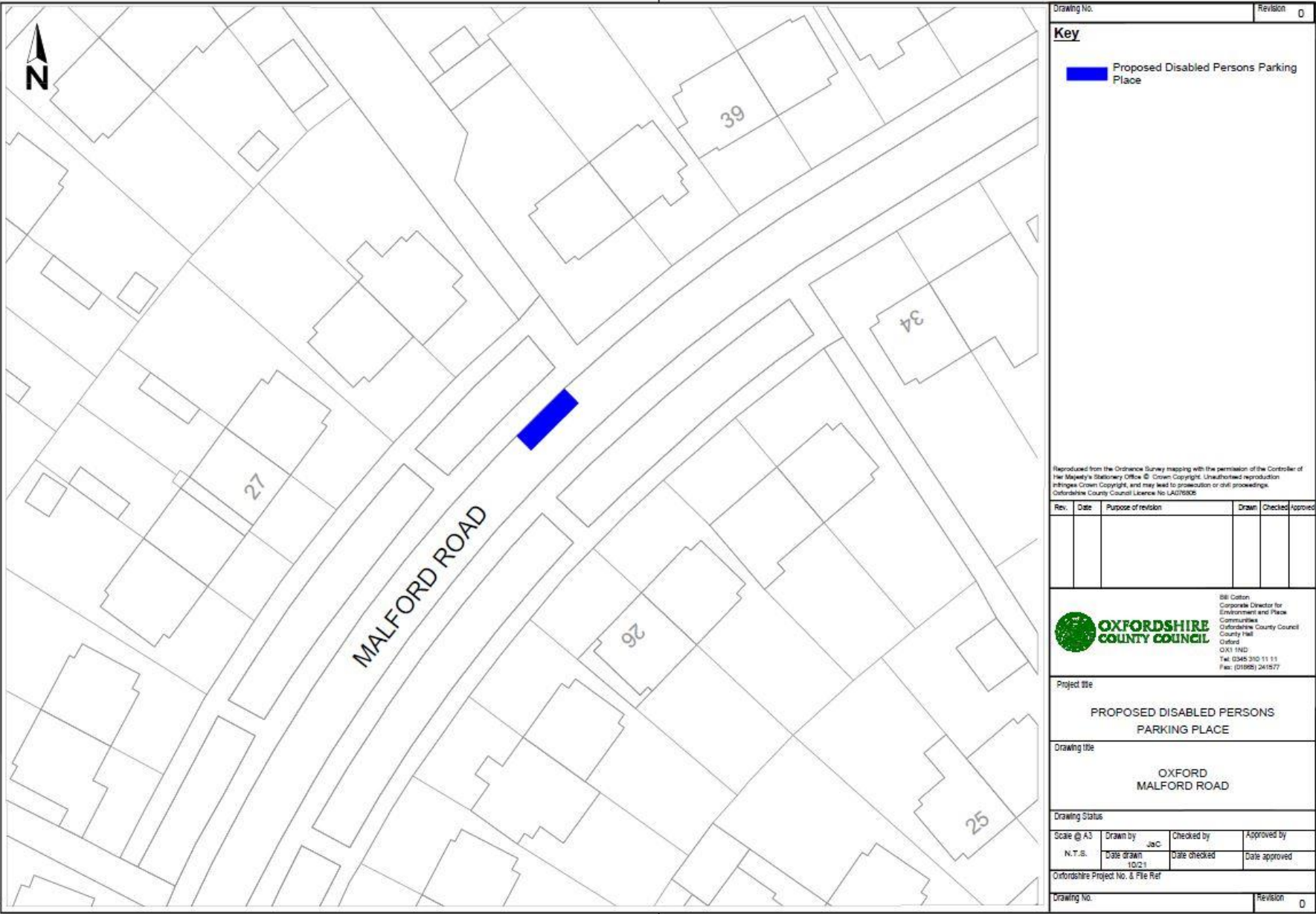


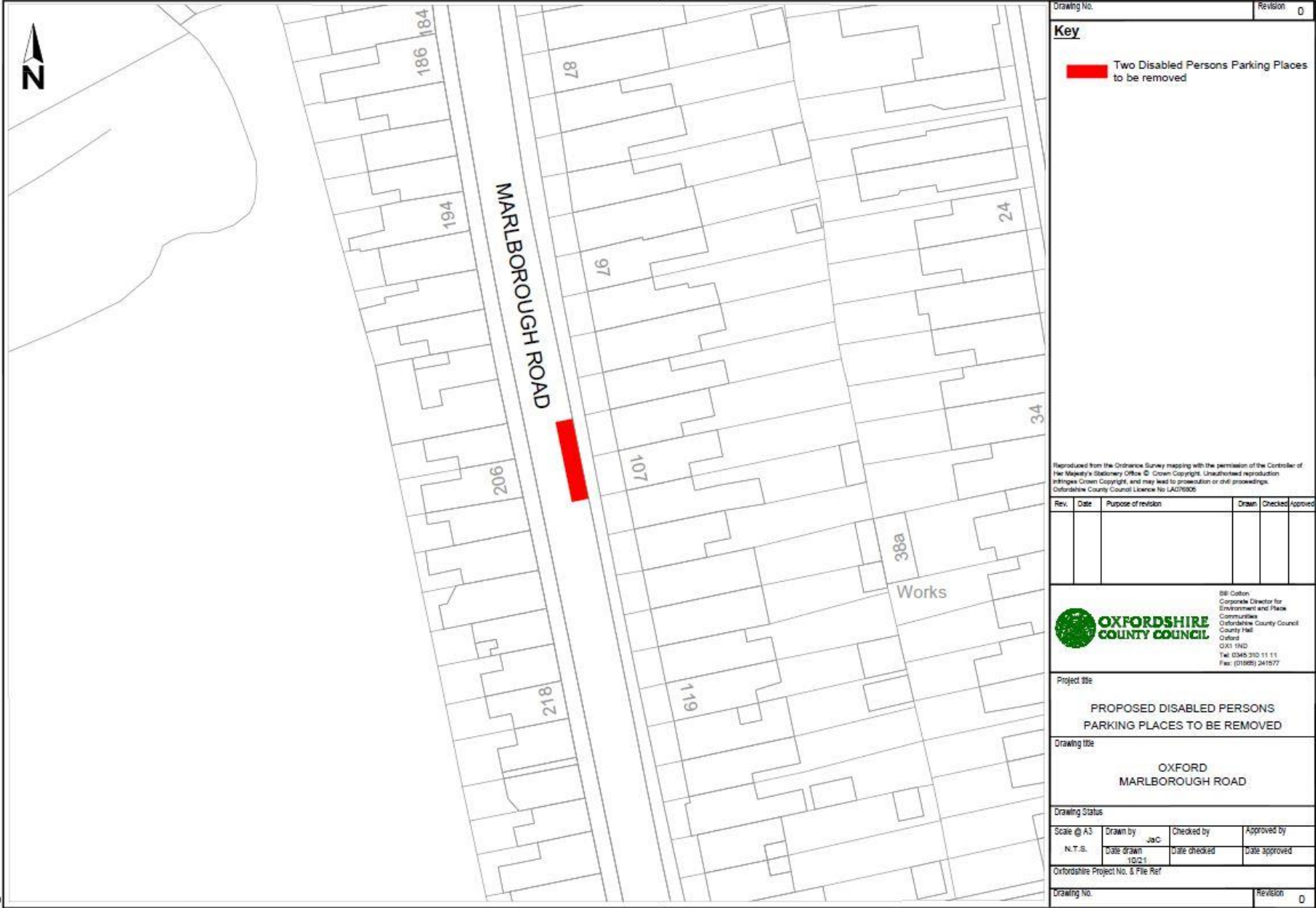


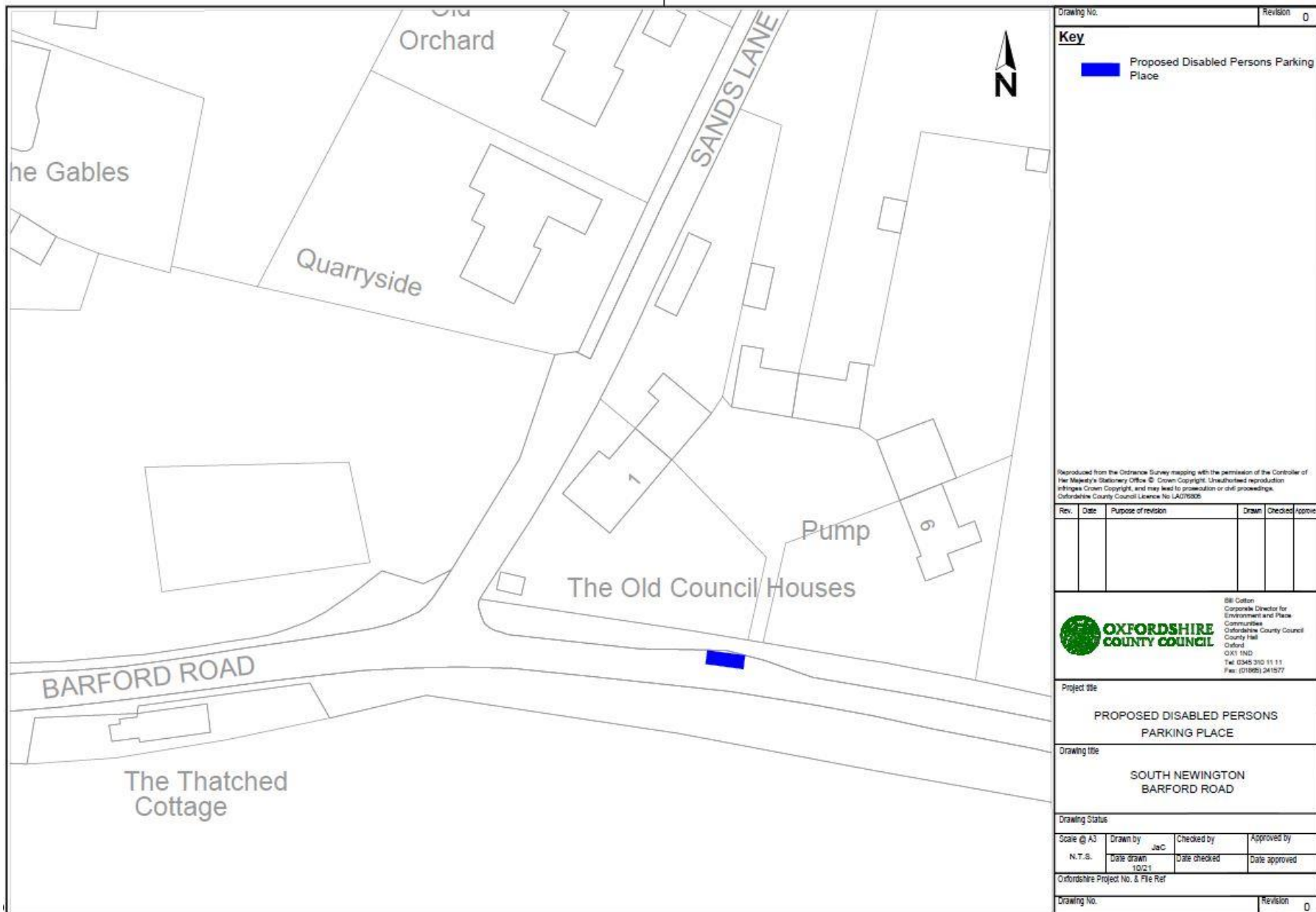


Drawing No.		Revision 0			
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
CHIPPING NORTON THE LEYS					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			

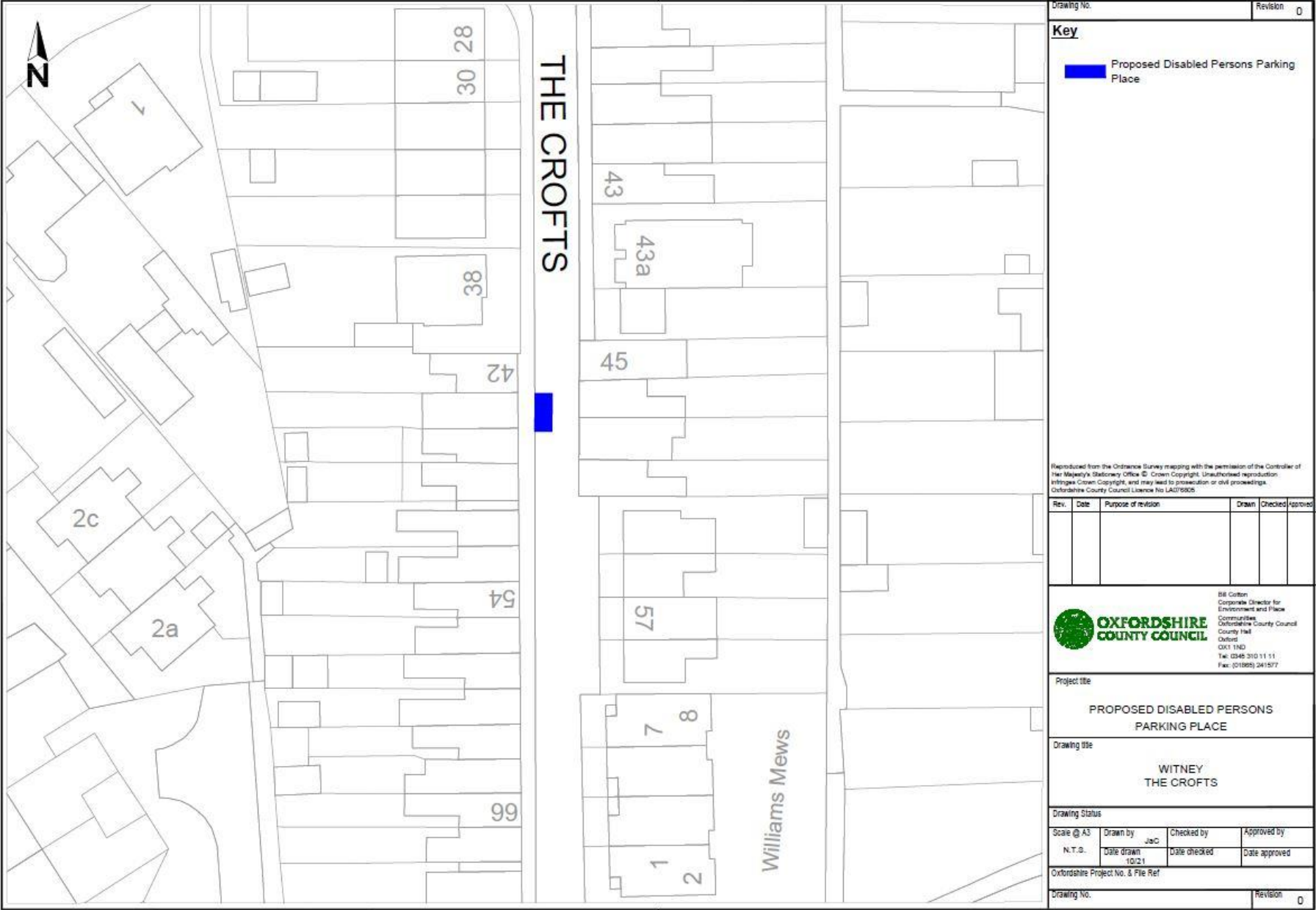








Drawing No.		Revision 0	
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
SOUTH NEWINGTON BARFORD ROAD			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JAC		
	Date drawn	Date checked	Date approved
	10/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	



Drawing No.			Revision 0		
Key					
 Proposed Disabled Persons Parking Place					
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
WITNEY THE CROFTS					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn 10/21	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.			Revision 0		

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Cherwell District Council	No objection
(3) Cllr Ian Middleton	Objection to the removal of the disabled bay in Brandon Close, Kidlington. The bay is still needed.
(4) OXTRAG	Concerns over the removal of disabled bays.
<i>Angus Close (Banbury) - Proposed new DPPP</i>	
(1) Local Resident, (Banbury)	Objection (Angus Close) – Why are they allowed to have a disabled place put in the close when I have seen the person going on long walks without any help. There is a blue badge in the car, but the car is hardly ever used. When I asked for a bay for an elderly relative it was refused because of where the house is. If you park in front of their house they become abusive as they think that they own the parking area in front of their house. If they have a bay then why could we not have one for our relative who has since died.
(2) Local Resident, (Banbury)	Concerns (Angus Close) - I would like to raise my concerns as parking is already very limited within the close and feel if this was agreed this would cause further issues for remaining residents unless parking bays was put into place at the same time. I also do not feel this would be of extra benefit to the resident as it is very rare, he is not able to park outside his house. We really do struggle at times within this close with inappropriate parking and residents from adjoining streets using spaces.

	I would say generally I am really positive and open to suggestions but this proposal if taken forward would cause a lot of disharmony within the close.
(3) Local Resident, (Banbury)	Concerns (Angus Close) - I find it rather annoying that since I moved here in 1978, we've always been told that we can't mark out parking bays and it's not parking it's a turning circle. There are 40 houses in this cul-de-sac and only two lots of 6 parking bays and one layby so everybody is forced to park wherever they can get. If number 16 is given a parking bay he has always ever since he's lived in the street told everyone that's his parking bay, even telling people to move, also he has a second car, and it doesn't need a genius to know what will happen when the 2nd car goes out giving him two parking bays to the detriment of everyone else in the close. The problem with the close is that the provision for carparking and garages at the other end of the close was never used and is just used as a dog toilet. On top of this we have cars from people in Red Poll Close and Devon Way who park their cars on the two existing car stands. Perhaps something can be done in the close to provide additional parking spaces for everybody and if the disabled one is marked out that the whole of that side MUST be marked in bays as half of the people don't know how to park and leave massive gaps so it's always a hassle to find somewhere to park.
(4) Local Resident, (Banbury)	Concerns (Angus Close) - We do not object to the proposal. However, our impression is that the area in Angus Close is a turning area. If it is to be turned into a parking area it will need to be properly marked out so that everyone can park not just the person parking in the disabled parking space (so that the maximum number of cars can park safely). The road surface in Angus Close is also in desperate need of repair. Also, what would happen with this parking space when it is no longer needed?
<i>Cheviot Way (Banbury) – Proposed new DPPP</i>	
(5) Local Resident, (Banbury)	Support (Cheviot Way) – Can I point out that I think the proposed changes (the squares marked in green and red) near the junction of Cheviot Way have already been done.

	Also, the green “existing bay” square (near the letter “Y” in the wording “CHEVIOT WAY”) is not accurate in the plan. It should be placed to the right of the Blue square to be more accurate. If the “proposed bay” was to be where the green existing one is marked, that would be perfect as it would be directly at the end of the path. The nearer it can be placed to the end of the path would be greatly appreciated.
(6) Local Resident, (Banbury)	Comments (Cheviot Way) – The plan shows it to be behind the existing disabled space and before the entrances to the garage blocks on both sides of the road. We are both in our mid 70's and we have one car which I drive and which I use the space in question when it is free. We do have a garage, but it is up the top end of the garage block and a longer way to walk, the car being our only source of going out. We realize other people living here have their problems also and you have to prioritize to whom you think most needs attention. If this space could be left free for everyone, including us to use we would be grateful. We do understand if not.
<i>Edinburgh Way (Banbury) - Proposed new DPPP</i>	
(7) Local Resident, (Banbury)	Concerns (Edinburgh Way) - My view on the idea of having two disabled parking places is that at the moment I don't know anybody disabled or elderly in my surrounding area so I don't think we need them. Parking is still really bad for residents as it is trying to find a parking space, so we need more. I think disabled parking spaces would be left empty and unused most days and a bit of a waste.
<i>Margaret Close (Banbury) - Proposed new DPPP</i>	
(8) Local Resident (Banbury)	Object (Margaret Close) – with respect i object to this as i have lived here for several years i own my property and parking is diabolical in this cul-de-sac my wife and i are retired and we struggle many times to get parked near our house as it's like a race to get parked. If we go out shopping or out, we now say I wonder if we will get parked. Or if we go to visit family and return late evening, we can't park near our property we regularly have to park on Edmonds's road where we then have to walk through the ally way late at night or round the road. We have returned to car in the morning that has been parked on Edmonds's road to find scratches and twice mirrors broken of which affects our car insurance as we put on parked outside house overnight. <u>So i feel that if this parking space is aloud it will make it harder to park as 1 more space is lost</u> P.S. There is a green area at the side of Margaret close that is not used could that be turned into parking spaces.

(9) Local Resident (Banbury)	Object (Margaret Close) - The car parking spaces currently in Margaret close are for the use of residents and visitors for the whole street. Individual houses do not have designated parking spaces so putting in a disabled space will further limit the available parking for other residents. Furthermore, I have concerns about what would happen if the resident requesting this disabled space moves home, if the space stays it will be a constant unusable space for the rest of the residents. Therefore, I object to this proposal.
(10) Local Resident (Banbury)	Concerns (Margaret Close) - Happy for it to be installed, concerns over parking on road already anyway, needs to be allocated to houses as too many people parking from other streets and parking work vans.
(11) Local Resident (Banbury)	Concerns (Margaret Close) - Whilst I have no objection to the plan itself, and believe this to be a good idea, especially with the bungalows on the road, I would ask that the following be taken into serious consideration. Over recent years the parking on Margaret close (the 1st turning on the right) has become increasingly strained by multiple households not only parking their personal transport on the close, but also their work vans. As of sending this email, I can look out my window and see 3 company owned work vans and the people who drive them also have at least 1 private car thus taking up more of the limited space for other residents to use. These vans are parked on our road for convenience, not because they need to have them. I propose that parking should be allocated per house (1 space) with any other left-over spaces, such as the parallel parking area, to be left for visitors etc. I know this has been implemented in other areas of Banbury such as the estate by the train station and has worked well. The second point I would like to raise is that the parking on the street is somewhat of a free for all, with cars parking in such a way that 2, sometimes 3 spaces are unusable, making already limited parking even worse. There should not only be painted lines for the new proposed disabled space, but also fresh lines painted on all other spaces so that people can clearly see where spaces are and park within them. I believe these issues may have been raised in the past by other residents and I also believe this is the reason why the space has been requested, as often I am having to park on alternate streets myself. I hope my points above will be seriously considered.
(12) Local Resident (Banbury)	Concerns (Margaret Close) - I have no objections to a specific disabled space. I worry that any other person who may have parked there previously and seeking to find a new space will now invade my space.

	I realise "my space" is not specifically allocated to me, but my neighbours and I have an arrangement as to our parking needs. They have two cars and a van. Our spaces do not intrude on any other residence. As a disabled person with limited walking ability myself (and a blue badge holder) perhaps my space could/should be allotted disabled status? Incidentally I would not presume to park in the proposed disabled bay even if my space were taken knowing that the lady required it.
<i>Sussex Drive (Banbury) – Proposed new DPPP</i>	
(13) Local Resident (Banbury)	Object (Sussex Drive) - Unfortunately the attached plan you sent doesn't show the position of the proposed disabled parking bay, but I have now accessed the plan on your website, and it does show the bay encroaching in front of number 24 to the extent that any vehicle parking in front of the bay would restrict access to the driveway of number 24 and therefore I object to the proposal. If the proposed bay was not encroaching on number 24 and causing the above issue, I would have no objection. After studying the proposal and as to why it needs to encroach in front of number 24 I can see it would obstruct access to the driveway of number 26 making it inconvenient to have to move the vehicle in the bay to access the driveway so moving it up to access would work but that is just moving the issue of number 26 to number 24 which is unjustified. Looking further into the proposal I found myself asking if there was a need for this which I'm sure there is if a disabled person lives there but this property has a driveway capable of parking three cars so I would have thought it would have been easier, safer and a shorter distance to access a vehicle in the driveway rather than on the road. In light of this I then started looking at other applications and existing disabled bays and failed to find any other situation where a property that has a private driveway, has a disabled parking bay.
(14) Local Resident (Banbury)	Concerns (Sussex Drive) - In attached picture I can see that this place is nearly between houses no 26 and 24. In my opinion after making this special parking it will be impossible to park another car without block a driveway to 24 Sussex Drive. First, I don't understand why people, having space for two cars on their private driveway and keeping one of them free for most of the time, are demanding for disabled parking. Second, me, mother of two little kids, or somebody else living next to this street, will have to look for a space for a car on another street just because that one disabled parking will take two parking spaces. At last, I didn't see anyone else's car parked on that space. From my point of view, there is no reason for Disabled Persons Parking Place.

<i>Dryden Avenue (Bicester) - Proposed new DPPP</i>	
(15) Local Resident (Bicester)	Object (Dryden Avenue) – I am writing with firm objections to the proposal for a disabled parking space on Dryden Avenue. My objections are as follows: - The householder for whom the application is requested has 3 vehicles. They already use a substantial amount of the limited parking for all the other residents in situ. In addition, they have access to an allocated space on the garage block behind the housing. This is accessible by path and drop curb, therefore I am unclear why a second Space would be required? - There are significant pressures already on parking in the area. Considerate parking enables all residents to just about park (despite the restrictive nature of the new double yellow lines). The space would cause blanket restriction and have a profound impact on other residents. We have other people in the vicinity who require easy access, e.g., older adults, prams, and children etc. - I believe People who have a blue badge are able to park on double yellow lines for up to 3 hours, therefore and caring service wouldn't be able to load etc with ease (however during 9-5 there is ample parking and no issue). - the individual indeed struggled to walk and is only seen walking in her weekly physio appt. On the limited occasion she leaves the home a wheelchair is a required, and therefore an extra 15 feet really has no impact. There is on street parking to the front and rear if required. This is an act of positive discrimination that feels unfair on other tax paying residents with their own needs should not have further restrictions on an already pressured situation. I'm just baffled why they would move their disabled vehicle from the off-road space (with drop curb access) to the road. They have done this over the last two weeks since one of the homeowners had brought a new car and would rather park that there. It's just so cheeky and selfish.
<i>Brickle Lane (Bloxham) - Proposed 'Informal' DPPP</i>	
(16) Local Resident (Bloxham)	Object (Brickle Lane) - I have just received your letter today with total horror! Parking is already a problem and I have a car and my partner has a work van; the neighbours also have 2 cars. I would be left with nowhere to park and I am also hoping to put my own driveway in due to parking problems. We are sanctuary residents and I believe sanctuary contacted the council in the hope of getting spaces marked out. I guess this parking space is planned for my neighbour. She is 103 but doesn't own a car. Cars normally reverse down for picking up and dropping her off as there is a driveway right at her path. I do hope this is reconsidered as this has very much distressed me.

(17) Local Resident (Bloxham)	Concerns (Brickle Lane) - Firstly, what is an 'Informal' Disabled Parking Place? Secondly, the parking in the cul-de-sac is already not sufficient. There is one elderly person who lives in Brickle Lane but who does not drive. Therefore, can I ask whether the proposed disabled parking place is nominated for the use of a particular person? As I am not aware of anyone in the cul-de-sac that could qualify as disabled that cannot park off-road. I have already privately paid for my drive to be re-surfaced so that our household can get two cars on the drive. What solution to any parking issue is provided to our immediate vicinity, by nominating an 'Informal' Disabled parking place in an already contested area please?
(18) Local Resident (Bloxham)	Concerns (Brickle Lane) - We are personally fortunate enough to have off road parking so this would not impact us directly. That said, there is currently not enough parking for all the resident vehicles as it stands so I can only imagine this causing some chaos and frustration. Nobody in the cul de sac who has a vehicle has any physical disabilities to warrant requiring a space.
<i>Tadmarton Road (Bloxham) - Proposed new DPPP</i>	
(19) Local Resident (Bloxham)	Object (Tadmarton Road) - This space is not required as the person whom is requesting it, only has disabled badges so she can part nearer shops to get her shopping. this lady is perfectly able to park, walk, carry, lift move and is able bodied in all manners. she had a small 2 door car, no wheelchair. she can park her car perfectly well anywhere on the street. i have lived on this street for 3 years and her car is fine being parked normally. this lady is also going to be moving soon and looking to move to Banbury. also. the property next to her is vacant and if the person or persons move in are 1 or 2 car owners then parking will be bit more difficult for All of us and i feel, because she had badges does not warrant her a personal bay too. that is not fair on the rest of us whom live here who are older, and we have our own health problems, but we cannot have a parking bay. this lady seems to think she owns the road and now feels she needs a bay too. this lady is able bodied, she can walk, lift, carry, bend, drive her car fine, travels long distances, walks her dogs fine.... nothing wrong with her apart from limited use of left arm as it's a bit weak.....certainly does not warrant a parking bay.
(20) Local Resident (Bloxham)	Support (Tadmarton Road) - Because the old disabled parking is no longer there and I as a blue badge holder have nowhere near my house to park. This has caused the police to become involved as my neighbour was swearing and abusive to me for parking outside her house which still has disabled parking space. I cannot always get parked near my bungalow and have to go to my sisters until a space becomes free.

<i>Rochester Place (Charlbury) - Proposed new DPPP</i>	
(21) Local Resident (Charlbury)	Support (Rochester Place) - This seems like a timely and valuable addition. Our house is pretty much nextdoor to the proposed new bay, and we are delighted to support this proposal.
<i>Woodfield Drive (Charlbury) - Proposed new DPPP</i>	
(22) Local Resident (Charlbury)	Support (Woodfield Drive) - I am writing to say I fully support the provision of a disabled parking space on the corner of Rochester Place and Woodfield Drive in Charlbury, as detailed on the consultation plan.
<i>Churchill Road (Chipping Norton) - Proposed removal of DPPP</i>	
(23) Local Resident (Chipping Norton)	Object (Churchill Road) - Prior to the parking bay being a disabled spot, there used to be large cars and vans parking outside of the house every day, making it very dangerous to pull out of our driveway. It would block our vision to reverse out of the driveway safely and, as a large proportion of the traffic that passes down Churchill Road exceeds the 30mph limit, it becomes increasingly likely that an accident is waiting to happen. By not having large vehicles parked in that spot, it also allows the residence of 52 and 56 Churchill Road to also pull out of their driveways safely as they can also then see the oncoming traffic. As it is nearly impossible to stop drivers speeding down this road, I propose that this parking spot either remains a disabled parking spot or is solely designated to number 54. Another reason why I suggest this, is because I currently have another vehicle which is parked in this lay-by every evening, so by designating this spot to number 54, my car would be parked there, allowing another vehicle to park in the rest of the lay-by. My other suggestion, which I understand would come at cost to me, would be to remove this parking space completely and allow there to be a dropped curb along the full length of 54 Churchill Road so I could then park all my cars on my driveway. This would then remove my car that currently parks on this lay-by and will allow another car to come off the road and park into the lay-by. Therefore, not reducing the number of spaces available on this lay-by. If this was accepted, it would allow me to park a total of 4 cars on my driveway, so when my oldest starts driving in a little under 18 months, it would mean that her car is also not taking up valuable parking space on this lay-by. It would also mean that 52, 54 and 56 Churchill Road could continue to be able to pull out of their driveways safely as the vision is not blocked.

(24) Local Resident (Chipping Norton)	Concerns (Churchill Road) – Prior to the parking bay being a disabled spot, there used to be a considerable number of large cars and especially vans parking outside of the house every day, making it very dangerous to pull out of our driveway. It would block our vision to reverse out of the driveway safely and, as a large proportion of the traffic that passes up and down Churchill Road exceed the 30mph limit, it becomes increasingly likely that an accident is waiting to happen. By not having large vehicles parked in that spot, it also allows the residence of 52 and 56 Churchill Road to also pull out of their driveways safely as they can also then see the oncoming traffic. As it is nearly impossible to stop drivers speeding down this road, I propose that this parking spot either remains a disabled parking spot or is solely designated to number 54. Another reason why I suggest this, is because I currently have another vehicle which is parked in this lay-by every evening, so by designating this spot to number 54, my car would be parked there, allowing another vehicle to park in the rest of the lay-by. Therefore, not losing a valuable parking space on this lay-by. My other suggestion, which I understand would come at a cost to me, would be to remove this parking space completely and allow there to be a dropped curb along the full length of 54 Churchill Road, so I could then park all my cars on my driveway. This would then remove my car that currently parks on this lay-by and will allow another car to come off the road and park into the lay-by. Therefore, not reducing the number of spaces available. If this was accepted, it would allow me to park a total of 4 cars on my driveway, so when my oldest starts driving in a little under 18 months, it would mean that her car is also not taking up valuable parking space on this lay-by. It would also mean that 52, 54 and 56 Churchill Road could continue to be able to pull out of their driveways safely as the vision would not be blocked and keeping this area of the road safer. .
<i>The Leys (Chipping Norton) - Proposed new DPPP</i>	
(25) Local Resident (Chipping Norton)	Object (The Leys) - We are very concerned about this application as we already have two other DPPP in very close vicinity and as parking is very difficult this would put more pressure on all us all. We fully understand the need for a space but the house indicated on the map, 48 The Leys, already has an off road parking space with a dropped kerb. So, I would hope that this space would be taken into consideration when looking at the needs of the driver. If the space was placed where indicated, then we would loose two spaces in the road as it would mean there would not be room for another car below the dropped kerb and above the DPPP. With this in mind we both object to the application of this DPPP. If it has to go ahead, we suggest it goes down from the dropped kerb, thus not making it even harder for neighbours to park. The Leys has a lot of parking problems especially as a lot of the workers from the industrial buildings tend to park in the road to go to work. Sometimes people don't appreciate residents hope of parking near to their homes!

(26) Local Resident (Chipping Norton)	Object (The Leys) - It would seem, from the diagram, that the proposed DPPP is for outside no. 48 The Leys. Immediately to the left of the proposed DPPP is a dropped kerb and a driveway to that property. The occupants usually park their car in the driveway or in front of their dropped kerb, which is fair comment, but this does make it a parking space only for them, as the residents. Therefore, if they then had a DPPP it would, in effect, mean private parking for all their frontage, in a road where parking is at a premium and there are already 2 DPPP within 50 metres. We are aware that the lady of the house has recently had a new knee, but she regularly takes a walk from the house; and a DPPP would be no further than walking to their car parked in their drive. In our opinion a DPPP is not required for this house and occupants. We therefore object to this proposal.
(27) Local Resident (Chipping Norton)	Object (The Leys) - My property is already bounded by one disabled space if the proposed space is approved then I will be bounded on both sides - I am one of only a small few that currently parks a vehicle on their own driveway, whereas many more including 48 and 54 could do the same - this would create a 3rd disabled parking space all adjacent to each other The road is already very congested with many people having to use Station Rd as a parking space so to remove a further space would be unacceptable.
<i>High Street (Eynsham) - Proposed removal of DPPP</i>	
(28) Local Resident (Eynsham)	Support (High Street) - I would like to support the removal of the Disabled Persons Parking Place outside number 19 High Street, Eynsham and it being returned to general parking use. The DPPP was put in place due to my neighbour at number 17 having a need. This was only right and proper. However, my neighbour passed away early in 2021 (as I recall) and the disabled parking space has rarely been occupied by disabled badge holders since then. Since the introduction of the Disabled parking place there has been a marked increase in the number of vehicles parking in High Street, Eynsham during the day and the number of spaces for cars to park has also been reduced by 2 spaces being limited time parking spaces outside Evenlode DIY shop.
<i>High Street (Hook Norton) - Proposed new DPPP</i>	
(29) Local Resident (Hook Norton)	Object (High Street) - This is I believe the fourth time this question has arisen since 2017. I note that the proposal is now to locate a permanent, formal DPPP between the bus stop and the church steps, opposite the Sun and The Thatch, further from the shop than were earlier proposals. Presumably the idea is that it would be a little further from the area of most concentrated vehicle movement and competition for parking space.

	However, this is still a part of the High Street that does come under huge parking pressure thanks to its proximity to the Sun and the Church. I note that right now the Sun has tables out to its front on what I believe is public highway, thereby denying parking space right in front of it. When Church events are on such as concerts, funerals, Christmas Markets etc, the whole High Street and beyond becomes flooded with parked vehicles, often denying even the bus service clear passage. The village has expanded as a result of endless building on its outskirts, adding to the numbers of cars dropping in locally for shopping. Shortly we expect to have building works related to the Shop development, surely causing intense disruption for a period, followed by the occupation of three new dwellings on the site each lacking off-street parking. All the while, I feel that there is enough coming and going by shoppers to allow anyone visiting to find parking nearby without the need for permanent denial of a space, which for the majority of the time would be empty, to all others.
(30) Local Resident (Hook Norton)	Object (High Street) - Objection and Comments. As a resident of the High Street, I do not accept the need for an allocated Disabled Parking Space. The majority of the High Street consists of residential properties that do not have private parking facilities attached to their homes that is, driveways and garages. As a result, the residents have to leave their own vehicles Parked on the High Street. Nb. I believe that the residents of the High Street should have priority over parking spaces near or next to their homes (albeit, near to the local store) rather than have to forfeit a space for official disabled parking reservation 24/7. Generally, there has not been a problem in previous years with parking in the High Street if you are travelling to the high street store or similar during opening hours. Parking spaces have been available in the high street most hours of the weekdays and weekends. Disable parking is all too familiar in town Superstores and businesses. Hook Norton high street is not a town, but a village, trying to maintain its village charm without public notices and markings. Hook Norton High Street should <u>not</u> be granted for disabled parking. If disabled parking is granted to Hook Norton high street, perhaps the high street private residents should be considered for residential Parking Permits?
(31) Local Resident (Hook Norton)	Object (High Street) - When we wrote on 7 April 2020, we said that we were not aware that anything had changed since the proposal was first made and turned down in 2017. Although the current proposal sites the Parking Place outside the Church rather than outside our house, we make the same point again – nothing has changed since the 2020 proposal was turned down. We would ask therefore that the current proposal be not accepted.
<i>Malford Road (Oxford) - Proposed new DPPP</i>	

(32) Local Resident (Oxford)	Object (Malford Road) - I am objecting to the proposed disabled place outside my house, if I decided to have a drop curb put in place outside my house it would not be possible. I have attached a pic of where the parking space has been proposed and where it should be. Where the white van is, is the proposed place where the blue car is where I think it should be as this is the person's car who is seeking for the disabled space.
<i>Marlborough Road (Oxford) - Proposed removal of DPPP</i>	
(33) Local Resident (Oxford)	Object (Marlborough Road) - I agree the Marlborough road does not need two disabled bays outside 107. But I think it is important to retain one bay. Reasons as follows - The bays are used by disabled visitors. The residents who used the bays now use taxis and there is nowhere on the road for the taxi to stop to pick up their disabled passengers apart from the bays. We have frequent disabled relatives to our house and value the space enormously.
(34) Local Resident (Oxford)	Object (Marlborough Road) - Marlborough Road is a long street in South Oxford. From the White House Road intersection going south towards Hinksey Park where the road ends as a cul de sac in a pedestrianised footbridge/bicycle track into the park it comprises 400 yards with terrace houses either side - 103 dwellings in total. At present there is residents' parking for only 52 cars and a total of two marked disabled bays, one for one car by 180 Marlborough Road (very close to the White House Road junction), and the two-car space disabled bay which is 150 yards south towards the park. It is this bay which is proposed for removal, which will simply add two car spaces for residents' parking. While I recognise the two disabled users no longer have need for these spaces, I have noted that there have been many occasions when disabled Blue Badge visitors to addresses in the road have gratefully taken advantage of these spaces which, due to their almost equidistant position on the road, have prevented their having to walk much longer distances to visit their friends (not everyone has visitor parking permits, and even if these are on offer, a visitors' permit in itself does not necessarily guarantee a space anywhere nearby, especially given the very limited residents' parking for so many addresses). I would suggest a compromise: that one space only should be removed, and that one be retained as a community asset for disabled visitors in recognition that it is a long stretch of road with limited parking for residents, and that there needs to be some provision for disabled drivers to park safely and relatively near an address to which they are visiting.

(35) Local Resident (Oxford)	Support (Marlborough Road) - They are no longer used, and will create more parking spaces for residents on a busy road.
<i>Milton Road (Shipton under Wychwood) - Proposed new DPPP</i>	
(36) Local Resident (Shipton under Wychwood)	Support (Milton Road) - We have no objection to having a disabled bay outside 1C, this gentleman is in desperate need of a bay as he can hardly walk, even with crutches. It's just a pity that all three spaces couldn't be residents only parking as we are all either elderly or disabled. The trouble we have is, everyone parks there to go to the shop, instead of parking in the bays outside the shop. Or when dropping off or collecting children from school. If any of us residents from numbers 1A, B, or C, go out we can't guarantee being able to park outside our own property. I especially feel so sorry for the lady in 1A, If and when she goes out and can't park outside her house, she has to carry her shopping from around the road of Coombs close, as that is the nearest place to park (except outside the shop). What makes it even worse is the fact we have been threatened with a "Penalty Parking Notice" if we park outside the shop. Even though most of the time we can't park it's because their customers have parked outside our homes. We (1B) personally don't have as much problems as we do have a disabled bay, that was put there for my wife, as she is registered disabled. We are the only the marked-out bay, we don't have a "Disabled Parking Only" sign on a pole, (even though we would like one as sometimes we have had to move people on without a blue badge. They then say Oh I didn't see the bay as it is covered in Snow, leaves, mud etc. I'd like to say we (at 1B) are in full agreement with the disabled bay but feel it's going to make it even harder for the elderly lady living in 1A. But as 1C is more important then that must go ahead.
<i>Barford Road (South Newington) - Proposed new DPPP</i>	
(37) Local Resident (South Newington)	Object (Barford Road) – We are writing to object to the proposed disabled parking bay on Barford Road for the following reasons: We understand that the request is for a resident of one the 6 houses at the location (identified as "The Old Council Houses" on the location map).To best of my knowledge I am not aware of anyone with disability that would necessitate a disabled parking bay in these properties.

	At this location 5 of the houses have parking facilities on their property, except No.5 Barford Road who always park at the location identified for the proposed disabled parking bay. If the residents at No.5 are the ones who are requesting this, we do not feel it is necessary to install a disabled parking bay, because they are the only residents who park at that spot and have always been able to park at the proposed location, so it is not as if there is a problem with them be unable to park their vehicle. South Newington is a small village and we do not envisage a situation where there will be an on-going influx of people trying to park at the proposed location which would lead to problems for the residents at No.5 parking there. We do not feel it is right to use public funds to provide this disabled parking space when there is no need, as there is no problem with parking at the proposed location. We would also add that the previous resident of No.5 used to park his vehicle at the rear of the property as he had access to the rear garden. For some reason this was blocked off by Sanctuary Housing when they erected a fence round the rear garden, prior to the current resident occupying the property.
<i>The Crofts (Witney) - Proposed informal DPPP</i>	
(38) Local Resident (Witney)	Object (The Crofts) – We are objecting to a disabled parking space in the Crofts as there is no time restrictions on parking in the Crofts. It is already impossible finding a parking space without a disabled parking space being given. The Crofts is on a circular route to Corn St so there shouldn't be no problem with an ambulance picking up and dropping off a Patience. This has been a very difficult decision to make.
(39) Local Resident (Witney)	Object (The Crofts) – I would like to oppose the above application to put a permanent disabled parking space on the Crofts. Since the change in parking regulations at the car park behind Waitrose, the Crofts has become totally impossible to park on as people are using the street to park on whilst they go to work. I have been a resident for over 40 years and I now find it virtually impossible to park near my home. I have incurred numerous parking fines because of this. Recently Highworth Place was also changed to double yellows meaning that the Crofts is now even more congested. Whilst I appreciate that it is very difficult to park near enough to your home to enable someone sick to get to the car, it is possible to stop directly outside that property for a very short period to enable someone to get into the car. I feel that by turning this space into a disabled space the residents of the Crofts will not benefit and that if the

	resident that has applied for this moves out of the property, we will be left with a permanent disabled space that residents will be unable to use.
(40) Local Resident (Witney)	Object (The Crofts) – I am writing to you to oppose the allocation of a disabled parking bay on the crofts. I feel would it be a more suitable location for the bay to be opposite the user's dwelling as the suggested location is approx. 10/15 meters from there also some residents in that part of the Crofts have access to off road parking at the back of the property's so would have less of an impact on availability of parking the Crofts and Saxon way are already used by traders and shoppers from corn street as a car park also there have been a large number of on road parking taken away on Highworth place as well as the loss of a bay on junction of corn street the crofts and a on junction of crofts and Saxon way where residents have had driveway's installed.
(41) Local Resident (Witney)	Object (The Crofts) – I wish to convey my deepest concern and extreme objection with this proposal, I know the house for who the disabled space has been applied for, and as the badge states that it is for the gentleman who lives there and he is now housebound with carers coming in, and his wife uses the badge fraudulently to go shopping without him even being in the car, i cannot see the need to take up an already incredibly busy street for one person who like I have already stated uses this badge incorrectly. I am a father of a baby and frequently have to carry him and his things to and from the car which I often have to park in nearby streets due to lack of parking on my road, so I find this incredibly offensive and impractical that this is being proposed. Having spoken to other neighbours who have voiced similar concerns I know that parking on the road is a largely incendiary and contentious issue. I understand that this is still at the proposal stage, however i Cannot contend that this mater goes any further however if it does, can you instruct me about who I should contact to voice my concerns further and state my objection.
(42) Local Resident (Witney)	Object (The Crofts) – I know the couple in question and this proposal is both appalling and disgraceful. This man never travels by car and has not done so for a long time. He is housebound and has a new care plan which means that he has daily carers who let themselves into his house and he only travels by ambulance. His wife parks her car with his badge in the window. You MUST understand that she is the only person who goes in the car. I urge you to discreetly view this situation for yourself, to see that he never leaves his house. It would be so unfair for the honest people who live on this street to have an even smaller chance of being able to park nearer our own homes. Parking on this street is already hard to come by and we have a small baby. Every day, I have to haul my baby, his car seat, pushchair and all of his equipment down the road to my car. It is frankly unbelievable to think that it would be even harder to find parking near my house, when the disabled space would only be used by a woman who is not herself disabled.

(43) Local Resident (Witney)	Support (The Crofts) – I have been working with Mr Wilkinson since the 29th October 2021, since his discharge from hospital on the Home First Reablement pathway. Mr Wilkinson has been working towards his goal to regain mobility to be able to complete the stairs to use his house as his home once again. Whilst working with him we have made progress and is currently mobilising approx. 2m with a wheeled walking gutter frame and supervision of one. I now hand over to the Community Therapy Physio team to continue this work as able. I have every faith that Mr Wilkinson will work hard towards his goal, but due to his medical condition his ability is likely to greatly fluctuate, and I foresee that he is unlikely to mobilise without the use of a walking aid more than 10 metres and even then, likely to experience fatigue which could result in reduced mobility or even further falls. It is with this in mind that I would strongly advocate for Mr Wilkinson to be provided with a Disabled Persons Parking Place to reduce the risks he faces everyday but also to reduce the risk to his wife supporting the transfers and mobility.
(44) Local Resident (Witney)	Support (The Crofts) – I whole-heartedly support the application for a disabled parking space in The Crofts at the site proposed. Indeed, as the population ages and more people have mobility problems, I think there should be more such spaces in residential streets with mainly on-street parking. With every hope that the application is successful.