



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 29 July 2021 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 related reports attached. Decisions taken will become effective at the end of the working day on Friday 6 August 2021 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 blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

July 2021

Committee Officer:

Graham Warrington

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graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 2 September 2021

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 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 one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at 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 such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time

3. Petitions and Public Address

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 very limited due to the requirements of social distancing. While you can ask to attend the meeting in person, 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.

Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on 23rd July 2021. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk. You will be contacted by the officer regarding the arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting i.e. Tuesday 27 July 2021. Written submissions should be no longer than 1 A4 sheet.

4. Oxford - Divinity Road, St Mary's and St Clement's Areas: Proposed Low traffic Neighbourhoods and Quietways (Pages 1 - 346)

Forward Plan Ref: 2021/098

Contact: Naomi Barnes, Project Manager Tel: 07824 528681

Report by Corporate Director Environment & Place (**CMHM4**).

The report sets out the results of a pre-statutory consultation for a proposal to introduce a Low Traffic Neighbourhood scheme in East Oxford. This would cover the areas of Divinity Road, St Mary's and St Clement's. This includes key findings on which areas and filters are more widely supported or objected and by which user group.

The Cabinet Member for Highways management is RECOMMENDED to:

- a. Note the responses to the non-statutory consultation on the east Oxford low traffic neighbourhood including quietways (LTN).***
- b. Agree that officers review the options based on the consultation output, update the proposals and reconsult***
- c. Agree that the outcome of consultation on revised proposals be reported to a future Cabinet Member for Highways management meeting***
- d. Instruct officers to fully assess the impact of the delay on resources and budget on the wider Active Travel programme.***

5. Oxford: Cowley Central East and West Controlled Parking Zones - Proposed Amendments (Pages 347 - 354)

Forward Plan Ref: 2021/063

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/James Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM5**).

The report presents responses received to a statutory consultation to amend the recently introduced Cowley Central East and West CPZs in respect of current exemptions for permit holders at time limited parking places and in respect of waiting restrictions on Crowell Road in the vicinity of its junction with Lewin Close.

The Cabinet Member for Highways Management is RECOMMENDED to approve the following amendments to the Cowley Central East and West Controlled Parking Zones (CPZ):

- a) Cowley Central East CPZ: to amend the legal order by removing the exemption for permit holders not having to comply with parking restrictions at the following time restricted parking places:***

- i. 30 minute parking in parts of Barns Road and Cleveland Drive;*
- ii. 1 hour parking in parts of St Lukes Road*
- iii. 2 hour parking in parts of Barns Road.*

- b) Cowley Central West CPZ: to introduce a section of 'No Waiting at Any Time' (Double Yellow Lines) on Crowell Road west side for 15 metres either side of the junction with Lewin Close. This in place of the current 'No Waiting 8am to 6.30pm Monday to Saturday'**
- c) Cowley Central East CPZ: to allow residents of Nos.147-169 & 156-166 Oxford Road to apply for both residents & visitor permits subject to a check of any properties granted planning permission on the basis of being car-free developments.**

6. Launton: Bicester Road - Proposed No Right Turn Restrictions at Access with East West Rail Project Site and Allotments (Pages 355 - 362)

Forward Plan Ref: 2021/090

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Julian Richardson, Senior Engineer (Road Agreements Team C&W Engineering 2) Tel: 07825 052736

Report by Corporate Director Environment & Place (**CMHM6**).

The report presents responses received to a statutory consultation to introduce a proposed no right turn restriction from an access on the south west side of the Bicester Road at Launton (currently serving allotments) approximately 45 metres south east of its roundabout junction with the A4421. The proposal has been put forward as a result of the additional use of this access by vehicles as part of the East West Rail project and due to restricted visibility to the right. Funding for the consultation on the proposals has been provided by the East West Rail Alliance and, if approved, they will also fund implementation.

The Cabinet Member for Highways Management is RECOMMENDED to approve the proposed no right turn restriction from a new access on the south west side of the Bicester Road, Launton as advertised.

7. Gosford: Water Eaton Lane - Proposed Waiting Restrictions (Pages 363 - 374)

Forward Plan Ref: 2021/088

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Mike Wasley, Principal Officer – Traffic Schemes Tel: 07393 001045

Report by Corporate Director Environment & Place (**CMHM7**).

This report presents responses received to a statutory consultation to introduce no waiting Monday to Friday between 9am and 5pm on both sides of Water Eaton Lane south of the existing no waiting at any time restrictions in the vicinity of its junction with Bicester Road. Funding for consultation on the proposals was

provided by Gosford and Water Eaton Parish Council and from the County Council's Parish Support Budget. If approved the Parish Council will fund implementation.

The Cabinet Member for Highways Management is RECOMMENDED to approve the proposed waiting restrictions on Water Eaton Lane as advertised.

8. Didcot: Brasenose Road and Slade Road - Traffic Calming (Pages 375 - 410)

Forward Plan Ref: 2020/180

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Ryan Moore, Senior Engineer (Road Agreements Team – S&V) Tel: 07557 082568

Report by Corporate Director Environment & Place (**CMDHM8**).

At the former Cabinet Member for Environment delegated decisions meeting on 19 November 2020, the Cabinet Member approved proposals for a 20mph speed limit as shown at Annex 1 to the report CMDHM8 but - taking note of representations made by residents objecting to or raising concerns about the traffic calming measures as shown at Annex 2 to the report CMDHM8 - asked officers to investigate alternative provision of raised tables at junctions on the route (in addition to the 2 proposed at the Churchill Road junctions), namely at Morrells Close with Brasenose Road and possibly Icknield way and Oxford Crescent. The above proposals as shown at Annex 1 & 2 were put forward as part of the approved residential development at Great Western Park and, if approved, would be funded by developers.

Following the Cabinet Member's decision on 19 November, officers requested the developers to explore this alternative design and this report now sets out the original design details along with the results of the further discussions with the developer on the alternative scheme.

The Cabinet Member for Highways Management is RECOMMENDED to approve the traffic calming measures in Brasenose Road and Slade Road as originally advertised between 30 September and 30 October 2020 and as shown at Annex 2 to the report CMDHM8.

9. Abingdon: Larkhill Road - Proposed Waiting Restrictions (Pages 411 - 422)

Forward Plan Ref: 2021/089

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Mark Francis, Traffic and Traffic Schemes Technical Officer Tel: 07730 926962

Report by Corporate Director Environment & Place (**CMDHM9**).

The report presents responses received to a statutory consultation to introduce no waiting at any time restrictions at the south end of the Larkhill Road. Funding for consultation on the proposals was provided by Abingdon School who will also fund implementation if approved.

The Cabinet Member for Highways Management is RECOMMENDED to approve the proposed no waiting at any time restrictions on Larkhill Road as advertised.

Divisions Affected – St Clement’s & Cowley Marsh, Iffley Fields & St Mary’s

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 29 JULY 2021

OXFORD – DIVINITY ROAD, ST MARY’S AND ST CLEMENT’S AREAS: PROPOSED LOW TRAFFIC NEIGHBOURHOODS AND QUIETWAYS

Report by Assistant Director, Environment and Place

RECOMMENDATIONS

The Cabinet Member is RECOMMENDED to:

- a. note the responses received to the non-statutory public consultation on the east Oxford low traffic neighbourhood including quietways (LTN).
- b. agree that officers review the options based on the consultation output, update the proposals and reconsult.
- c. agree that the outcome of consultation on revised proposals be reported to a future CMD meeting.
- d. Instruct officers to fully assess the impact of the delay on resources and budget on the wider Active Travel programme.

Executive Summary

1. An LTN which includes cycle quietways was 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. Divinity Road, St Mary’s and St Clement’s were chosen as priority areas as they have high volumes of through traffic and lower levels of cycle safety as a result of through traffic.
2. Quietways would be introduced on quiet routes within the LTNs using cycle road markings to highlight the cycling routes.
3. LTN schemes are relatively low cost, and it is not possible to assess the impact without trialling, monitoring data and seeking feedback via a consultation once implemented. It is proposed that the east Oxford LTNs would be introduced using experimental traffic regulation orders (ETROs). An ETRO allows the council, residents, businesses and stakeholders to assess

the impacts, and for support and objections to be fed back via a six-month consultation. A decision is then made within 18 months of the trial starting regarding their permanency.

4. In the light of keen public interest, changes to residents' journey patterns and perceived impact on businesses, a non-statutory consultation for the east Oxford LTN trial was undertaken. The consultation included a series of workshops with stakeholder groups including emergency services and waste collection services, resident groups, businesses, schools and other interested parties. County and city councillor member briefings took place and an online consultation was run via the council's consultation website.
5. Consultation with the emergency services and waste collection services showed that the initial proposals would pose some disruption to services and access concerns. Work is ongoing to review engineering solutions that will work for all services whilst minimising disruption and allowing access through the identified filters of concern.
6. The Special Educational Needs transport team expressed concerns that the Cowley LTN has negatively impacted on their journey times which can cause significant stress to its passengers. It is acknowledged that further investigations are required to fully understand the impact of the east Oxford LTN on these services and identify any mitigating measures.
7. Targeted work has taken place with the bus companies to ensure their views are heard and understood on how the proposals would impact their services. Whilst there is concern that in the short term, traffic increases on the arterial routes may cause delays on bus routes, they are understanding of the aims, and share the aim to reduce car volumes on roads in and around the city. The bus operators will continue to monitor any impact on their services and provide this information to the council.
8. Businesses in east Oxford on the whole oppose the proposals, with a strong focus being against the filters proposed in St Mary's. Main concerns remain access for deliveries, journey times for staff and customers being put off using the business/establishment. Work is ongoing to ensure all businesses have the delivery access they require, especially where it is felt that large vehicles cannot turn or reverse safely down roads where filters are proposed. Many businesses were not aware until stakeholder workshops that there were solutions that could be offered to them in this case.
9. A total 2,012 online responses were received. The consultation found that residents living in the proposed LTN neighbourhood particularly in the Divinity Road area show support for the proposals. Whilst residents in both St Mary's, and St Clement's are largely supportive there is also a significant level of objection. Views are polarised and opinion divided. In most cases, there are specific issues that can be addressed with further work.
10. Responders from outside the LTN area were generally against the proposals with around 60% objecting to the proposals. Businesses were strongly against

the proposals overall with around 80% of business respondents strongly objecting.

11. Overall, the data shows greater support for Divinity Road, St Mary's and St Clement's LTNs among residents living in the proposed LTN area, but much lower support from those living elsewhere in Oxford. Businesses, organisations and groups, in particular, showed high levels of opposition.
12. 33 hard copy paper responses were received, of those 15 supported the overall proposals, 16 opposed and 2 didn't state a preference.
13. Respondents were asked the reason why they tend to support or fully support the LTN proposal. The majority felt that it would make it easier to walk and cycle, would reduce through traffic, would like cleaner/less polluted and would make the roads feel safer.
14. Respondents were asked the reasons why they tend to object or fully object to the LTN proposal. The majority expressed concern regarding an increase in traffic on nearby roads, that it would generate significant traffic impacts and were worried about emergency service access.
15. Other more specific concerns were raised which included:
 - (1) Concern about access for carers
 - (2) Increase travel costs for carers in terms of taxi fares or petrol costs
 - (3) Concern about deliveries to businesses and residents
 - (4) Speeding vehicles as a result of reduced traffic
 - (5) Specific design issues such as vehicles turning and loss of parking due to location of filter
16. It is clear from the consultation, that whilst there is significant support in the local community, there are significant objections from businesses and the wider area.
17. In view of this there is an argument not to proceed with any further LTNs. However, it is recognised that the current level of traffic congestion is high and one of the County Councils and City Councils goals is to reduce the level of through traffic across the city and encourage a change in the way people move around Oxford. Whilst LTNs are not the whole solution they are a steppingstone towards behavioural change; therefore, it is recommended that a do-nothing approach is not appropriate.
18. A number of key concerns have been raised about specific filters and the needs of services and as such it is recommended that further work is undertaken to address these concerns.
19. The county council is committed to ensuring that the public is fully consulted on the proposals, and whilst the current consultation and accompanying workshops are notably more than is required for an ETRO, there is merit to a further consultation on the proposed changes to the proposals. It will enable

the council to assess whether the amendments to the scheme suitably address the concerns raised. However, it is important to note that this will have a significant impact on the delivery programme along with having budget implications. These matters will need to be considered within the context of the Active Travel programme.

Background

20. A low traffic neighbourhood (LTN) is an area where motorised traffic is prevented from taking short cuts through a residential area by traffic filters. This creates quieter and safer streets where residents may feel safer and more comfortable when making local journeys by bus, by cycle, by Voi e-scooter or on foot.
21. The LTN concept was promoted in the London Borough of Waltham Forest and many local members visited Waltham Forest to understand its impacts. However, whilst the term LTN is new, the concept of preventing through traffic along residential roads has been implemented over many years in many streets of Oxford including in the east Oxford area, for example in Union Street and Dawson Street.
22. In March 2020, the council approved the Oxford LCWIP. This set out an ambition to increase cycling in Oxford by 50% by 2031. The Oxford LCWIP included LTNs as one of its eight core policies to promote cycling and walking, especially where they promoted core quietway cycle routes.
23. Quietways are signed cycling routes linking key destinations that follow backstreet routes avoiding some of the busier highly trafficked roads in the area. These are great for people who prefer a quieter journey and can also help overcome some of the barriers that might prevent less confident cyclists getting on their bikes. Some quietways need just signage, other quietways will be dependent on reducing traffic through the proposed LTNs.
24. In May 2020, in response to the Covid-19 pandemic, 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.
25. In July 2020, LTN implementation was further promoted when the government issued the Gear Change report, 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.
26. LTNs have been implemented in Cowley, as part of the Active Travel funding, as a trial through an experimental traffic regulation order (ETRO). The outcome of the ETRO is anticipated to be reported to CMD in February 2022.
27. Oxfordshire county council was successful in bidding for Tranche 2 Active Travel funding and has proposed LTNs in a further six areas. These are within

east Oxford (Divinity Road, St Mary's and St Clement's) and New Headington, Old Headington and Quarry areas. This report details the outcome of the public consultation on the east Oxford proposals.

28. Details of the proposals to restrict the passage of motor vehicles at the proposed modal filters within these LTNs, are shown in **Annexes 1 – 3**.
29. We have drawn a number of important lessons from the Cowley LTN including developing our consultation and engagement practices with statutory stakeholders, other key stakeholders and the public as well as identifying improvements to our implementation strategy.

Consultation

Members Briefings

30. An initial member briefing took place in March 2021, followed by further sessions for all members in May and June 2021, including new members after the elections.

Emergency services and waste collection services

31. An initial workshop was undertaken with emergency services and waste collection services in April 2021 outlining the proposals. Feedback was also requested on key routes, filter types and navigations systems. The meeting was attended by Thames Valley Police, South Central Ambulance Service, Oxfordshire Fire and Rescue Service and Oxford Direct Services (who run the waste collection services).
32. Despite reservations around some of the detail of the proposals, the policy direction, principles and objectives of the LTNs were widely understood and supported by all of the services.
33. The main concerns were - lockable bollards would take too long to unlock, and often require more resource than a service has in an emergency which would add to response times, narrow roads in the proposed areas would make it difficult for large vehicles to turn around and reversing up roads instead would be dangerous for vehicles and other road users, increased traffic on arterial routes would add to emergency response times. Thames Valley Police also had concerns around the extra enforcement that may be required to police these schemes due to anti-social behaviour on quieter streets.
34. These flags and concerns were taken into account and workable solutions found. The waste collection team have been successfully using lockable bollards in Cowley and would be able to continue to do so for east Oxford. The Fire and Rescue Service stated that lockable bollards may be an option in some cases for them, but that they would have the equipment to move filters, if necessary, in an emergency. The police and ambulance service reported that they would find it quicker to use routing software to route around the LTNs

instead of access through, with exceptions on key routes which were identified as Magdalen Road, Howard Street and Princes Street.

35. Thames Valley Police, South Central Ambulance Service, the Fire and Rescue Service and the Neighbourhood Police team preferred Option B for Divinity Road (DR1 Divinity Road and DR2 Southfield Road), whilst the Waste Services preferred Option A (DR3 Stone Street and DR4 top end of Divinity Road). It was resolved to proceed with consulting with the wider public on Option B.
36. Engagement has continued with these key services to ensure the impacts on services can be minimised through the use of various engineering solutions, including the use of lockable or flexible bollards on all routes, for the services that opt to use them. This would also enable closures to be opened in an emergency if main routes are closed. There are concerns that flexible bollards would be abused by members of the public and further investigation is needed.
37. Following on from concerns around the ability to turn large vehicles around where there is no through road, design changes have been proposed to ensure the locations of traffic filters are at the best possible section of road for turning, and that extra space has been allowed where possible to facilitate this. Further work is ongoing to ensure the proposals allow service provision for the emergency services and waste collection service.
38. All statutory stakeholders require access to all routes, particularly SM8 Magdalen Road, SM9 Barnet Street, SM10 Howard Street, SC1 Rectory Road and SC2 Princes Street. Given these requirements, it is recommended to provide a combination of planters and lockable bollards, which can be unlocked folded down to enable through road access in an emergency or if required as a diversion route. Other options are being considered as part of the detailed design to further address concerns.

Stakeholder Workshops

39. Stakeholder workshops took place in May 2021. Resident groups, disability groups, cycle safety groups, transport groups (including taxis), schools, businesses, elected members and other interested parties were invited. 55 invitations to the above groups were sent out with 31 responses taking the invitation up.
40. Within the same month, a separate meeting took place with Oxford Bus Company and Stagecoach. Both companies raised concerns over current time delays to their services, citing the implementation of the Cowley LTN as one of the factors and therefore felt that further LTNs, whilst not wholly opposed to the idea, may add to their delays which carry a reputational and monetary penalty. Key feedback from the meeting included concerns around potential traffic building on the arterial routes adding to delays, mainly the Cowley Road which is a main link road for many bus routes.

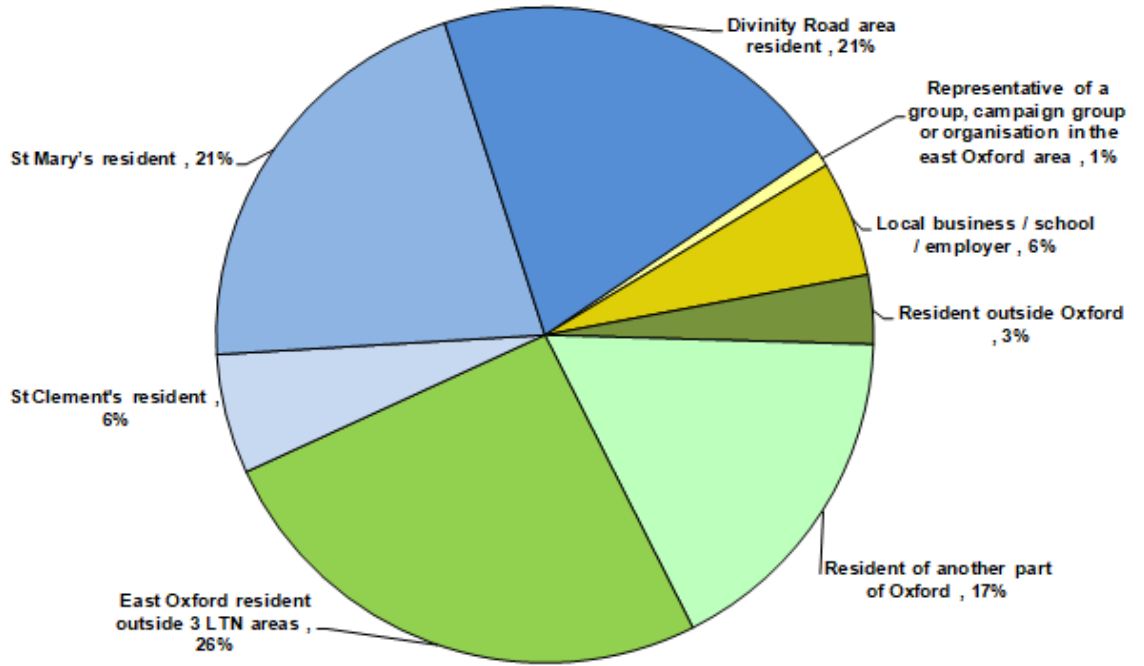
41. It is acknowledged that a combination of factors will have attributed to delays on main routes following implementation of the Cowley LTN including lifting of lockdown and roadworks in the area. Experience from other LTNs is that traffic conditions do start to improve as the trial settles down and people think about alternative methods of transport. There was also acknowledgement that in this case, if behavioural change happens to reduce traffic, it would be a benefit to the bus companies and would help their service provision. Officers are continuing to work with the bus companies to identify the extent of the delays, make comparisons with pre pandemic conditions and monitor any changes as the trial continues.
42. An online workshop for businesses, which included schools and places of worship took place in June 2021. 93 invitations were sent out to businesses and schools with 13 taking up the invitation to attend. Attendees included Helen and Douglas House, The Goldfish Bowl, Versus Hairdressers, Royal Mail, Royal Cars, 001 Taxis, St Gregory the Great school, St Frideswide school, Magdalen Road Church, The Star Pub, Chicken Cottage, Photon Design and SSE Gas and Electricity.
43. Of those attending, Helen and Douglas House were in favour of the principles of the proposals whilst highlighting there would be some level of business impact, Royal Mail and SSE had some minor concerns, and all other parties strongly opposed the measures. The main concerns of those opposing were access for deliveries, access for students and teachers, journey times for taxi and food delivery drivers increasing the costs to the business and discouraging customers that may have ordinarily travelled in by car from outside of the area.
44. 6% of online consultation responses were on behalf of businesses, schools or employers. A vastly higher proportion of these respondents were found to travel to the LTN areas in a motor vehicle, than that of residents in the area. Car or van use on a daily basis was much higher in these respondents than in other groups of respondents, although bus travel was also a highly used option, more so than in the resident groups.
45. As a result of concerns raised by businesses regarding deliveries to their businesses, where safe turning is not an option due to the size of the vehicles, alternatives are being worked through with the businesses concerned. Investigations are ongoing into the use of lockable bollards to ensure access for large goods vehicles.
46. As a result of concerns around access to the school sites for students and teachers, it has been identified that Howard Street is a key route for access. These school sites have already been impacted by the filter implemented in the Cowley scheme at Rymers Lane and are concerned further reduction in access will cause delays, result in student lateness, and have an impact on accessing education. Further investigation into options to address these concerns is required.

47. A meeting with the council's Special Educational Needs transport team took place in June 2021 as part of the consultation process. The team highlighted that current travel time on routes in the area since the implementation of the Cowley LTN is currently around 1 hour. Recommended journey times are a maximum of 45 minutes on school transport for primary children and 75 minutes for secondary pupils. It has been suggested that this has resulted in children causing physical harm to themselves and to others due to increased journey times heightening anxieties and arrive at school not well enough to access education. Traffic flows continue to be monitored to determine whether the increase journey times are attributable to the LTNs or whether other factors are the reason for this.
48. Pick up and drop off from residential addresses is required, given complexities and needs of students, therefore delays due to having to go around LTN filters is a major problem and cause of delays. Drivers and passengers have reported experiencing abuse due to where they are having to stop and load around the LTN blockages. Other issues include:
- moving wheelchairs and medical equipment due to having to stop further from properties posing a health and safety risk
 - ensuring those in care are home to receive medication in time
 - leaving passengers unattended as a need to escort children to the door
 - risk of children running off as drivers not allowed to have physical contact
 - impact on services to respite care centres
 - longer time in vehicle leading to increased fumes as air conditioning units must take air from outside because of Covid-19
 - cost implication of moving students onto additional procured routes due to traffic and rerouting around filters
49. It is acknowledged that if behavioural change reduces traffic in the longer term as research shows, many of the highlighted issues would be resolved, however this does not address the immediate problem. Investigations into solutions are ongoing.
50. Consultation was undertaken with the council's Network Management team. Concerns were raised regarding the additional closures causing increased pressure on the network during roadworks and emergencies. It was agreed that as part of the design process all filters would have a combination of planters and lockable bollards, to ensure that routes could be opened up if there were problems on the wider network.

Public Consultation

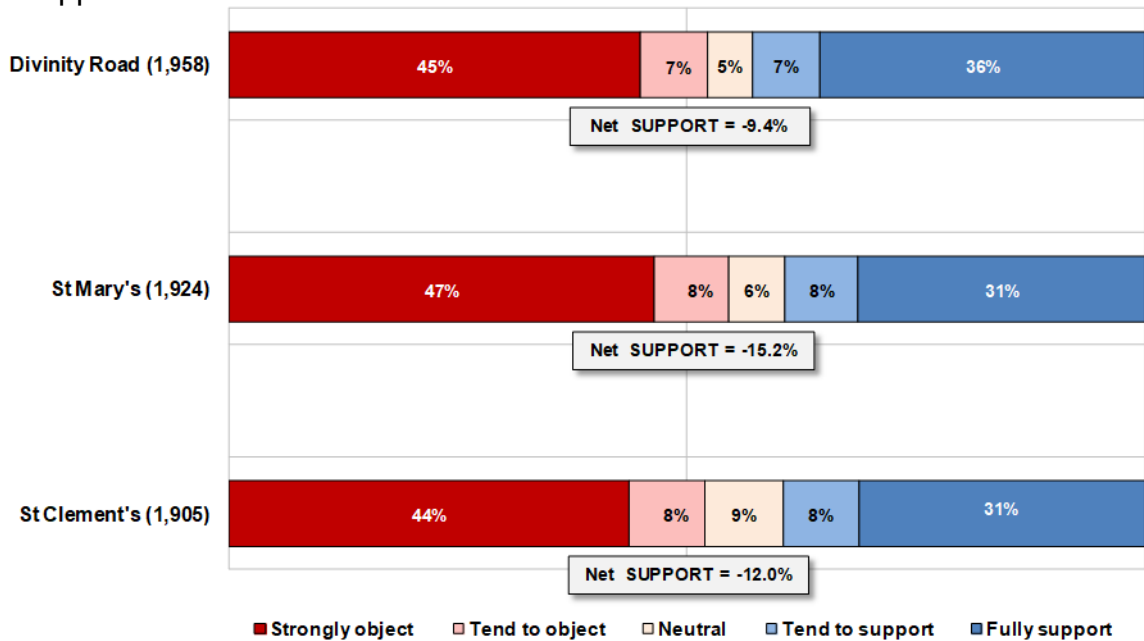
51. A public consultation was undertaken between 8 June – 29 June 2021. Leaflets were delivered to approximately 8,500 properties in the areas affected by the proposals advising them of the consultation which was accompanied by a social media publicity campaign. Consultees were invited to request paper copies of the consultation materials if required via the customer service phone number.

52. Respondents were given the opportunity to give open text feedback in the questionnaire. These responses have been analysed by an independent external research agency providing a thorough, robust and independent analysis of the consultation results. A full in-depth report of the consultation is provided in Annex 4.
53. The consultation webpage included a questionnaire survey, detailed location maps, a short explanation of what an LTN is, a copy of the leaflet and FAQ about the proposals. The east Oxford LTN questionnaire was designed to quantify in numerical terms the level of support for the trial east Oxford LTNs. Alternatives to the online consultation were provided for those not online or requested hard copy as a preference or for access reasons.
54. Residents from other parts of Oxford and indeed outside of Oxford could also comment on each LTN area. The responses from both the local area and other areas are therefore identified and have been analysed. Whilst it is generally considered that greatest weight should be given to the local area respondents, the views of wider respondents have also been considered to aid development of the proposals.
55. 33 paper copies were sent on request, as well as having a telephone option. An in-person consultation exercise was requested and undertaken at St Frideswide primary school on 2 July 2021. The school was keen to give an opportunity to parent and carers who have English as an additional language or have literacy requirements. An Easy Read leaflet and feedback form was commissioned and was distributed amongst parents and carers. There were also face to face conversations at school drop off and pick up to ensure their views were captured in the consultation data.
56. Due to a technical fault to do with the routing on the online survey, some questions for businesses, schools and organisations weren't routed correctly. The council apologised for this error and sent a follow up survey to the 130 responders who were impacted by this fault. The additional survey to allow resubmission was open for 11 days and 25 responded.
57. The online public consultation received 2,012 responses. The chart below details the percentage of people that responded by type.



Source: Marketing Means 2021 Base: All respondents (2,010)

58. Respondents were asked to indicate how much they supported or objected to each of the LTNs. The figure below indicates that overall the majority of respondents objected to the proposals. However, when broken down into those living within the area, and those outside the area there is a high level of support from local residents.



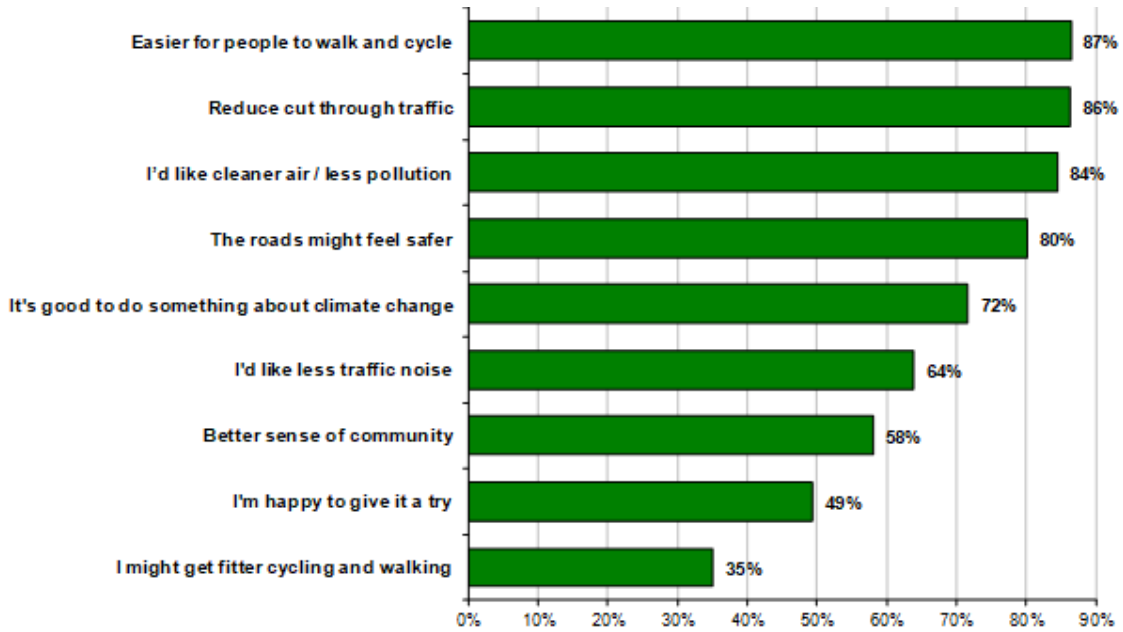
Source: Marketing Means 20201 Base: All respondents who expressed an opinion (number noted next to each category)

59. In the Divinity Road area, 62% of Divinity Road residents indicated that they strongly supported the LTN, with 61% of other respondents from outside an

LTN area strongly objecting. However, 24% respondents fully supported the scheme from outside of the LTN area.

60. In the St Mary's area 42% of residents strongly supported the proposals as opposed to 39% of residents objecting to the proposals. 60% of respondents living outside of an LTN area strongly object and 24% fully support.
61. There was a lower response rate in the St Clement's area, however the overall outcome was similar with 42% of residents strongly supporting the scheme, and 37% of residents strongly opposing. Similarly, 58% from outside the area strongly opposed the scheme, whilst 24% supported. A full breakdown of the outcome of the consultation by area can be found in the full report attached at Annex 5.
62. Businesses were less supportive of the schemes with approximately 80% objecting to the proposals across all LTNs.
63. Some key questions were asked to determine existing travel patterns in the area. This can be used to establish the impact of the scheme should it go ahead. A full breakdown is available in the report at Annex 4 but a summary of the key responses is detailed below.
64. All respondents who answered as residents rather than businesses / groups / organisations were asked:
- “We want to know how people travel into and around the east Oxford area (e.g. to go shopping, for work or education, socialising, running errands, leisure trips etc.). For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford areas.”***
- Walking was by far the most likely form of travel overall, with 55% doing so most days, as the sample included many who lived in the areas of interest. More than half (55%), however, drove their own car in the area at least a few times a week, while 22% were car passengers at least a few times a week.
 - Although half cycled in the areas at least a few times a week, far fewer used buses as often, with only 22% using a bus as often as once a week.
65. Respondents were asked what their key priority in their area is. The following were the main priorities identified:
- Maintain easy and quick access for emergency services
 - Reduce air pollution
 - Make it safer for children to walk and cycle
 - Reduce speed
 - Reduce / remove through traffic

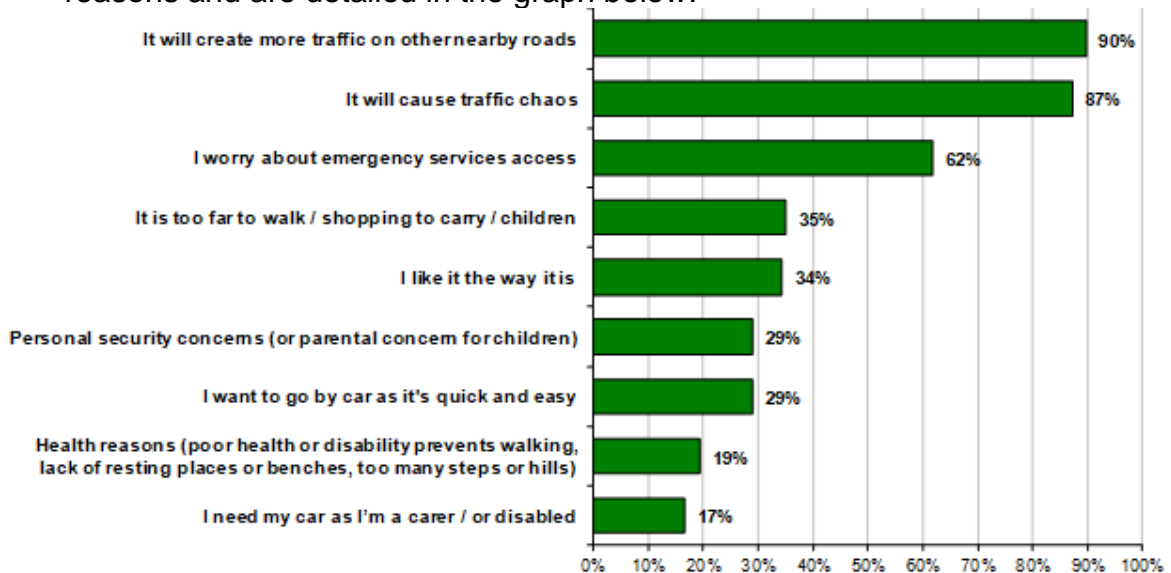
66. Lower priorities included:
- Creating a pleasant area to meet up
 - Quicker, reliable bus services
 - Enhanced provision of plants and greenery within the LTN planters.
67. Those who stated support for the LTNs were asked what their main reasons were which are detailed in the graph below:



Source: Marketing Means 2021

Base: All who expressed support for any of three LTNs and gave a comment (893)

68. Those who objected to the proposed LTNs were asked what their main reasons and are detailed in the graph below:

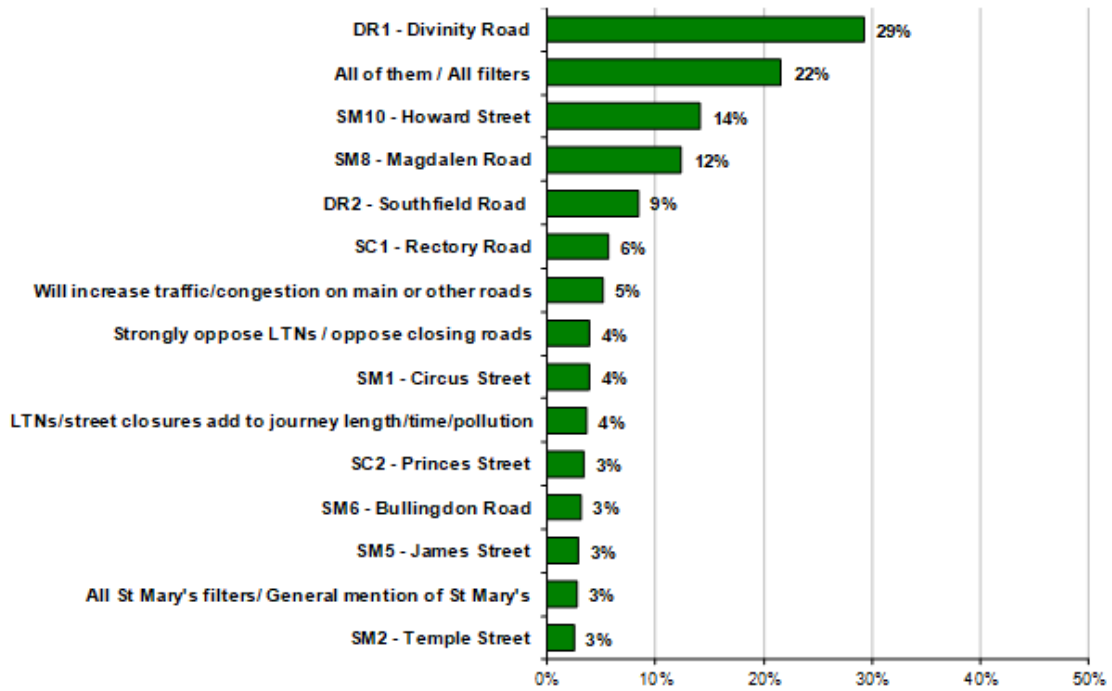


Source: Marketing Means 2021

Base: All who expressed objection and gave a comment (1,122)

69. All respondents were asked whether there were any filters that they would either strongly oppose or strongly support. Just under a third of all

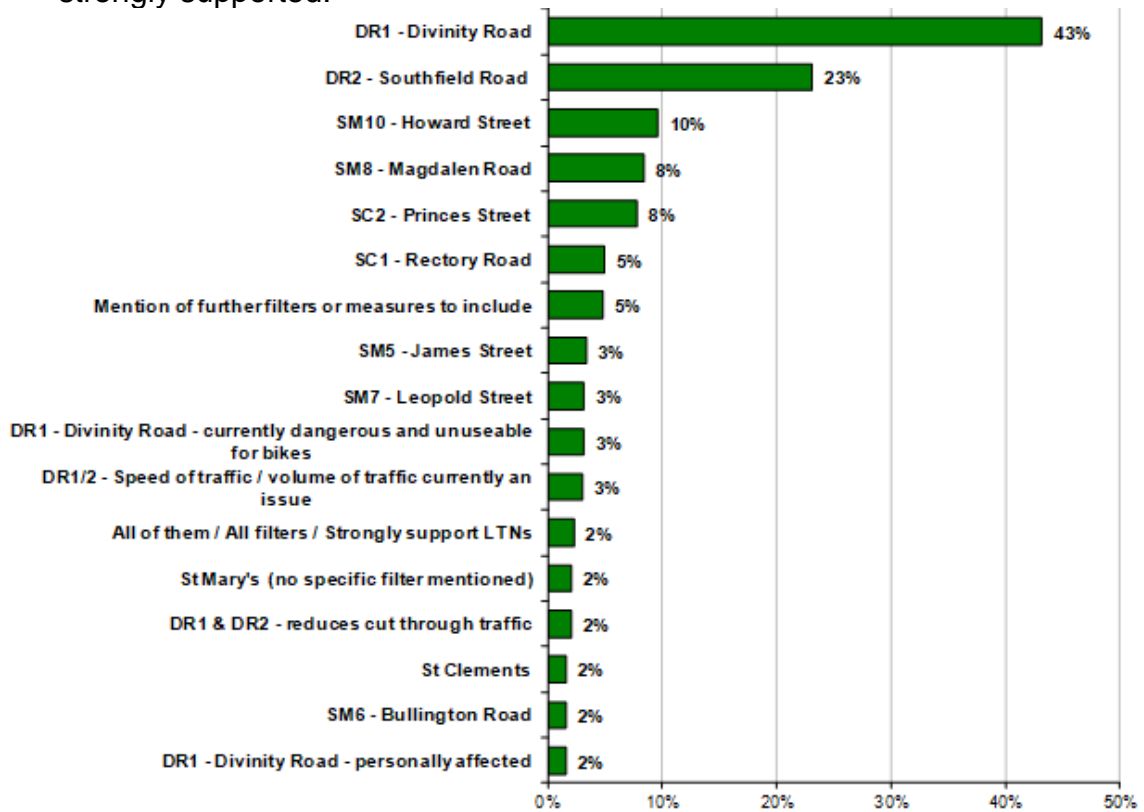
respondents (647) gave a comment on a filter or filters that they opposed. The graphs below provide details of the responses.



Source: Marketing Means 2021

Base: All who gave a comment (647)

70. One in five respondents (438) gave a comment relating to a filter that they strongly supported.



Source: Marketing Means 2021

Base: All who gave a comment (647)

71. Of note the top four filters most supported and objected to are the same. This further highlights that opinions on the LTNs are clearly divided. Officers have been reviewing comments about the concerns over specific filters to assess if amendments to the proposals can be made to address specific concerns.
72. All respondents were asked whether they would consider walking or cycling more if the LTN trial were to be approved.
73. Almost exactly the same proportion of respondents, one in three, said that they would definitely consider walking more as said that they would cycle more (or take up cycling). In each case a further one in 10 respondents stated that they would consider this.
74. These were offset by higher proportions stating that they would definitely not cycle more (44%) or walk more (38%). These led to Net Likely proportions of -17.2% for cycling and -11.9% for walking more.

Open text responses

75. The most common positive impact comments are set out below:
 - (a) An improvement in the air quality in the local areas
 - (b) Reduced through traffic in the local areas
 - (c) Reduction in speeding traffic through residential roads
 - (d) Safer cycling routes within the LTN
 - (e) Safer for pedestrians to walk through the LTN
 - (f) Overall reduction in car use in the neighbourhood and surrounding areas
 - (g) Quieter streets, with less night-time noise pollution
 - (h) Less antisocial behaviour resulting from road rage in narrow streets
76. Other examples of specific positive comments are set out below to give an indication of the additional comments received:
 - (a) Request for additional filter on Jeune Street
 - (b) Existing footpaths are very narrow, less traffic will enable people to walk and cycle more safely;
 - (c) Divinity Road will only be safe for cyclists with these proposals in place due to heavy through traffic overtaking slower cyclists moving uphill
 - (d) Less on-pavement parking required in the Divinity Road area will make it safer for pedestrians to walk
 - (e) Reduced queueing traffic outside residential properties in St Mary's
 - (f) The removal of through traffic in Magdalen Road will create a safe pedestrian space and lovely area for pubs and restaurants to be able to use on road space
 - (g) A filter in Divinity Road would create the only safe cycling route between East Oxford and Headington
 - (h) Reduction in damage to parked cars in the Divinity Road Area
 - (i) SM10 will continue to help create a safe cycling route between Blackbird Leys and the city centre

- (j) It will be safer for young children to cycle and play on their doorsteps without speeding through traffic
- (k) Looking forward to feeling less intimidated by cars squeezing past in narrow streets.
- (l) Young families will be safer with this proposed transformation of St Mary's; it often takes a long time to safely cross the roads because of the amount of through traffic.
- (m) The proposed filter locations were lovely areas to be in during lockdown with fewer cars on the road

77. The most common negative impact concerns are set out below:

- a) Displacement of traffic on to the arterial roads, such as Cowley Road, Iffley Road and London Road, as well as Morrell Avenue, would cause further congestion and air pollution. This caused more concern for responders living outside of an LTN area.
- b) Impact on delivery drop off points for businesses and what mitigating measures could resolve these. Food delivery services concerned about the extra time and mileage to deliver take-away foods and the cost of this to their business
- c) Prefer additional traffic calming measures in the areas to discourage through traffic rather than road closures
- d) Too many closures
- e) Increased journey times to local amenities
- f) Concerns about drivers with disabled badges
- g) Concerns about carers accessing multiple properties in the area and journey times increasing meaning they are unable to see as many people. This was more of an issue for those living locally.

78. Other examples of more specific concerns are set out below to give an indication of other comments received:

- a) Concerns about increase traffic on Hertford Street in front of Comper Foundation School due to existing narrow footpath. Concerns about antisocial behaviour in the vicinity of DR2 as a result of the closure
- b) The residents of Silver St are being particularly penalised in terms of accessing Howard Street would like SM10 to be relocated.
- c) The width of Circus Field making turning in the road difficult;
- d) Concern making Howard Street and Magdalen Road two way and not wanting trees to be removed;
- e) Additional loss of parking as a result of the St James filter following introduction of parking racks;
- f) Suggestion to relocate Divinity Road filter to Warneford Rd as road is wider and there will be less loss of parking.
- g) Concerns about dividing the community in the Divinity Road area;
- h) Concern about turning vehicles in the narrow streets in the St Mary's area;

- i) Increased traffic on main routes resulting in reduced safety for cyclists. It should be noted that improvements to cycling schemes are being consulted on separately;
- j) Concern about cutting the link off to local hospitals.

79. A proposal for a one-way system within Divinity Road, St Mary's and St Clement's was submitted by a group of consultees as an alternative to an LTN. However, this would not address the issue of through traffic, and is unlikely to encourage a modal shift to other forms of transport promoting Active Travel.

80. Considering the feedback received through the consultation, further consideration to the design of options at the following locations is recommended:

Divinity Road LTN

- DR1 Divinity Road – move filter from Minster Road to Warneford Road (north of junction)

St Mary's LTN

- SM1 Circus Street – revisit the design to provide safer turning points
- SM5 St James - Review the position of the St James filter to minimise additional parking loss
- SM9 Barnet Street – investigate option to move filter to Essex Street to allow easier access for residents of Silver Street
- SM10 Howard Street – revisit location of filter and design - investigate one way and two-way system, whilst maintaining build out of trees and access to school sites.

St Clement's LTN

- SC1 Rectory Road – concerns that motorised can travel down Cross Street, avoiding lights on Morrell Avenue. Further investigation of filter location required.

Next Steps

81. It is clear from the consultation, that whilst there is significant support in the local community, particularly in the Divinity Road area, opinion remain divided. In particular, local businesses who responded to the consultation strongly objected to the proposals. There are strong objections from residents outside

of the LTN area and from the wider Oxford area, therefore there is an argument not to proceed with any further LTNs.

1. However, whilst their opinions are important, it should also be noted that there is recognition that overall traffic in Oxford is high, and one of the county and city councils goals is to reduce the level of through traffic across the city and encourage a change in the way people move around Oxford for wider health, environmental and economic reasons. Impacts do therefore have to be balanced with wider overall benefits. Whilst LTNs aren't the whole solution they are a steppingstone towards behavioural change, therefore it is recommended that a do-nothing approach is not appropriate. Careful consideration is however required of LTNs impacts on adjacent communities and more widely across Oxford.
2. A number of key concerns have been raised about specific filters and the needs of services and as such it is recommended that further work is undertaken to address these concerns.
3. Under the guidance for implementing an ETRO, the county council can revisit the proposals, undertake the statutory consultation process with key stakeholders ie. emergency services, freight companies etc. Communication would take place with residents, businesses etc regarding the changes to the scheme following the informal public consultation and implement the proposals under the ETRO order and seek feedback through the ETRO consultation process. This would enable the scheme to be implemented towards the end of 2021 with no further pre-statutory consultation to be undertaken.
4. The county council is committed to ensuring that the public are fully consulted on the proposals, and whilst the current consultation and accompanying workshops are notably more than is required for an ETRO there is merit to a further consultation on proposed changes to the proposals. It will enable the council to assess whether the amendments to the scheme suitably address the concerns raised. However, it is important to note that there is still likely to be a degree of opposition from those outside the area of the LTNs.
5. Follow up pre-statutory consultation will result in a significant delay to the programme and would result in likely implementation being postponed to March 2022. This has an impact on resources and the ability to move forward with consultation on other LTNs such as Headington (Old and New) and Quarry, and budget as additional funding will be required to fund both resources and the additional consultation which would impact on the available budget for other Active Travel measures such as quickways.
6. Notwithstanding, it is recommended that further work is undertaken to address issues identified through the consultation and a further consultation is undertaken and reported to CMD and officers review available budgets and determine the impact on the wider Active Travel programme.

7. Further consideration will be required on appropriate communication channels for residents and business to allow effective engagement on the proposed changes .

Sustainability Implications

8. The proposals will encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, including the Oxford LCWIP target of increasing cycling by 50%, and support future initiatives such as Connecting Oxford. Transport modelling has not been undertaken, however, by virtue of the trial this will enable the council to assess the impact of the LTN as behaviours change which is more difficult to predict through a modelling package.

Financial Implications

9. The funding stream for the entire Active Travel Tranche 2 programme is:

Funding available	Capital	Revenue
DfT	£ 2,388,000.00	£597,000.00
S106	£ 37,942.17	
Growth Deal (Capital)	£ 479,000.00	
Total Funding	£ 2,904,942.17	£597,000.00

10. The east Oxford LTN and Quietways are funded as part of the Active Travel Tranche 2 programme. The overall programme remains on budget including the funding for this scheme. Funding will cover the cost of physical measures, consultation expenses, legal costs and staff costs.
11. The current works estimate for the east Oxford LTNs and Quietways is approximately £185,000 which includes an allowance for reactive works and changes to the scheme during implementation.
12. Local groups have shown interest in maintaining planters in their local areas which minimises ongoing maintenance costs.
13. No allowance for ongoing maintenance has been included as part of the funding. 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 low.
14. Special Educational Needs transport is a statutory service with maximum travel target times for students, additional contracts may need to be procured by the council to overcome the impact of the LTNs, at least in the short term if they do breach statutory requirements. This would incur additional cost against the transport budget but at this stage the amount and impact is unknown. If it is decided not to proceed with the scheme, the budget associated with the implementation of the LTN could be used to fund works on the quickways were there is currently a shortfall.
15. Comments checked by:

Ian Dyson, Assistant Director of Finance, ian.dyson@oxfordshire.gov.uk

Staff Implications

16. Ongoing staffing resource is anticipated to be required during and following implementation of the scheme to monitor and address queries. The DfT allocation allows for some staffing for the duration of the scheme but shortfalls have been identified which could impact on the wider Active Travel programme. Options are currently being investigated to address this issue.

Legal Implications

17. The scheme development will be led by Oxfordshire County Council as they are the Highway Authority. Oxfordshire County Council will be receiving legal advice on the scheme from their own legal team in development of the ETROs.

18. Potential legal challenges could be made by consultees that strongly oppose the scheme which would challenge the consultation evidence. However, the consultation that has been undertaken is an informal consultation to aid with development of the design. There is no statutory requirement to undertake this level of consultation in advance of an experimental traffic regulation order. Should the scheme be implemented the statutory consultation will commence when the scheme has been implemented and the ETRO begins

Comments checked by:

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

Corporate Policies and Priorities

19. The 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 2035. They also support the wider Connecting Oxford scheme which promotes increased cycling, walking and use of public transport.

Risk Management

20. Delaying the implementation until winter 2021 to allow for further consultation may lead to a lower uptake of cycling and walking if the scheme is introduced at this time due to less favourable weather conditions. The scheme, if approved, will be implemented under an experimental traffic regulation order for an initial 6 months.

21. During this six-month period the area will be monitored for air quality and traffic flows/volume.

Equality and Inclusion Implications

22. An Equality and Climate Impact Assessment (ECIA) has been completed, see Annex 5. At this stage it is anticipated that the LTNs will have an overall positive impact for most protected groups. The groups most likely to be inconvenienced will be those reliant on the car to travel.

ERIC OWENS

Assistant Director: Growth and Place, Environment and Place

Annexes:

Annex 1 – Plan of proposed Divinity Road Area LTN

Annex 2 – Plan of proposed St Mary's LTN

Annex 3 – Plan of proposed St Clement's LTN

Annex 4 – Full consultation analysis report

Annex 5 – Equality and Climate Impact Assessment

Contact Officers: Naomi Barnes 07824 528681
Emma Walters 07584151127

July 2021

Annex 1 – Proposed Divinity Road area LTN



Annex 2 – Proposed St Mary's LTN



Annex 3 – Proposed St Clement's LTN



Annex 4 – Consultation Report

Annex 5 - Equality and Climate Impact Assessment

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Analysis of Data from East Oxford LTN Public Consultation

Report on survey results

Summary Report v1.0

July 2021

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

For:



CONTENTS

Executive Summary of Survey Findings	3
1. Introduction	7
1.1 Background and method	7
1.2 Author and publication.....	7
1.3 Presentation of percentage results in this report	7
1.4 Quality Management.....	8
2. Profile of Consultation Respondents	9
2.1 Type of respondent in relation to LTN areas	9
2.2 Demographics of respondents.....	10
3. Travel into and around East Oxford.....	14
3.1 Travel habits of residents	14
3.2 Travel habits of representatives of businesses/organisations/groups.....	15
4. Priorities relating to the East Oxford LTN local area	20
5. Support for LTN Proposals.....	25
6. Opinions of Filters proposed in the LTNs	38
7. Impact of LTNs on behaviour.....	45
8. Additional Submissions received for the Consultation.....	53
8.1 Letters and emails submitted in regard to the LTN proposals	53
8.2 Feedback from stakeholder workshops.....	55

Appendix 1: Survey Questionnaire

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

Executive Summary of Survey Findings

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

Method

Oxfordshire County Council's public consultation on three proposed Low Traffic Neighbourhoods (LTNs) in East Oxford, at St Mary's, St Clement's and Divinity Road, was hosted online from 8th to 29th June 2021. This online questionnaire drew 2,010 responses, while the Council also received 33 free-form letter responses and a smaller number of statements from workshops.

Marketing Means was commissioned to analyse the responses and we present the findings in this report.

Profile of consultation respondents

- Just under half of the responses came from residents of the proposed LTN areas, 21% from each of Divinity Road and St Mary's and just 6% from St Clement's. Residents of other parts of Oxford contributed 43% of responses, with 3% from residents elsewhere, while the remaining 7% were from local business, schools, organisations and groups.
- Those residents from outside the three proposed LTN areas took part for a variety of reasons, principally as regular visitors to the areas, being employed there, or visiting for social/leisure reasons.
- Slightly more males than females took part (49% vs 45%), while the age profile peaked between 35-44 and 45-54, those two groups making up 46% of all respondents. Only 17% of respondents claimed to have any caring responsibilities, while 10% claimed to have a long-term illness, health problem or disability.

Travel into and around East Oxford

- Considering residents' travel in and around the proposed East Oxford LTN areas first, whether for shopping, work, education, social or other reasons, while walking was the most likely form of travel overall, more than half of the residents sampled drove their own car in the areas at least a few times a week, and only slightly fewer cycled at least a few times a week. Only 12% took a bus as often.
 - Those that used a motor vehicle were slightly more likely to travel regularly to the LTN areas for work, education, social and recreation purposes than to simply travel through the areas en route to somewhere else, though 21% did the latter on 'most days'.
- Representatives of businesses/schools/organisations/groups in the sample were far more likely than residents to drive a car in the proposed LTN areas for **deliveries, business related travel, education and leisure trips**, with 77% of those using a car and 39% of those using a mini-bus or van doing so on most days, while 43% of those who were car passengers again did so on most days. Walking and cycling were still widespread though, with just under half of those who ever walked for these purposes doing so at least a few times a week, and 34% cycling a few times a week, while 18% used the bus at least a few times per week.
 - These respondents from businesses/schools/organisations/groups were much more likely than residents to drive to the LTN areas for work, education, social or recreation purposes, 80% doing so on most days, while just under half drove through the LTN areas on the way to another location on most days.
- Only a small number of businesses and organisations, 25, commented on the likely impact of the new LTNs on various aspects of their operations, but the great majority expected this to be negative, e.g. 21 expected a negative impact on their overall business while only four expected a positive impact. Only two out of the 25 expected a positive impact for their customers/ members, or for incoming and outgoing deliveries. Difficulties in access, greater congestion and potentially reduced footfall were among their chief concerns in this regard.

Priorities for the East Oxford LTN area

- Every one of 13 aspects of local life and activity listed in the survey questionnaire was considered a priority by a clear majority of respondents, at least 60% in each case.
 - Maintaining good access for emergency services and for refuse services, reducing air pollution, improved safety for children and reducing traffic speeds were among those most likely to be rated as a priority.
 - Residents of the proposed LTN areas only were more likely to rate several aspects as high priorities, with reducing air pollution, improving safety for children, and reducing traffic speed on residential roads most likely to be high priorities.
- Among other priorities to be raised spontaneously by respondents, displacement of (a) congestion and (b) pollution from LTN areas to the main roads around the LTNs were among the most likely to be mentioned (by 13% and 8% respectively), but especially by residents living outside the proposed LTNs, who were also much more likely than local residents to object to LTNs in general.
 - Residents of the proposed LTNs raised fewer other comments, but were significantly more likely than others to reiterate the need for traffic calming or a 20mph speed limit.
 - Businesses/organisations/groups were significantly more likely than others to mention the need for good access for their customers/deliveries etc..

Support for LTN proposals

- Having been asked to consider the proposals for each LTN via web-linked information provided by the Council, all three proposals drew a narrow majority in favour of objecting to them, and a level of net support varying from only -15% to -9%.
 - In each, however, local residents of the LTNs themselves were in support of their local scheme, with net support of +44% for Divinity Road (by far the most popular), +6% for St Mary's, and +9% for St Clement's. Divinity Road residents expressed by far the strongest support for each of the three schemes.
- Reasons for supporting the schemes were led by making it easier for people to walk and cycle, reducing cut-through traffic (the top reason given by LTN residents themselves), cleaner air/ less pollution, and making the road feel safer.
- Reasons for objecting to the schemes were led by their creating more traffic on nearby roads, and causing traffic chaos, some way ahead of concerns over emergency services access. There were only slight differences between residents of the LTNs and farther afield and local businesses/ organisations/ groups in this regard.

Opinions of the proposed LTN filters

- When asked whether they strongly opposed any filters in particular, just under a third of respondents gave a comment in response, usually naming one or more specific filters.
 - While 22% of those who commented expressed opposition to all of the filters, and some objected to LTNs in general, by far the most likely filter to be named and opposed was Divinity Road's DR1, by 29%, with DR2 strongly opposed by 9%. Reasons for opposition were not always given but several mentioned DR1 cutting the community in two, and DR2 affecting emergency access. Both DR1 and DR2 were much more likely to be opposed by people living outside the proposed LTN areas.
 - SM10 and SM8 were the most likely of the St Mary's filters to be strongly opposed (by 14% and 12% respectively), with SM1, SM6, SM5 and SM2 also sometimes mentioned. SM8 was significantly more likely to be mentioned by local LTN residents than those elsewhere, as were

SM6 and SM5.

- St Clement’s filters drew fewer mentions of strong opposition than the other proposed LTNs, with SC1 mentioned by 6% and SC2 by 3%. Both of these were more likely to be mentioned and strongly opposed by local LTN residents than those living elsewhere.
- When asked whether they strongly supported any filters in particular, fewer respondents gave a comment in response, just over on in five. Most named a specific filter or filters rather than making more generic comments.
 - The two Divinity Road filters DR1 and DR2 were by far the most likely to be strongly supported, by 43% and 23% respectively, though with DR1 more likely to be supported by residents outside LTN areas, and DR2 more likely by those within the LTNs. Slowing the speed of traffic was sometimes mentioned by those supporting DR1 as well as the need to make the area safer for cyclists, while several commented that DR1 and DR2 would need to work in tandem to be successful.
 - A series of St Mary’s filters drew a moderate level of mentions, led by 10% strongly supporting SM10 (significantly higher among local LTN residents than other residents) and 8% SM8.
 - Two St Clement’s filters were mentioned by at least 5%, SC2 and SC1.
 - Residents living outside the proposed LTNs were significantly more likely than those within to express general support for all filters, though only 6% did so.

Impact of LTNS on behaviour

- Overall, LTNs were unlikely to influence most respondents’ behaviour, though we recorded some promising results for those living in a proposed LTN. The balance of opinion for both statements suggested that they would not consider cycling or walking more if the LTN trial is approved, with net totals of -17% considering cycling more and -12% considering walking more.
 - Local residents in the Divinity Road area were most likely of all to consider cycling more, with a net total of +18% in favour, though the balance of views for both St Mary’s and St Clement’s LTN areas were much closer to neutral, and strongly negative for residents elsewhere and local businesses, organisations and shops.
 - The results for walking more were similar, with Divinity Road residents again being the most likely to consider doing so (+33% net), while the net opinions of St Mary’s and St Clement’s residents were only slightly positive. The views of residents elsewhere and of local businesses/ organisations/ groups were nearly as negative as for the idea of cycling more.
- When asked to suggest any issues that needed further investigation, the theme that emerged most frequently was the displacement of congestion from LTNs to the surrounding area (given by 31%), and creating more pollution in those surrounding areas (given by 21%) . Both were significantly more likely to be suggested by those living outside the proposed LTN areas than those living in them.
- Both Cowley Road and Iffley Road were often mentioned as routes likely to be most affected if the proposed LTNs are introduced. Both often related to reasons mentioned above, i.e. increased traffic/gridlock due to vehicles being displaced from the LTN areas.
- Residents living outside the LTN areas were significantly more likely than local residents to feel that drivers would not want to give up their cars and that driving was necessary for some journeys or work patterns, as well as to have had a negative experience of LTNs previously. Residents within the proposed LTNs were significantly more likely to suggest slight changes to LTNs or additional filter ideas, to request more detail of the LTN plans submitted. Businesses/organisations/groups were most likely to highlight displacement of congestion, the likelihood of increased net emissions and mileage due to LTNs, and their view that LTNs were not the right solution to traffic problems in Oxford.

Additional submissions received for consultation

- The 33 letters/emails received were quite evenly split between 14 who supported the LTN proposals and 16 who were against them. Comments submitted tended to be fairly succinct and primarily covered a number of the themes covered within the main survey.
 - Those who supported LTNs felt that they would help by reducing air pollution in the local areas, that they would improve wellbeing and safety of pedestrians and others, help reduce local traffic, and that they could be used to help increase active travel .
 - Those against the LTN plans criticised them for displacing traffic to areas just outside the LTN, the impact on businesses operations often due to restricted access in the area, while some suggested alternatives to LTN measures.
- Comments from the workshops could also be grouped into a number of key themes, again reflecting some of the comments frequently made by respondents in the main online survey, including:
 - Dealing with high levels of traffic in the proposed LTN areas
 - Objections to LTNs, including displacement of congestion and pollution to the major roads, and the problems that the restrictions could cause for local businesses in their day-to-day operations.
 - The need for people in some jobs/ activities to continue to use their cars
 - Possible alternative to LTN measures, and promotion of active travel.

1. Introduction

1.1 Background and method

- Oxfordshire County Council has run a public consultation during 2021 to gather views on three proposed Low Traffic Neighbourhoods (LTNs) in East Oxford, namely St Mary's, St Clement's and Divinity Road. 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 briefing documents and a questionnaire, hosted online from 8th to 29th June 2021. The Council received 2,010 responses to the online survey, plus a small number of 'free-form' letter responses, and statements made at consultation workshops.
- Due to a technical fault in the routing programmed into the online survey, some questions for businesses, schools and organisations were not routed correctly¹. The Council apologised for this error and sent a follow up survey to the 130 respondents in those categories. The additional survey included the questions that had been skipped, so as to rectify the situation, and was open for 11 days, collecting 25 responses.
- Once the consultation was closed, the Council provided the full datasets to Marketing Means to take on the task of analysing the raw survey data, including detailed responses to several open-ended questions. In addition to the main survey dataset, the Council provided the data from letters and emails submitted in which people could express their views freely, and comments from participants in a short series of stakeholder workshops to collect further feedback on the LTN proposals from interested parties.

1.2 Author and publication

Marketing Means' director Chris Bowden produced this report in July 2021. 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

'Valid' responses - Unless otherwise stated, the results are given as a percentage of the total overall valid 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. Strongly agree → Strongly disagree, or Definitely → Definitely not, the net score can be calculated by subtracting the combined proportion giving negative answers from the combined proportion giving positive answers. A typical example could be subtracting (a) all saying Strongly disagree or Slightly disagree from (b) all saying Strongly agree or Slightly agree. 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.

¹ Q3a/Q3b in questionnaire included in Appendix 1 to this report

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).

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.

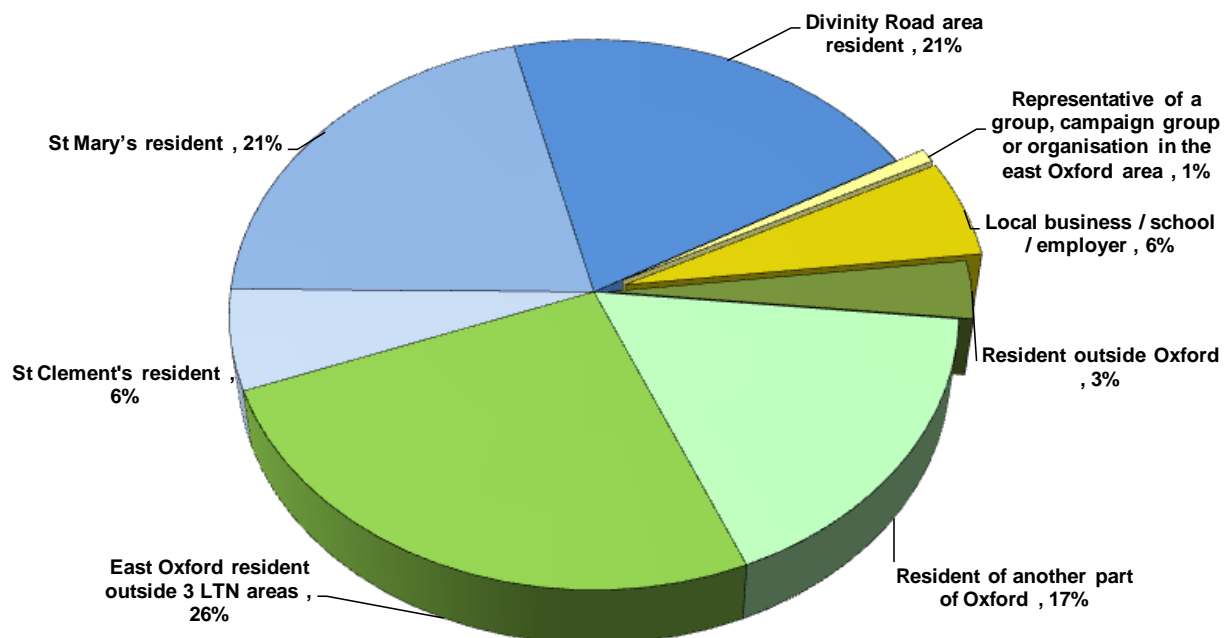
2. Profile of Consultation Respondents

This section briefly sets out the characteristics of the 2,010 respondents who took part in the main online consultation.

2.1 Type of respondent in relation to LTN areas

- Just under half of all respondents (48%) were residents of one of the three proposed LTN areas, with Divinity Road and St Mary's each providing more than three times as many responses as St Clement's.
- Almost as many responses came from residents in other parts of Oxford (43%) or even farther afield (3%).
- The remaining 7% were submitted by local business/schools/employers, as well as representatives of some community groups and organisations in East Oxford.

Q1. Types of respondents in the main survey sample



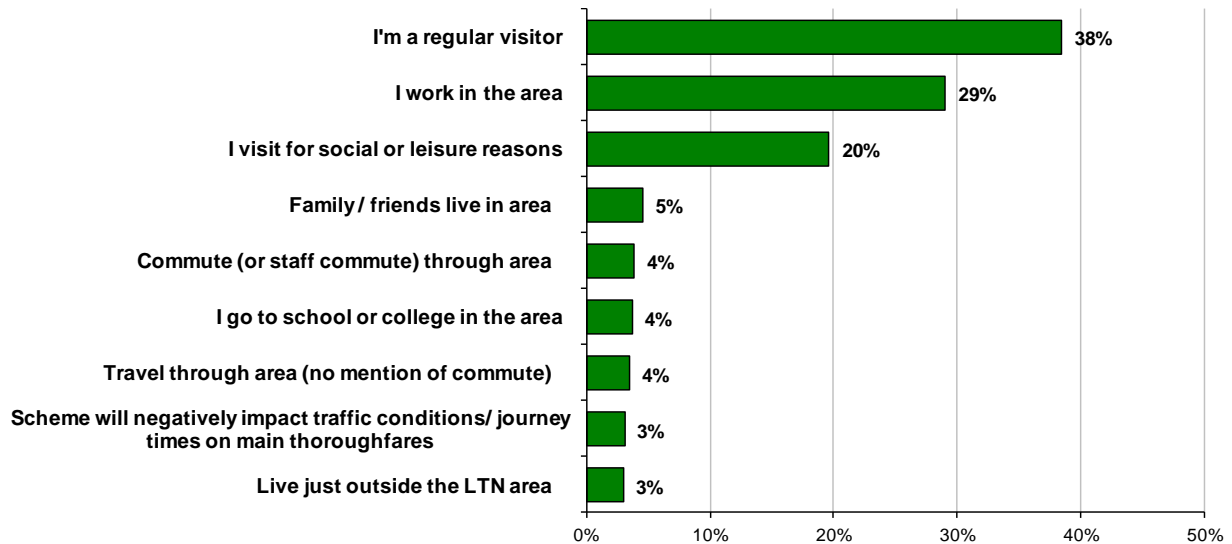
Source: Marketing Means 2021

Base: All respondents (2,010)

Those who were not local residents, i.e. living in any of the three LTN areas, were asked why they chose to take part in the survey.

- Most had strong links to the area, either as regular visitors (38%), visitors for social/ leisure reasons in particular (20%), or had family/friends in the areas.
- More than a quarter (29%) worked in the areas, while a further 4% commuted through the areas, and 4% attended school or college there.

Q4aa. If you are NOT a resident of the proposed LTN areas please could you tell us why you are responding to this survey?



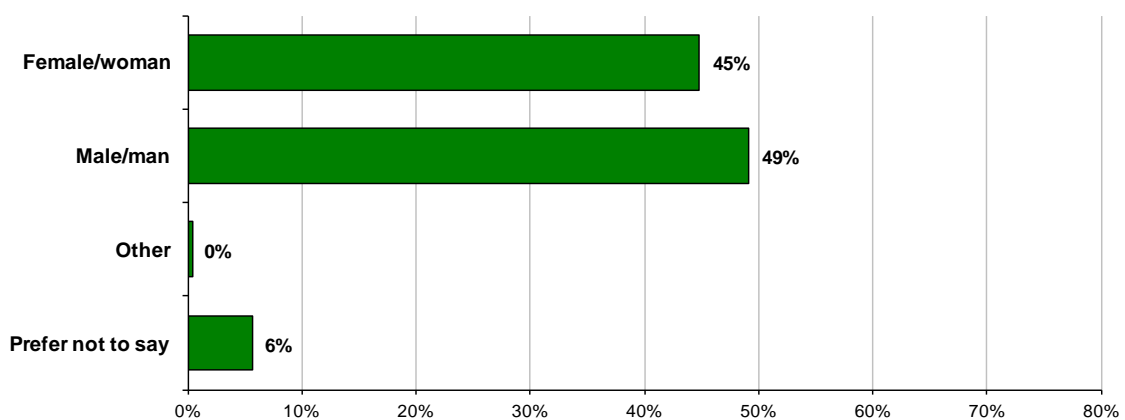
Source: Marketing Means 2021

Base: All non-residents of the LTNs who gave a valid answer (964)

2.2 Demographics of respondents

- The gender balance among respondents tipped slightly toward male respondents (49% vs 45% female).

Q20. Gender

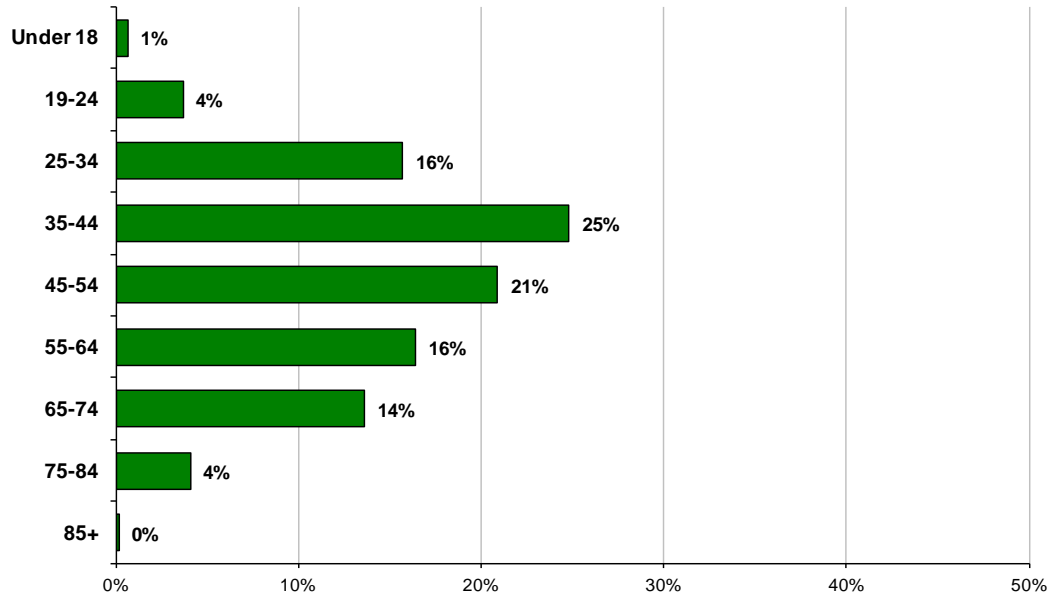


Source: Marketing Means 2021

Base: All who gave a valid answer (1,981)

- The age profile of responses peaked in the middle-aged groups, with just under half (46%) aged 35-44 or 45-54. Very few young people participated, only 5% aged under 25.

Q21. Age group

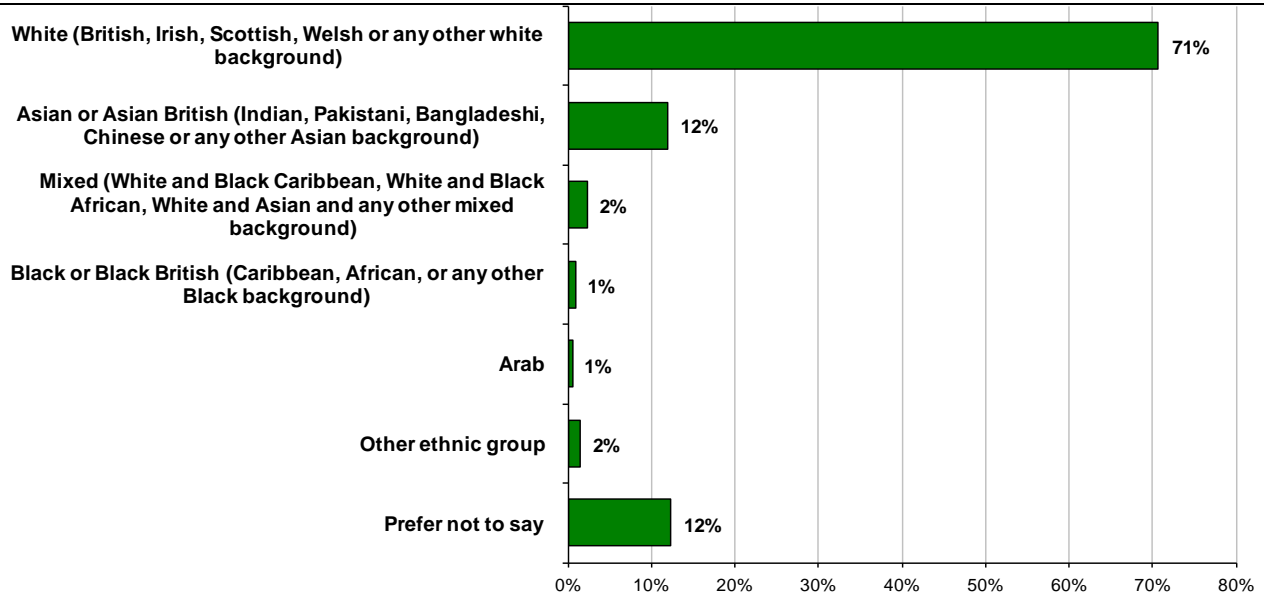


Source: Marketing Means 2021

Base: All who gave a valid answer (1,965)

- The great majority of responses were from people describing themselves as from a White ethnic background, though Asian/Asian British groups were well-represented with 12% of responses.

Q22. Ethnicity



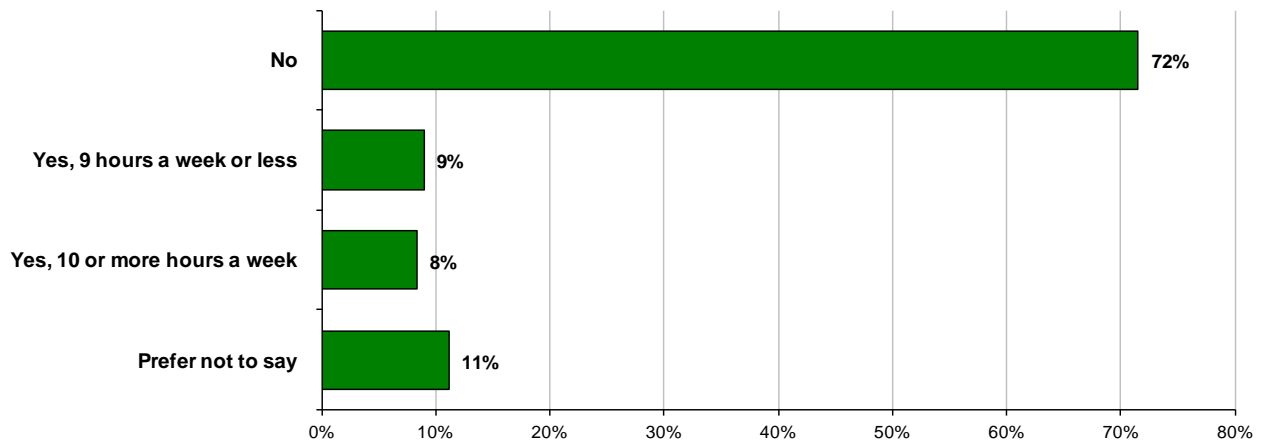
Source: Marketing Means 2021

Base: All who gave a valid answer (1,973)

- Only 17% of respondents claimed to have any caring responsibilities, though more than in 10 preferred not to answer this question.

Q23. 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?

33

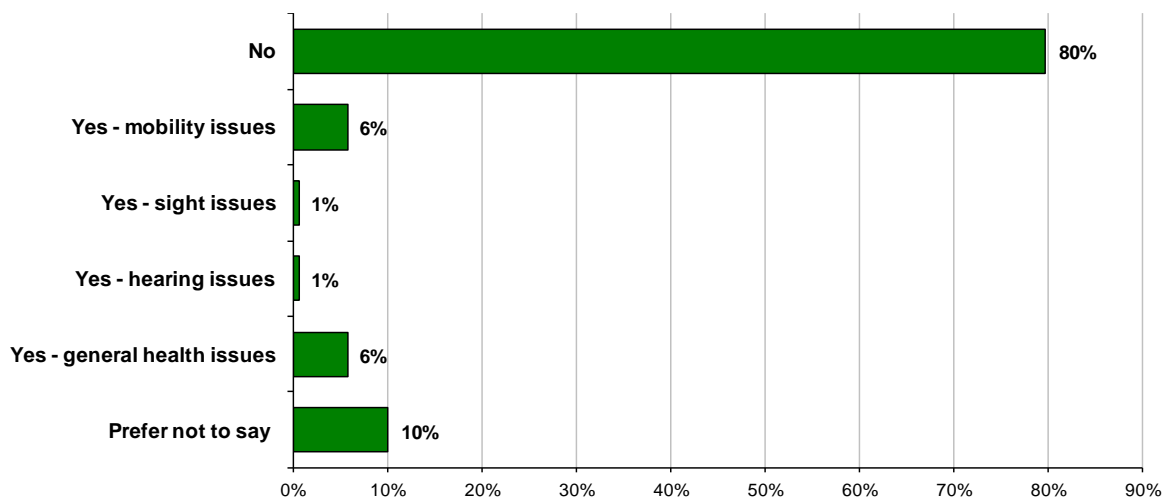


Source: Marketing Means 2021

Base: All who gave a valid answer (1,960)

- Only 10% of respondents claimed to have any long-term illness, health condition or disability that limited their day-to-day activities.

Q24a Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

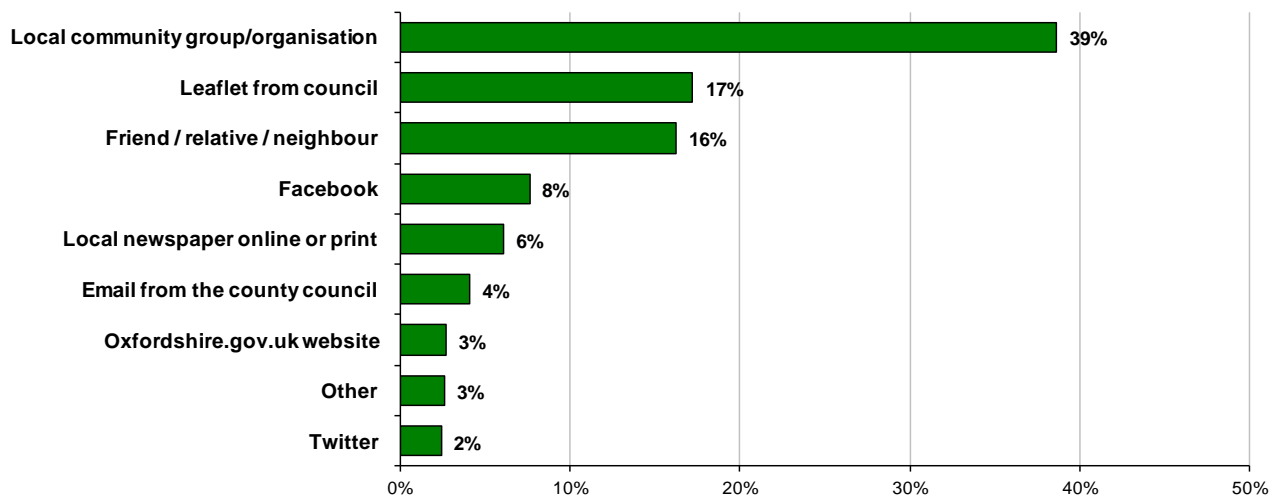


Source: Marketing Means 2021

Base: All who gave a valid answer (1,949)

- The most likely source of finding out about the consultation was from a local community organisation (given by 39%, but as high as 61% among Divinity Road residents).
- Next most likely was a leaflet from the Council, mentioned by 17% overall, but by 43% of St Clement’s respondents.
- The only other source mentioned by more than one in 10 was ‘Friends/relatives/neighbours’, given by 16% overall. This was also one of the most frequent ways by which local businesses/organisations/employers found out about the consultation (23% doing so).

Q25 How did you find out about this consultation?



Source: Marketing Means 2021

Base: All who gave a valid answer (1,949)

3. Travel into and around East Oxford

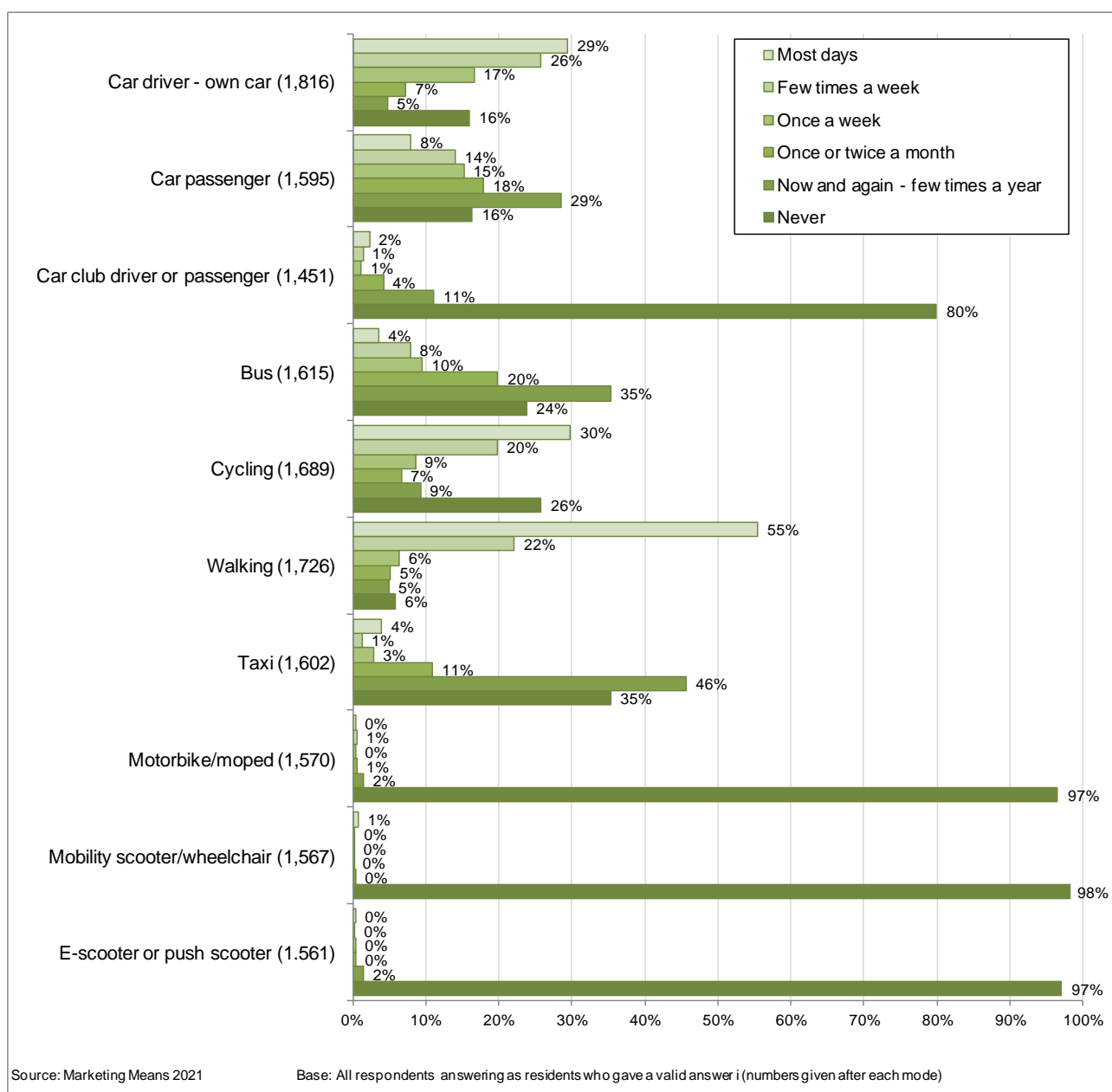
3.1 Travel habits of residents

All respondents who answered as residents rather than businesses/groups/organisations were asked:

“We want to know how people travel into and around the east Oxford area (e.g. to go shopping, for work or education, socialising, running errands, leisure trips etc.). For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford areas.”

- Walking was by far the most likely form of travel overall, with 55% doing so most days, as the sample included many who lived in the areas of interest. More than half (55%), however, drove their own car in the area at least a few times a week, while 22% were car passengers at least a few times a week.
- Although half cycled in the areas at least a few times a week, far fewer used buses as often, with only 22% using a bus as often as once a week.

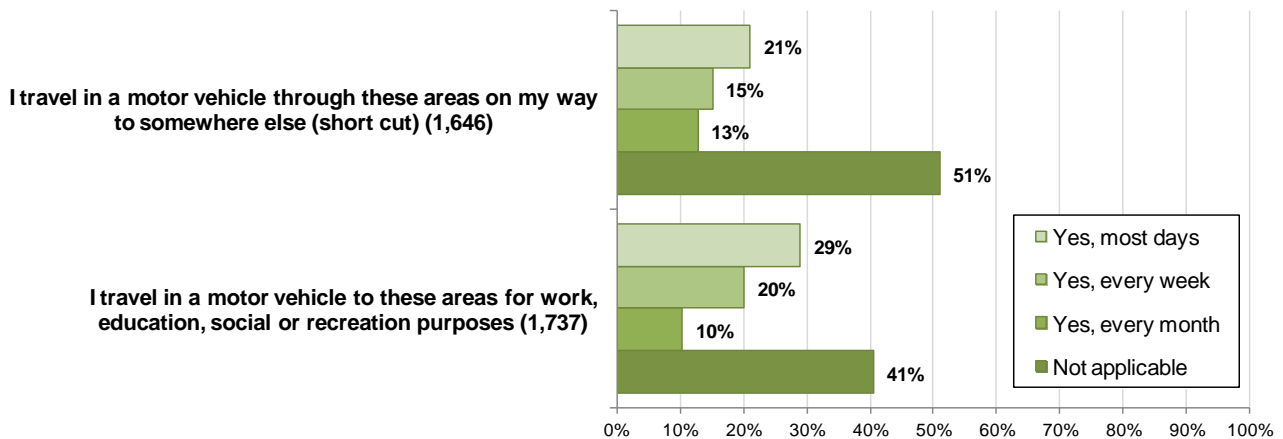
Q3a. How residents travel into and around the east Oxford area (e.g. to go shopping, for work or education, socialising, running errands, leisure trips etc.).



Residents were also asked whether, and how often, they travelled through the LTN areas for different reasons, as summarised in the chart below.

- Almost half of residents travelled through the areas in a motor vehicle at least once a month en route to a destination elsewhere, and 21% did this on most days.
- Even more (59%) travelled to the LTN areas in a motor vehicle at least once a month for work/education/socialising/ recreation, with 29% doing so on most days.

Q5a. Frequency of residents driving through or to the proposed LTN areas



Source: Marketing Means 2021

Base: All residents who gave a valid answer (n numbers given after each mode)

3.2 Travel habits of representatives of businesses/organisations/groups

All 130 respondents who answered on behalf of businesses/groups/organisations were asked:

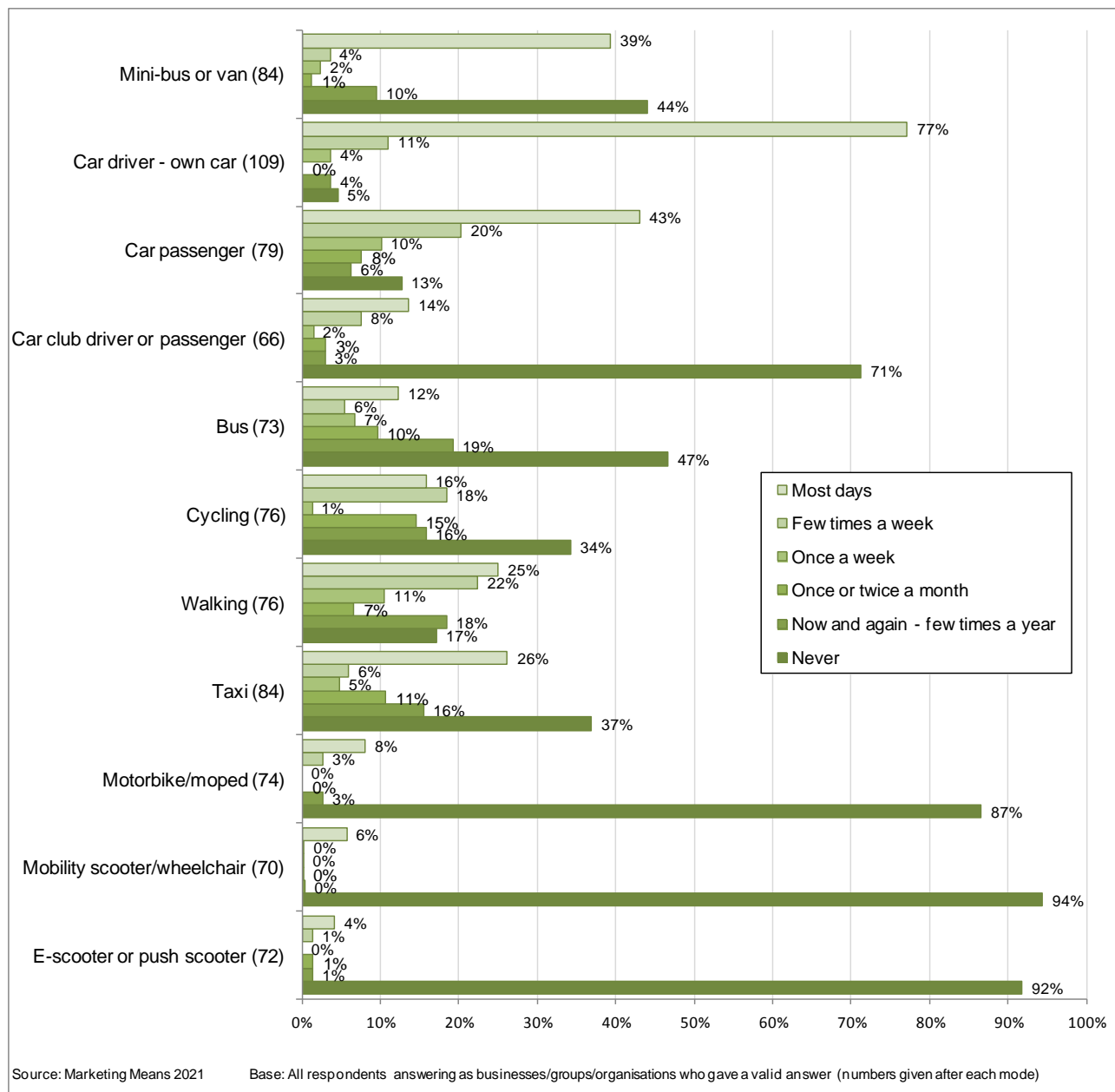
“This section of the survey asks questions about your travel habits relating to your business, school, group or organisation. We want to know how people travel into and around the east Oxford area (e.g. for deliveries, business related travel, education and leisure trips etc). For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford areas”

The results are summarised on the next page.

Use of cars and vans in the area was, as expected, much higher among this group than among the wider sample of the general public. More than three-quarters (77%) used their car in the area on most days and 93% at least once a week, while 39% used a minibus or van in the area on most days. Nearly two-thirds (63%) were car passengers in the areas at least a few times a week.

- Walking and cycling were both less common in this group than among the wider public, though bus travel was more likely than among the public, with 25% using a bus at least once a week, and 12% on most days.

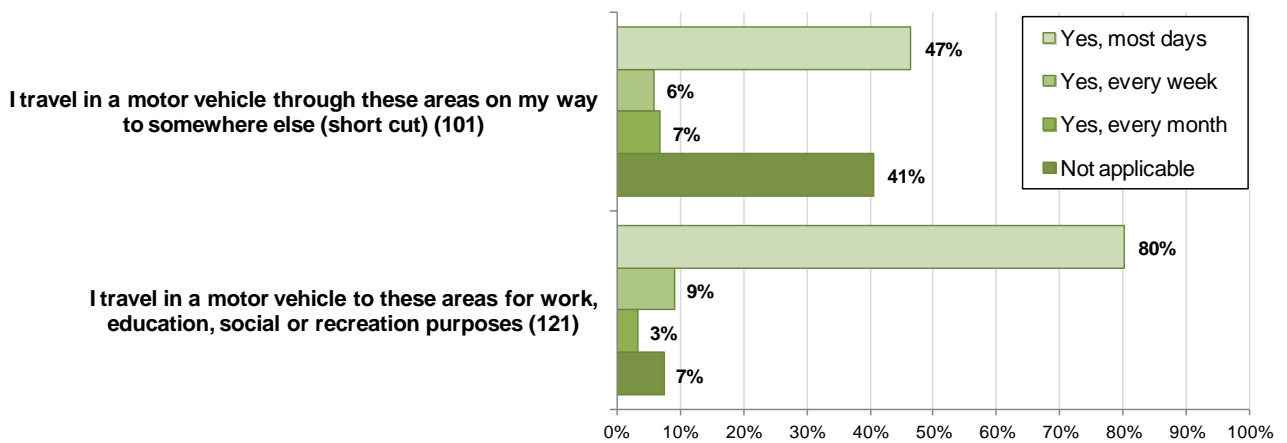
Q3b. How representatives of businesses/groups/organisations travel into and around the east Oxford area (e.g. for deliveries, business related travel, education and leisure trips etc)



Businesses /groups/organisations were also asked whether, and how often, they travelled through the LTN areas for different reasons.

- Almost half (47%) of these representatives travelled through the areas in a motor vehicle on most days en route to a destination elsewhere, with a further 13% doing so at least one a month.
- The vast majority (80%) travelled to the LTN areas in a motor vehicle on most days for work/education/socialising/ recreation, a far higher proportion than was found for the residents' sample.

Q5b. Frequency of businesses/groups/organisations driving through or to the proposed LTN areas



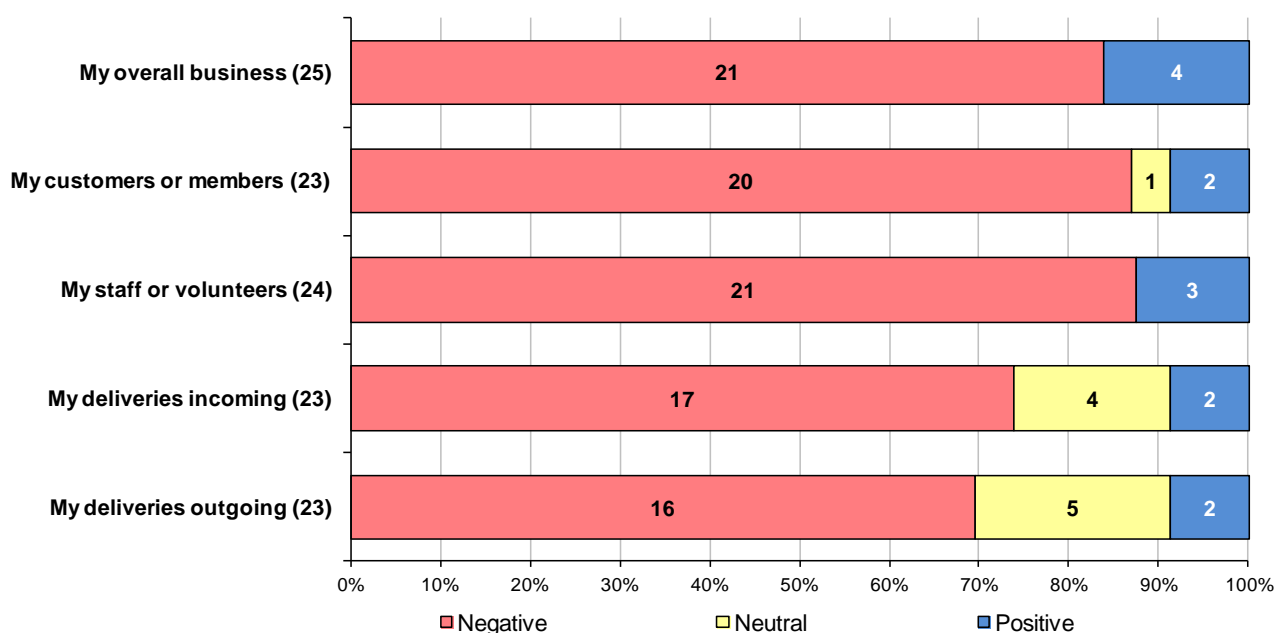
Source: Marketing Means 2021

Base: All businesses/groups/organisations who gave a valid answer (numbers given after each mode)

Businesses /groups/organisations that took part in the survey were also asked what they felt the impact of the LTNs would be on various aspects of their business or organisation. Only 25 provided responses², as summarised in the chart below, which gives actual numbers of respondents expressing each view, rather than percentages.

- All five aspects drew a large majority expecting the impact of the LTNs to be negative, exceeding 80% for their overall business, their customers/members, and their staff/volunteers.
- Deliveries incoming and outgoing may not have applied for all of the businesses and organisations, so while a slightly smaller majority expected LTNs to impact them negatively in this regard, most others were neutral, with <10% expecting any positive impact.

Q3b. What do you think will be the impact on your business or organisation?



Source: Marketing Means 2021

Base: All respondents answering as businesses/groups/organisations and who gave a valid answer

Comments made by businesses/organisations/groups relating to this question focused on several themes. Negative comments related to:

- Displacement of traffic, making other routes busier/ increasing pollution
 - *“Will only deflect traffic onto the main road causing huge congestions and defeating the 'reducing of carbon emissions' objective.”*
 - *“Making our vehicles do additional mileage or sitting stationary in the higher volume of traffic caused by LTNs is going to dramatically increase pollution rates in the city.”*
- Making access/parking difficult to businesses and sites in the LTNs
 - *“Central Oxford Mosque has 100s of worshippers attending the mosque everyday from all over Oxford and most bring their cars. Prayer times are set and people will not be able to get there if these things are put in place.”*

² Due to a routing error in the questionnaire, as explained in the Introduction section.

- *“The LTN will adversely affect my business as the majority of our customer travel by car, to collect bulky equipment and water for their aquatic needs. Deliveries will be severely disrupted and with no goods, I cannot trade.”*
- Impact on businesses, due to reduced footfall (e.g. along Cowley Road)
 - *“This will definitely deter visitors to the shop. Already they have difficulty parking since the introduction of CPZ some 18 months ago. This will be the last straw.”*
- Extended journey times
 - *“Travel time is at a premium and we need be able to navigate the city efficiently. These road closures will cause a great deal of inconvenience to our staff and clients and in many cases will mean an extended journey to get from A to B.”*

The few positive comments related to reduced traffic and improved conditions locally, e.g.:

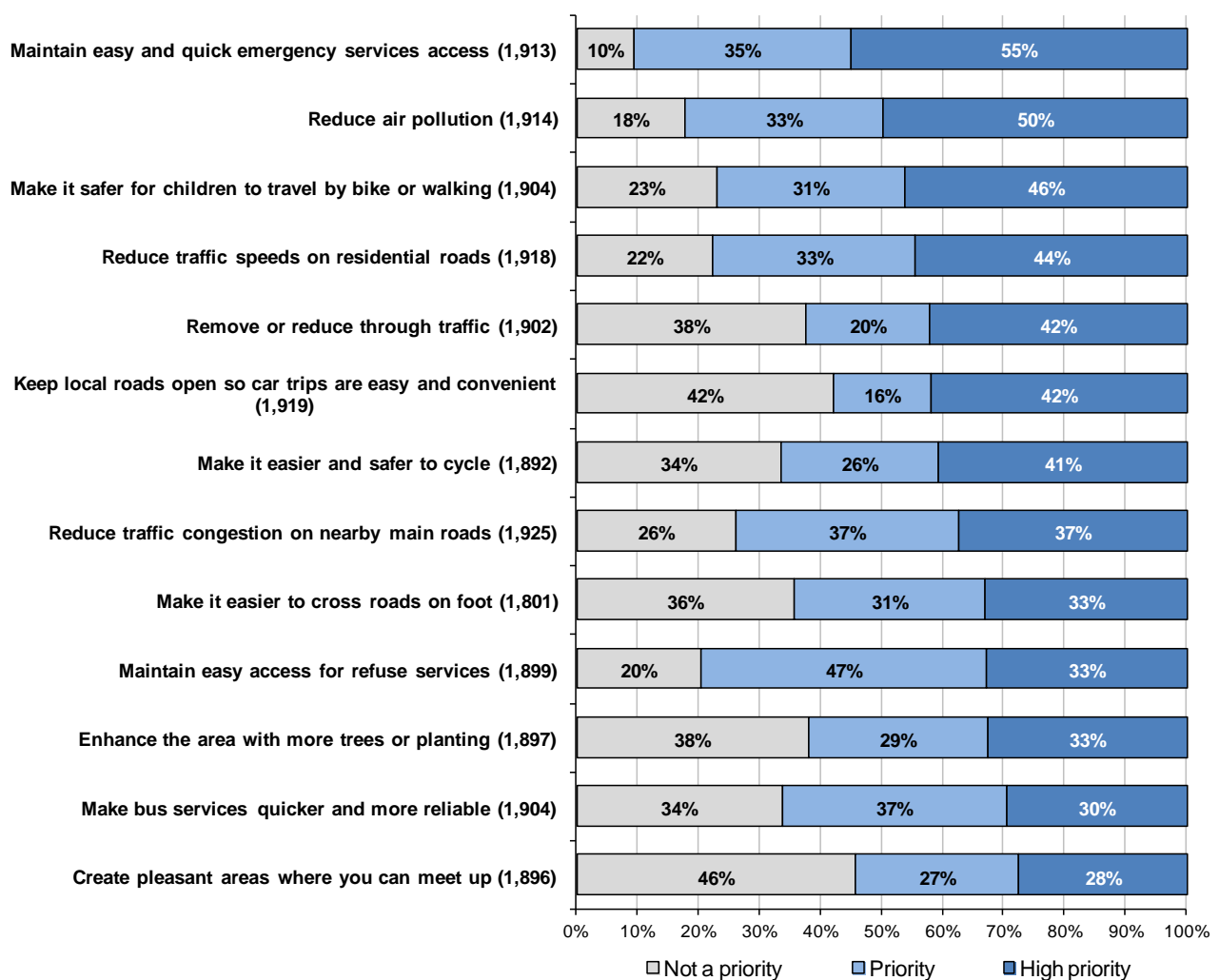
- *“These LTNs, by reducing traffic in the E Oxford neighbourhoods will significantly improve conditions for walking, cycling and people with mobility aids.”*
- *“Will dramatically improve the working conditions for the dozens of people who work in and make use of co-working space on Magdalen Road in East Oxford.”*

4. Priorities relating to the East Oxford LTN local area

All respondents were asked to state which aspects of local life and activity would be priorities for them in regard to the three East Oxford LTN areas.

- Every one of the 13 aspects listed in the questionnaire was considered a priority by a clear majority of respondents, at least 60% in each case.
- Two of the aspects most likely to be considered priorities related to maintaining access for certain types of vehicles. Emergency services access was rated a priority by 90% overall and as a high priority by 55%. Almost as many rated refuse services access a priority overall (80%) but only a third (33%) rated refuse services access as a high priority.
- Reducing air pollution was rated as a priority by 80% overall and as a by50%.
- Safety-related issues also rated highly, with making the streets safer for children rated a priority by 77% overall and a high priority for 46%, and reducing traffic speeds on residential roads also mentioned by 77% overall and as a high priority by 44%.
- The more aesthetic aspects, more trees/planting and creating pleasant areas to meet up, were among the least likely priorities, though still rated a high priority by well over a quarter.

Q6a. Thinking of the East Oxford LTN local area, which of the following are priorities for you?



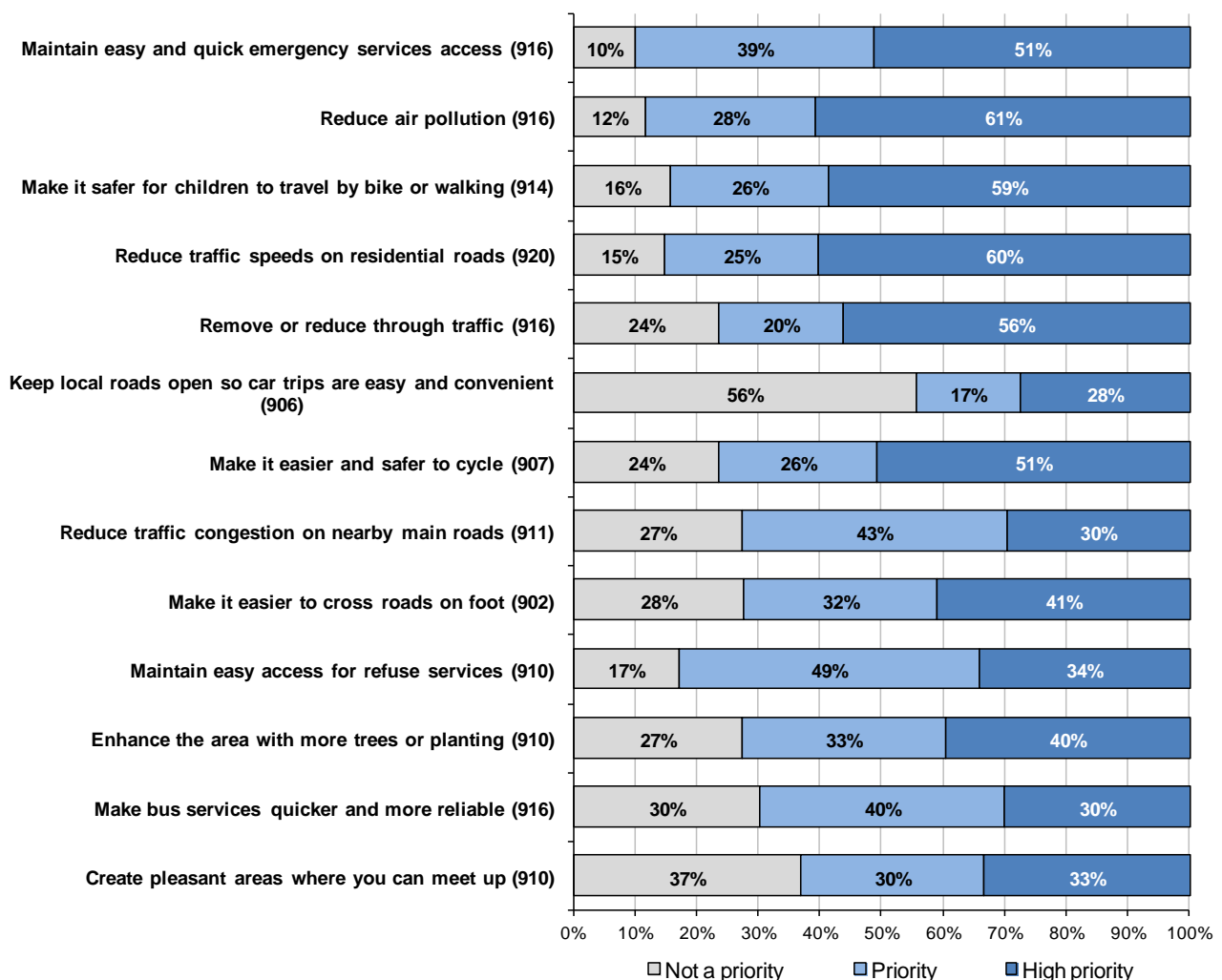
Source: Marketing Means 2021

Base: All respondents who gave a valid answer

The chart below shows the same 13 priorities, but as rated by residents of the three proposed LTN areas only.

- Six aspects were rated as high priorities by >50% of the LTN residents sample compared to only two for the sample as a whole. These were led by reducing air pollution (a high priority for 61%) and two of the safety-related aspects, improving safety for children and reducing traffic speed on residential roads (high priorities for 59% and 60% respectively. Maintaining quick and easy access for emergency services remained the most likely aspect to be rated as a priority, by 90% overall.
- Ratings of several aspects highlighted the difference between the views of this sub-group and those of the sample as a whole. Keeping local roads open so that car trips are easy and convenient was rated a high priority by only 28% of LTN residents, compared with 42% of the sample as a whole, and more pertinently 52% of residents elsewhere and 77% of local business/organisation/ groups. Conversely, removing or reducing through traffic was a high priority for 56% of LTN residents compared with 42% of the whole sample, and significantly higher than the corresponding proportions among residents elsewhere (31%) and businesses/ organisations/ groups (12%).

Q6a_1. Thinking of the East Oxford LTN local area, which of the following are priorities for you? – Residents of LTN areas only

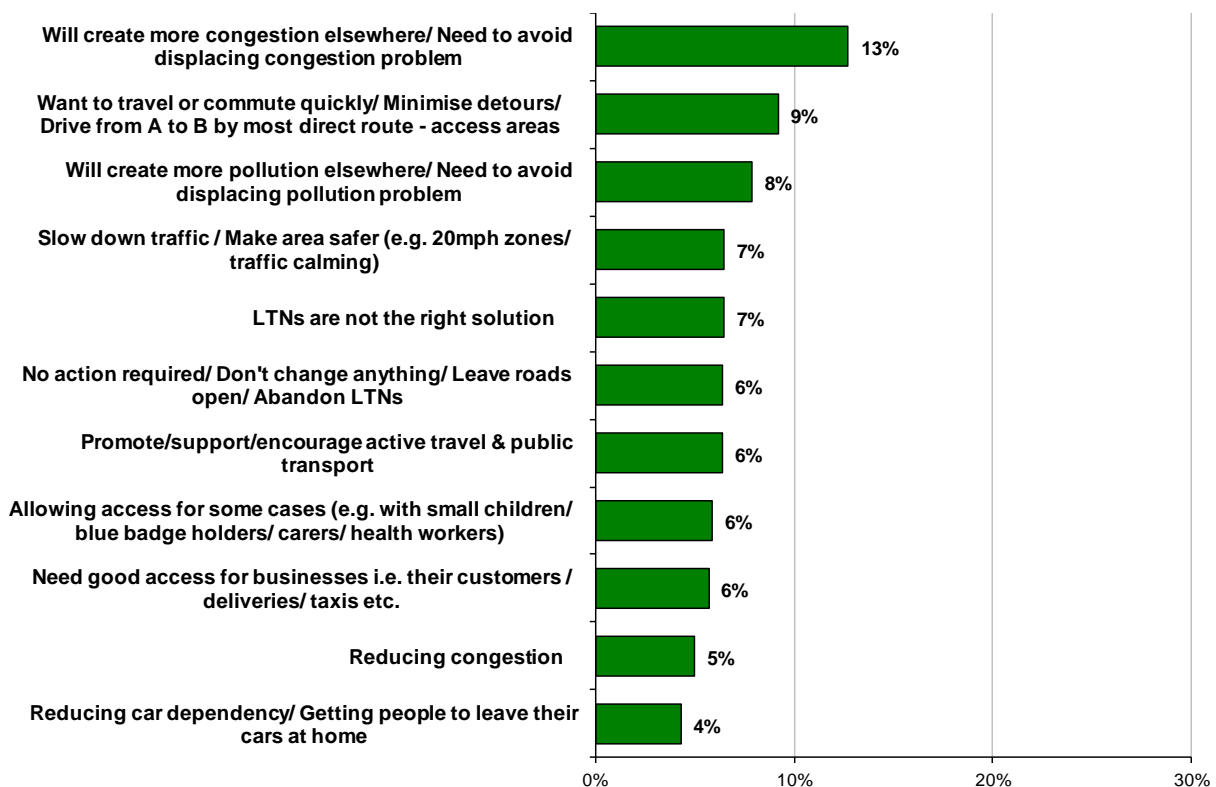


Source: Marketing Means 2021

Base: All respondents who gave a valid answer

- Respondents were also able to comment in their own words on priorities other than those listed in the questionnaire. Overall, just under a third of respondents (32%) gave a comment, though some were more related to general feelings about the LTN proposals than issues being rated as priorities.
- About two-thirds of respondents who gave a comment also gave their suggestions a priority rating (from 'Not a priority' to 'High priority'). Most (53%) rated their own suggestion as a high priority, though more than one in three (36%) of those who gave a comments rated their suggestion as 'Not a priority', indicating that this may have been an issue that they wished to raise without necessarily considering it a core concern in the broader context of LTNs.

Q6b_1. Other priorities mentioned (Thinking of the east Oxford LTN local area, which of the following are priorities for you?)



Source: Marketing Means 2021

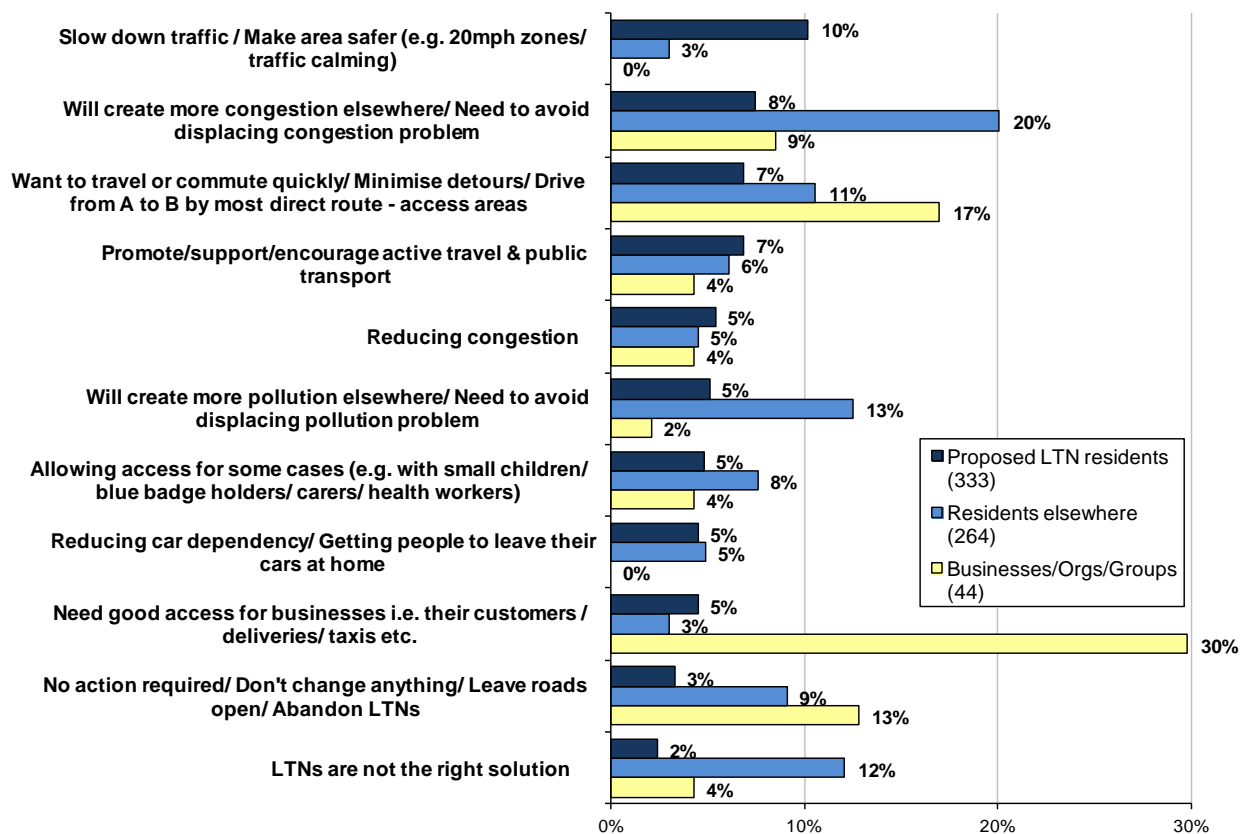
Base: All who commented on other priorities (644)

- Among the most frequent comments were concerns that LTNs would do no more than displace traffic congestion to other routes (13%):
 - *“Reduce the overall volume of motor traffic altogether, not just displace it.”*
 - *“Road barriers will increase congestion and pollution on Cowley and Iffley roads, which is bad news.”*
 - *“Don't displace more traffic onto Iffley Road which is also a residential road - already at capacity.”*
 - *“Main roads can't take the cars that will join them if you shut these roads. The LTNs are a blunt instrument.”*
- Others felt similarly that the measures would displace air pollution to those routes (8%).
 - *“Residing on Cowley Road, we do not need the extra congestion and air pollution this will cause.”*

- *“Main road will be jammed with traffic. This will cause air pollution in main roads where people walk.”*
- *“These LTNs are resulting in more traffic and air pollution, awful idea for whoever thought of them.”*
- A significant strand of comments also saw LTNs as too restrictive a solution to traffic issues, with 9% noting their priority to travel from A to B via the most direct route, 7% rejecting LTNs as a solution, 6% requesting no changes to the local roads, and 6% highlighting the need for good access for businesses.
 - *“Being able to carry out work meetings and duties without having to go round the whole of Oxford.”*
 - *“Ensure traffic flows easily and without traffic jams by allowing different ways in/out of Oxford”*
 - *“Priority: being able to make journeys efficiently”*
 - *“Current LTN's are making my children's journey by bus double the length, Cowley Road = car park”*
 - *“Keeping all roads open. Not shutting down roads which results in much longer journeys by car.”*
 - *“Priority for people whose careers and jobs depend on using cars and vans. Tradesmen, buses etc.”*
- Others saw opportunities for the LTNs to benefit local people through improving safety by slowing down local traffic (7%), promoting active travel (6%) and reducing congestion (5%) and car dependency (4%).
 - *“Reduce dangerous speeding on Morrell Avenue. Add road markings, signs and cameras.”*
 - *“Enforce the 20mph speed limit in side roads”*
 - *“Reduce traffic so it is less scary walking or cycling to visit local shops and businesses”*
 - *“People need to be nudged to get out of their cars and walk/cycle for journeys of less than 2 miles.”*
 - *“Improve public transport so that it takes less time to commute. Make bus cheaper.”*
 - *“Making buses cheaper to encourage people to use them and not have cars.”*
 - *“LTNs are part of the essential move away from motor vehicle dependence.”*

- The ‘Other’ comments discussed above were often significantly more likely given by specific sub-groups of respondents, and the chart below identifies some of these by separating out the responses from residents of the proposed LTN areas, residents of other areas, and local businesses/ organisations/ groups.
- For residents within the proposed LTNs, their most likely ‘other’ priority was to slow down local traffic to improve safety (given by 10%). This group was also much less likely than others to feel that LTNs are not the right solution or that no action to change road access is required.
- Residents living outside the proposed LTNs were significantly more likely to highlight here the problems of LTNs displacing congestion from LTNs to nearby routes (raised by 20%), and also of displacing air pollution to those routes (13%).
- Only a relatively small number of local businesses and groups commented in this regard, but this group were significantly more likely to emphasise the need for good access for local businesses and their customers (given by 30%) and the need to travel/commute quickly, without diversions (17%).

Q6b_2. Other priorities mentioned (Thinking of the east Oxford LTN local area, which of the following are priorities for you?)



Source: Marketing Means 2021

Base: All who commented on other priorities

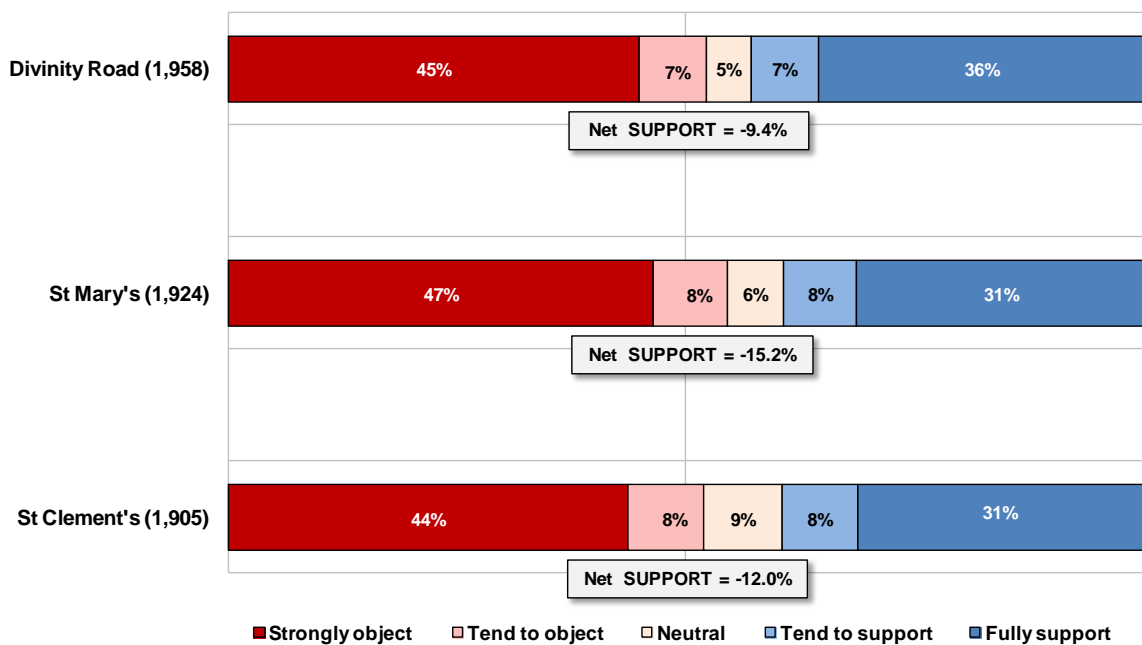
5. Support for LTN Proposals

Each of the three LTN proposals at Divinity Road, St Mary’s and St Clement’s were set out for respondents via live web links included in the questionnaire. All respondents were then asked to indicate how much they supported or objected to each one.

We look first at the overall results for each proposed LTN, then look at each in more detail.

- None of the three drew positive net support³ (% supporting minus % objecting) from the whole sample, but all drew full support from close to one-third of respondents, highest at 36% for Divinity Road.
- Divinity Road drew slightly higher net support than the other LTNs but still only -9.4%.

Q7_1. Degree of support for each LTN from the whole sample



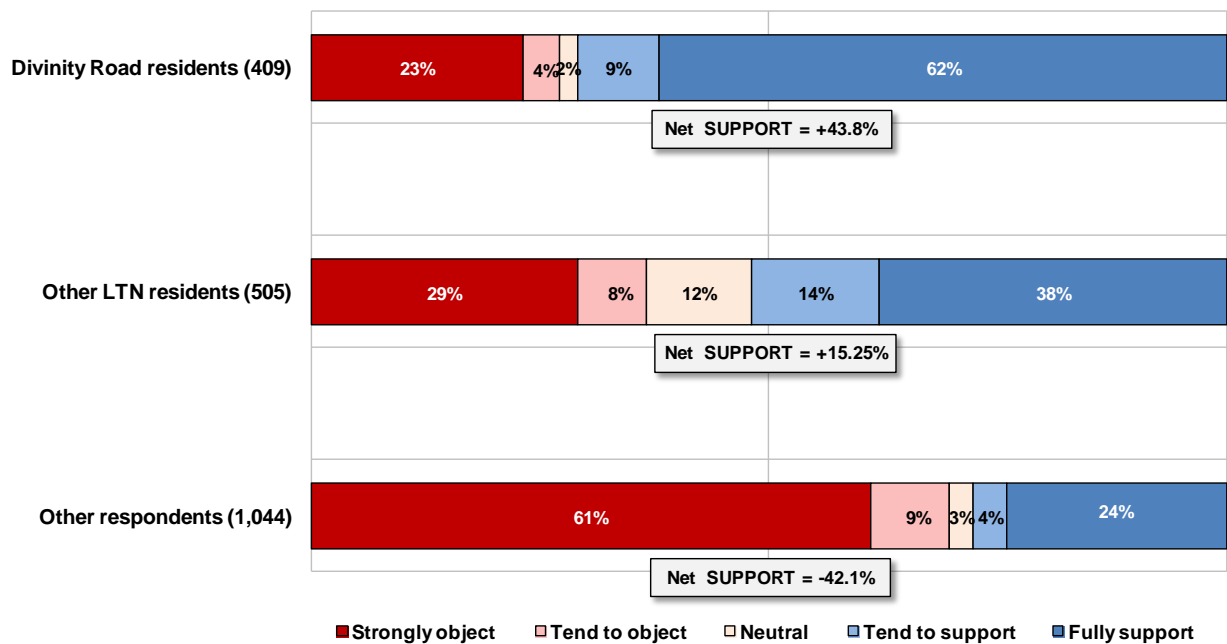
Source: Marketing Means 20201

Base: All respondents who expressed an opinion (number noted next to each category)

³ As noted at the introduction, the net score is the resultant score or proportion after subtracting all negative answers from all positive answers, and offers a convenient way of comparing ratings scale results in a single arithmetic value.

- The chart below compares the levels of support for Divinity Road LTN among the Divinity Road residents themselves, residents of the other two LTNs, and than all other respondents i.e. those living elsewhere and those representing businesses/groups/organisations.
- Among Divinity Road residents themselves, nearly two-thirds (62%) strongly support the LTN plans, and net support is +43.8%. Even in the other two proposed LTN areas, net support is also positive, at +15.3%.
- Residents living elsewhere and businesses/groups/organisations are much less positive, with 61% strongly objecting and net support of only -42.1%.

Q7_2. Degree of support for Divinity Road LTN

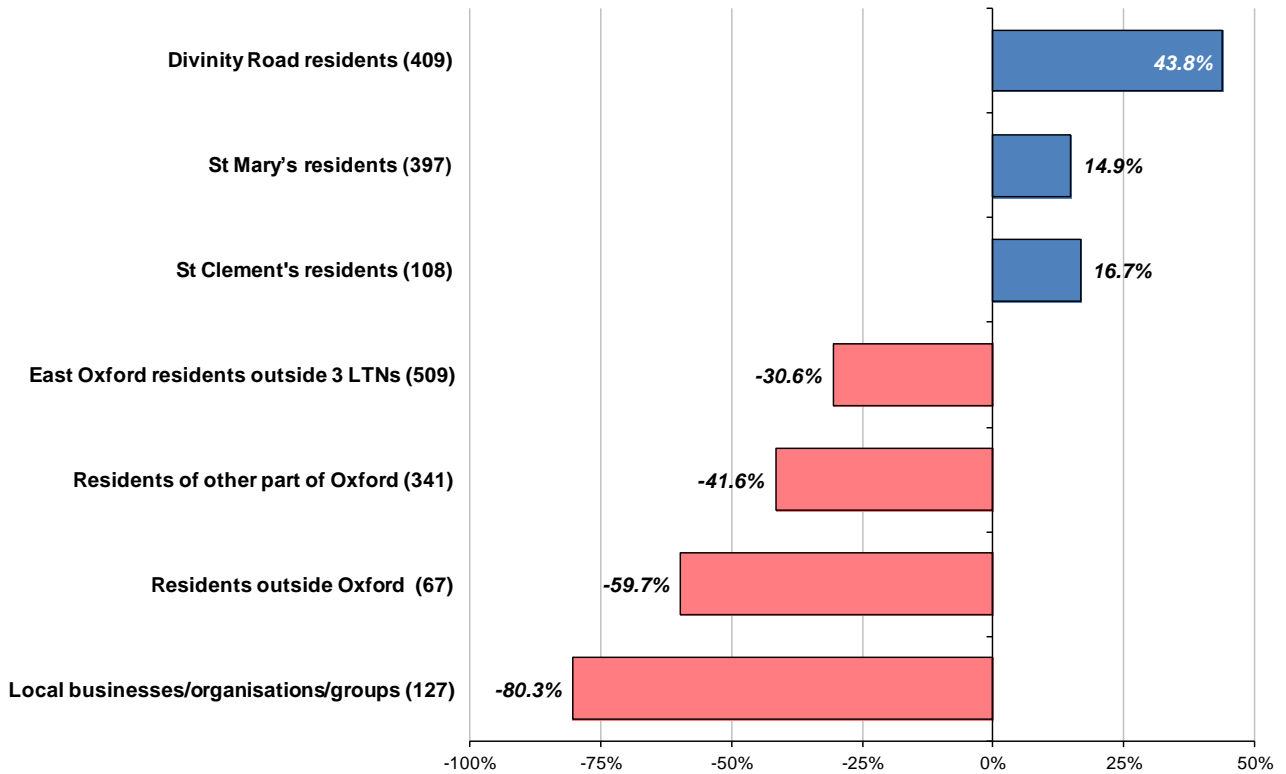


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the net support for Divinity Road LTN among each group of respondents, showing by far the highest net support among local residents, but much lower support elsewhere in Oxford.
- Businesses/organisations/groups, in particular, showed very negative levels of net support at -80.3%.

Q7_3. Net support for Divinity Road LTN

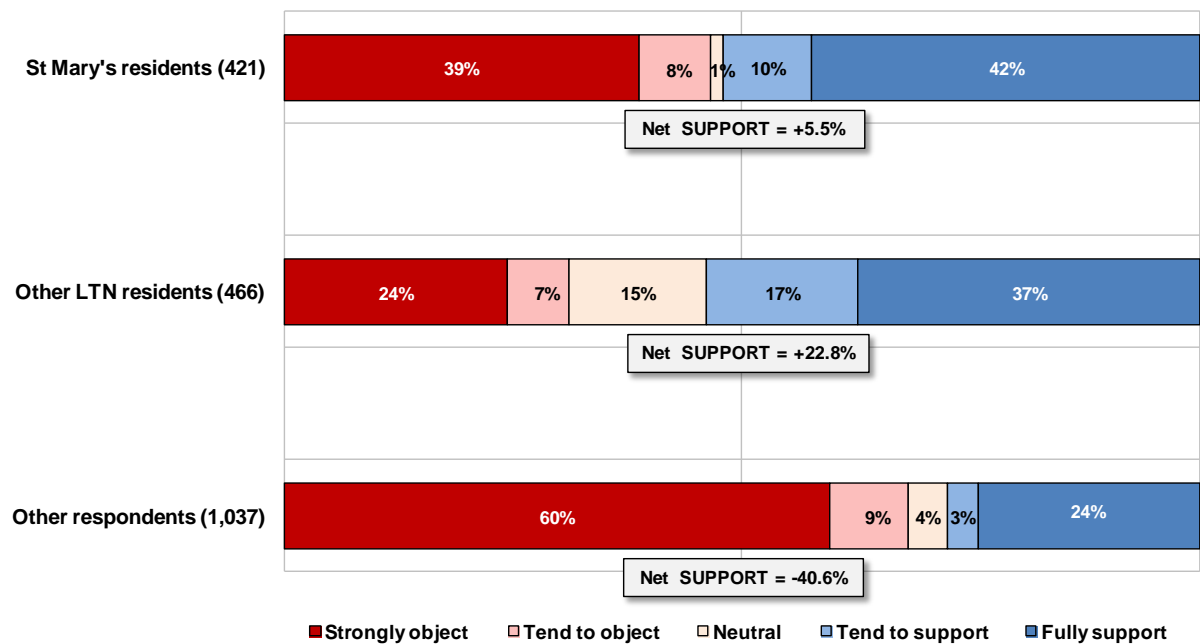


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the levels of support for the St Mary’s LTN among the St Mary’s residents themselves, residents of the other two LTNs, and than all other respondents.
- Among St Mary’s residents themselves, just over half (52%) tend to or strongly support the LTN plans, and net support is just in favour at +5.5%. There is, however, substantial local opposition, with 39% strongly against the plan. In the other two proposed LTN areas, net support for the St Mary’s LTN is rather more positive, at +22.8%.
- Residents living elsewhere and businesses/groups/organisations are much less positive, with well over two-thirds (69%) strongly objecting and net support of only -40.6%.

Q7_4. Degree of support for St Mary’s LTN

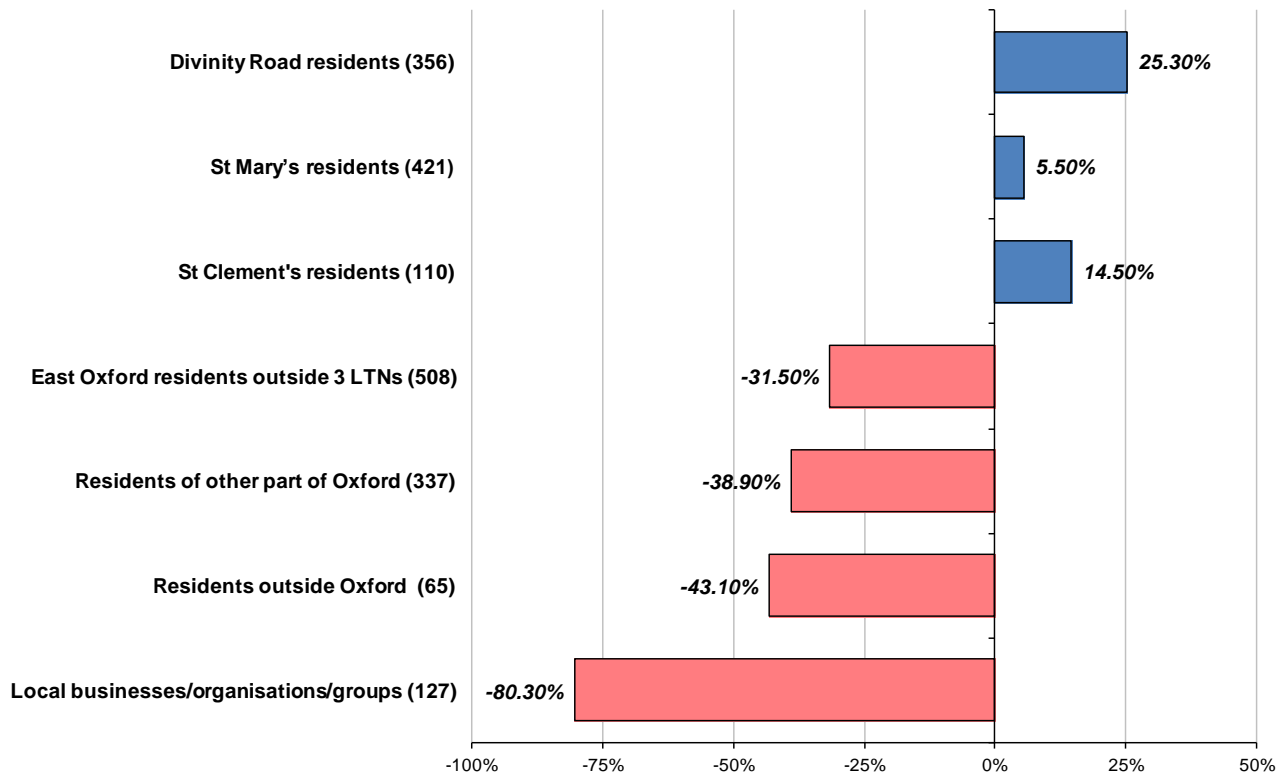


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the net support for St Mary’s LTN among each group of respondents, showing that the highest net support comes from Divinity Road residents, at +25.3%, with St Clement’s resident also showing a significantly higher level of net support for the St Mary’s LTN than do St Mary’s residents themselves.
- Again, businesses/organisations/groups show very negative levels of net support at -80.3%, exactly as for the Divinity Road LTN, with similarly negative levels among other groups as seen for the Divinity Road LTN proposals.

Q7_5. Net support for St Mary’s LTN

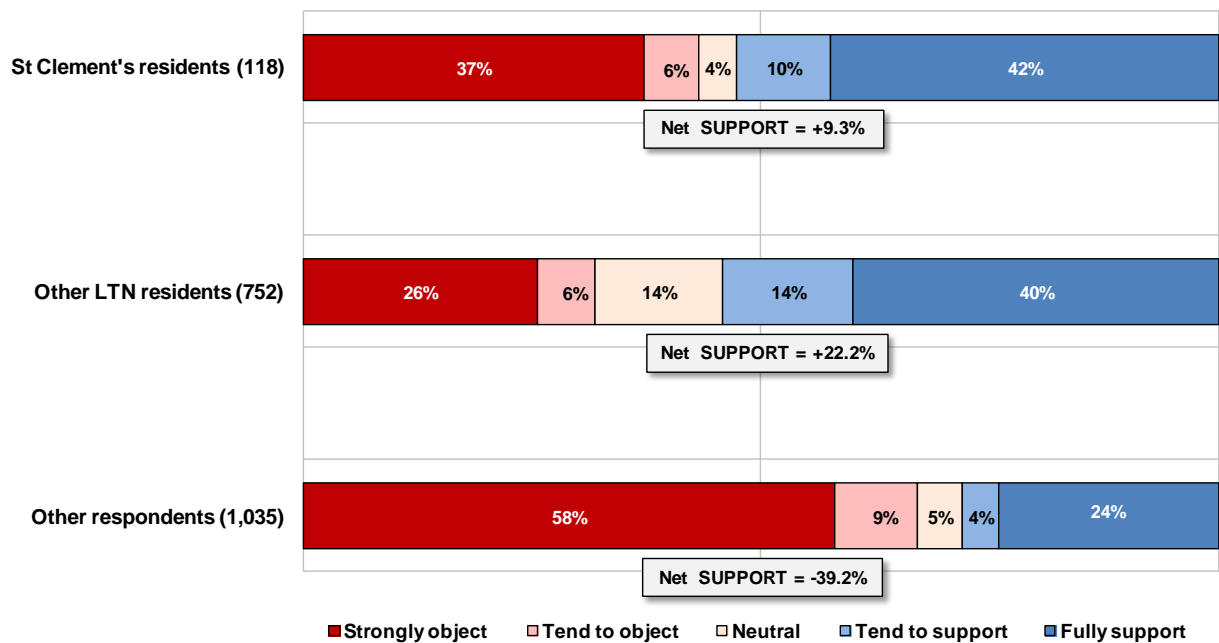


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the levels of support for the St Clement’s LTN among the St Clement’s residents themselves, residents of the other two LTNs, and than all other respondents.
- Among St Clement’s residents, just over half (52%) tend to or strongly support the LTN plans, and net support is just in favour at +9.3%. There is, as for St Mary’s, substantial local opposition, with more than a third, 37%, strongly against the plan. In the other two proposed LTN areas, net support for the St Clement’s LTN is rather more positive, at +22.2%. This is helped by the relatively large proportion of neutral responses, 14%.
- Residents living elsewhere and businesses/groups/organisations are much less positive, with well over half (58%) strongly objecting and net support of only -39.2%.

Q7_6. Degree of support for St Clement’s LTN

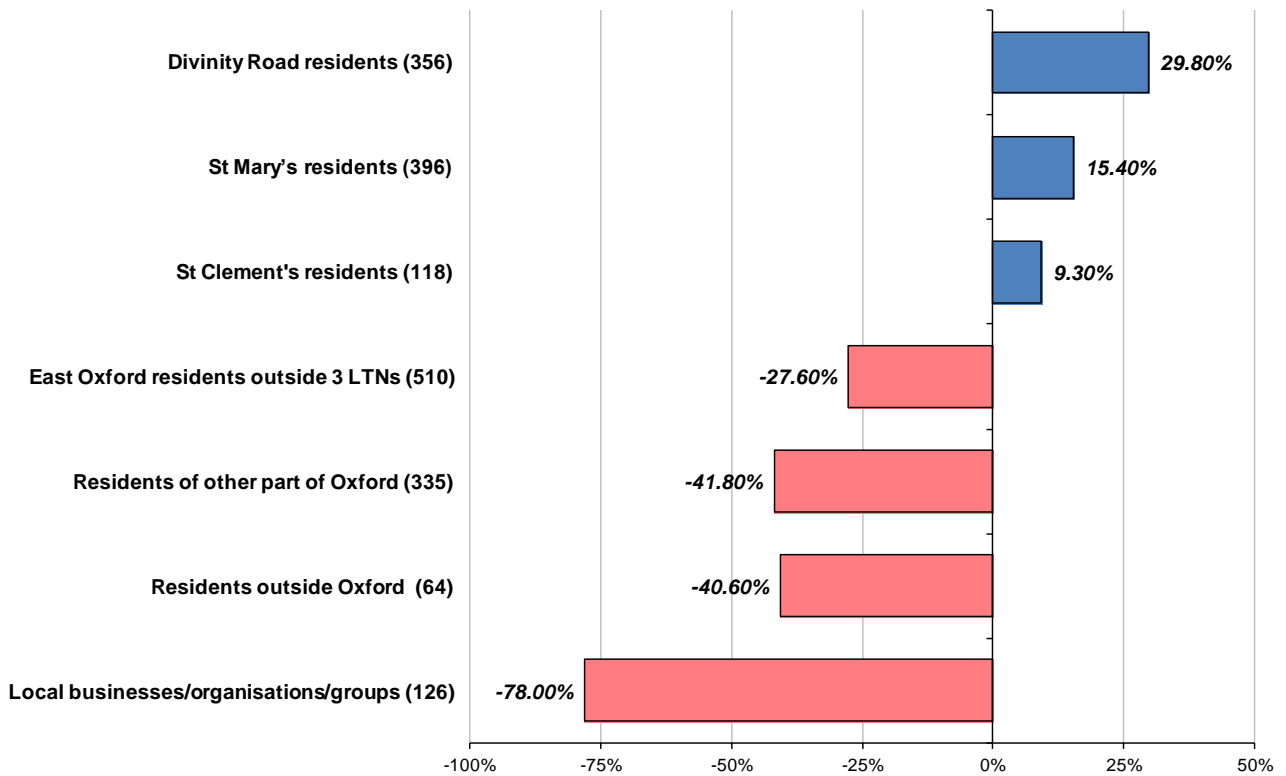


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the net support for St Clement’s LTN among each group of respondents. Support for the other proposed LTNs, comfortably the highest level of support comes from Divinity Road residents, at +29.8%.
- Again, businesses/organisations/groups show very negative levels of net support at -78.0%, almost as negative as the opinions of the other two proposed LTNs.

Q7_7. Net support for St Mary’s LTN



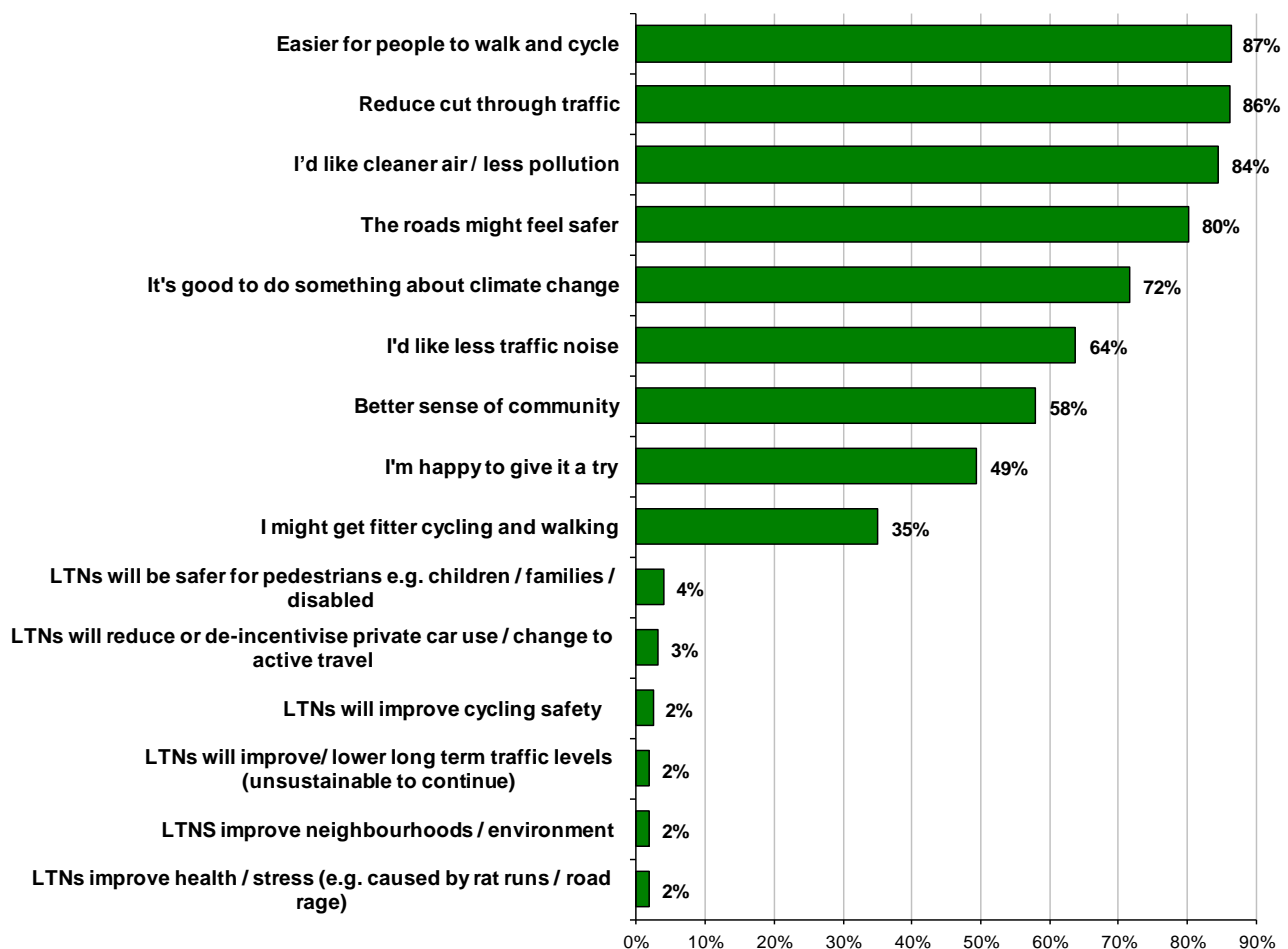
Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

Those who expressed support for one or more of the LTN proposals were asked to state why this was. Nine potential options were listed in the questionnaire, and these are the first nine listed in the chart below, but respondents could also answer in their own words. These open-ended comments have been coded with the most frequent answer themes listed on the chart below, none given by more than 4%.

- Four of the pre-coded options were selected by 80% or more of respondents, relating to making it easier for people to be active, reducing traffic in the area, cleaner air/less pollution, and safer roads.
- It is noticeable that the more personally directed active option, “I might get fitter walking and cycling” drew much less support (35%) than the more generic option of making it easier for all to walk and cycle.

Q8_1 - If you tend to support or fully support, which of the following best describes why?



Source: Marketing Means 2021

Base: All who expressed support for any of three LTNs and gave a comment (893)

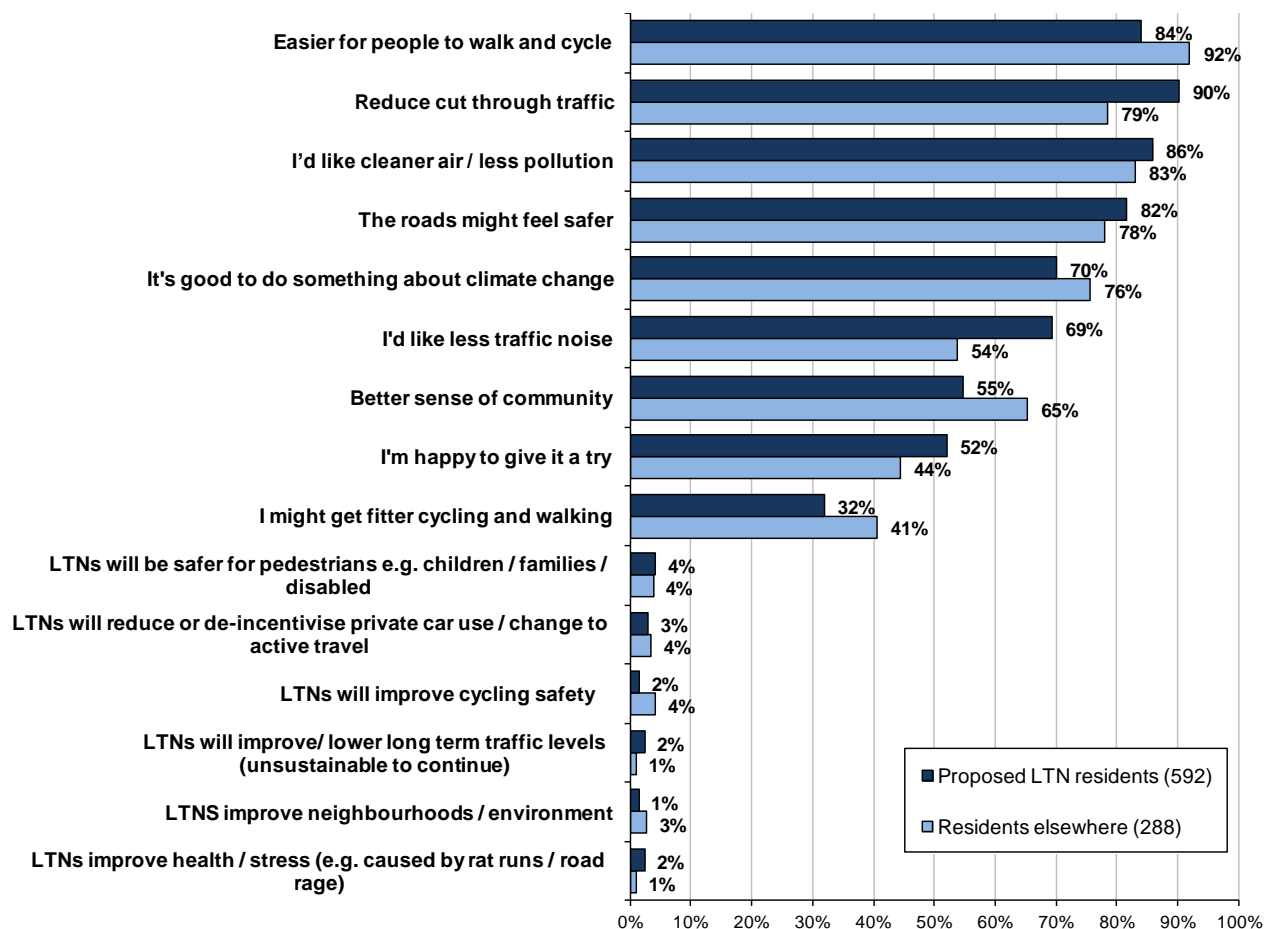
- The leading themes among open comments related to a variety of topics:
 - the hoped-for impacts of LTNs in making the area safer for pedestrians and cyclists
 - “Enable people to walk and cycle. In particular older people, disabled people and children.”
 - “Feel safer walking with my small daughter”
 - “To be possible to cycle with my young children from Iffley Fields towards St Clements/Headington”

- encouraging a switch to active travel
 - *“Encourage modal shift to active travel”*
 - *“Encourage drivers to leave the car at home.”*
- reducing traffic levels from an unsustainable level
 - *“In time, schemes like this will push people away from car ownership, towards car clubs/electric car”*
 - *“Hopefully in the long run it will reduce the overall amount of traffic.”*
 - *I understand it improves long term traffic levels generally, not just on the filtered roads”*
- “softer” themes of improving a sense of neighbourhood and reducing stress
 - *“Feel of the neighbourhood will not be ruined by traffic noise, unwanted visitors and problems”*
 - *“To improve physical and mental health / stress caused by increasing amounts of rat-run traffic”*

The chart below sets out the same set of comments, but split between residents of the LTN areas and residents living elsewhere⁴.

- Residents of the LTN areas were significantly more likely than those elsewhere to give support as they feel that the LTNs would reduce cut-through traffic, and reduce traffic noise as a consequence.
- Those living elsewhere were significantly more likely than local residents to state that their support for the LTNs related to making it easier to walk and cycle, to give a better sense of community, and that they might personally get fitter by more cycling and walking (reflected also in some of the open comments given on the theme of LTNs improving cycling safety).

Q8_2 - If you tend to support or fully support, which of the following best describes why?



Source: Marketing Means 2021

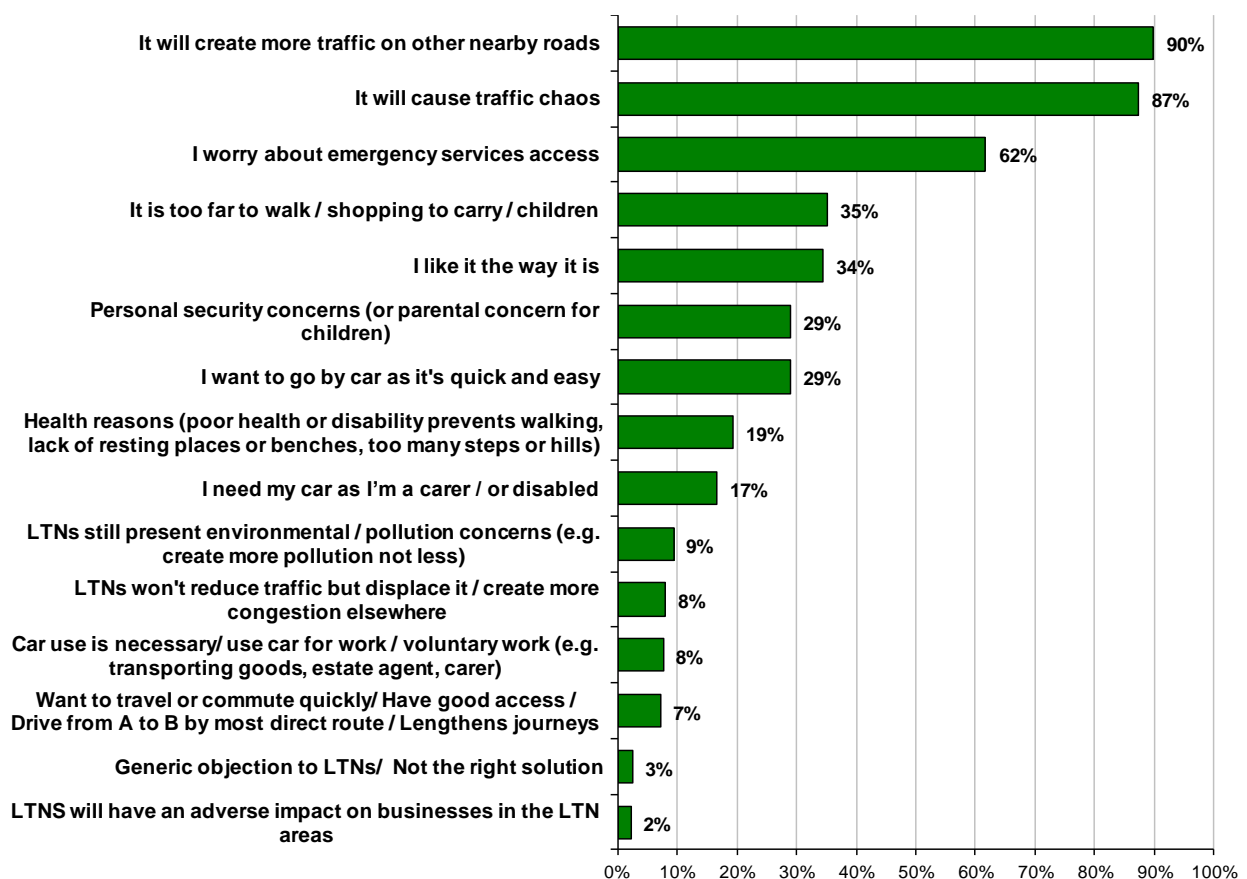
Base: All who commented on reasons for support

⁴ Too few businesses/organisation/groups supported the proposals to provide a reliable comparison category here.

Similarly, those who objected to one or more of the LTN proposals were asked to state why this was. Again, nine potential options were listed in the questionnaire, which are the first nine listed in the chart below. As respondents could also answer in their own words, the remaining themes listed relate to those open comments.

- By far the most likely objections were those focused on the direct impacts on traffic, i.e. that the LTNs would create more traffic on nearby roads (given by 90%) and would cause traffic chaos (87%). Concerns over access for emergency services was the only other objection given by more than half (62%).
- Much smaller proportions highlighted the more personal pre-coded reasons, relating to using a car as a quick and easy option (29%), health issues (19%), and personal security concerns (17%).

Q9a_1 If you object or strongly object which of the following best describes why?



Source: Marketing Means 2021

Base: All who expressed objection and gave a comment (1,122)

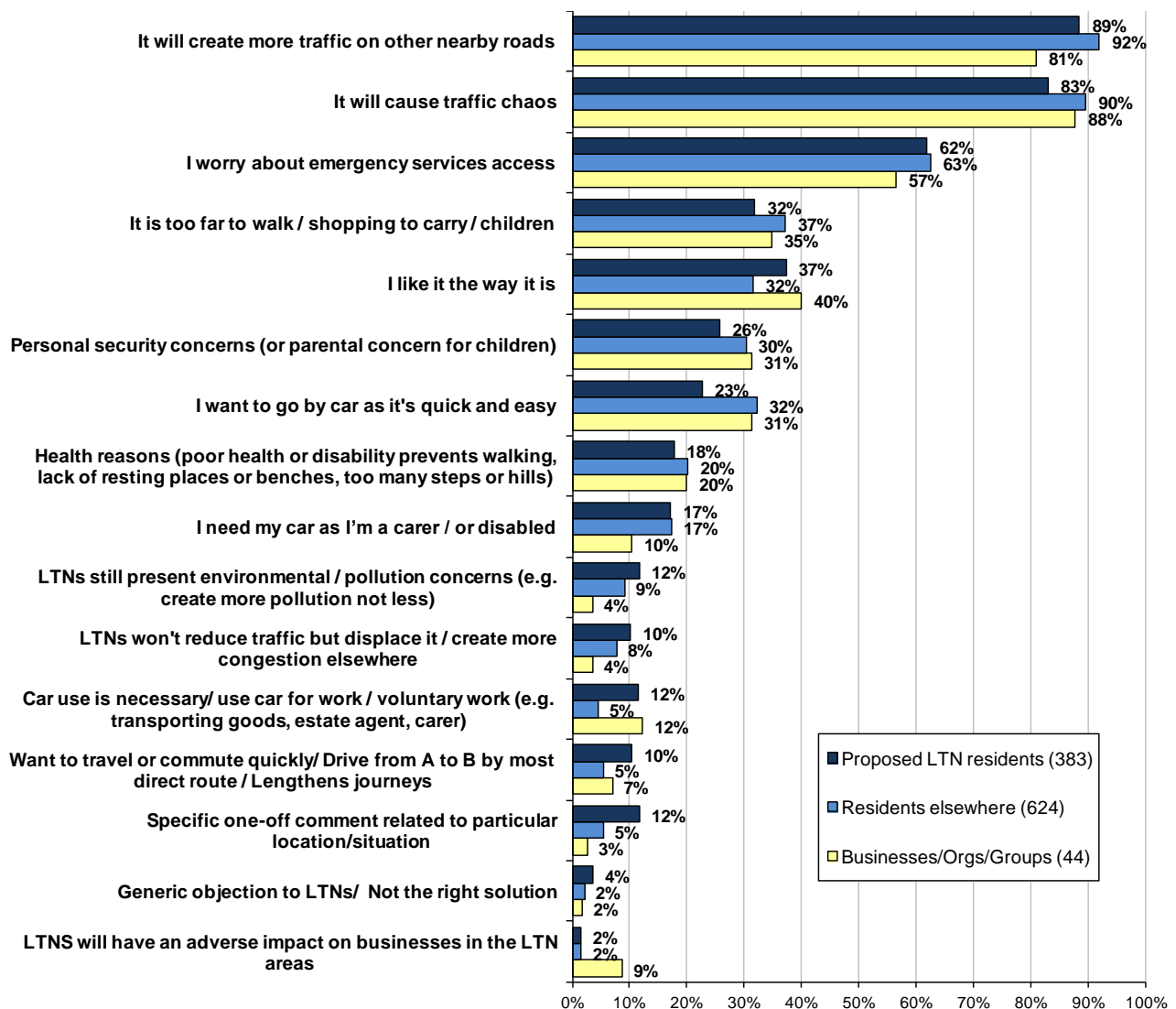
- Among the open comments, respondents were most likely to mention air pollution concerns (given by 9%).
 - "Pollution was a key driver to this and the LTNs cause more pollution as people are in their cars longer."
 - "Increased air pollution because of stationary traffic on main roads"
 - "Causes more pollution to the houses near the main roads due to congestion"
- Others also reiterated several points touched on in the pre-coded answers:

- Displacement of traffic congestion to the borders of the LTN (8%),
 - *“It will increase congestion on the remaining roads in and out of city & increase air pollution”*
 - *“Current LTN's don't solve the problem, they end up blocking arterial roads with displaced traffic”*
- Needing to use a car for work (8%)
 - *“I have to use my car for work & my commute & the LTNs will cause massive congestion.*
- Wanting to travel directly, with no diversions, for their day-to-day activities (7%).
 - *“Concern that some diversions will increase journey length times, esp. to the hospitals”*
 - *“Direct access to streets as a community health care worker”*
 - *“Our family business relies on the area, and to continue making money we need access.”*

The chart below splits the same set of answers into those given by residents of the proposed LTN areas, residents of other areas, and local businesses/ organisations/ groups.

- The patterns of objections given by the three groups varied little from that for the combined sample, though residents in the proposed LTN areas were significantly less likely to object due to wanting to travel by car as a quick and easy option (23% vs 32% of residents elsewhere). Local LTN residents were significantly more likely than businesses/organisations/ groups to object due to environmental/pollution concerns (12% vs 4% respectively). Some local LTN residents also shared with businesses/organisations/ groups concerns relating to needing a car for work (12%) and wanting to travel by the shortest route, avoiding diversions (10%).
- Local businesses and groups were slightly less likely to cite issues of creating more traffic on nearby roads (81% vs 89% of local LTN residents, and 92% of residents elsewhere) though this was still second only to traffic chaos as their main reason for objection. These businesses and groups were, as would be expected, significantly more likely than residents to cite their perceived adverse effect of LTNs on local businesses as a reason for objecting, though only the relatively small proportion of 9% raised this.

Q9a_2 If you object or strongly object which of the following best describes why?



Source: Marketing Means 2021

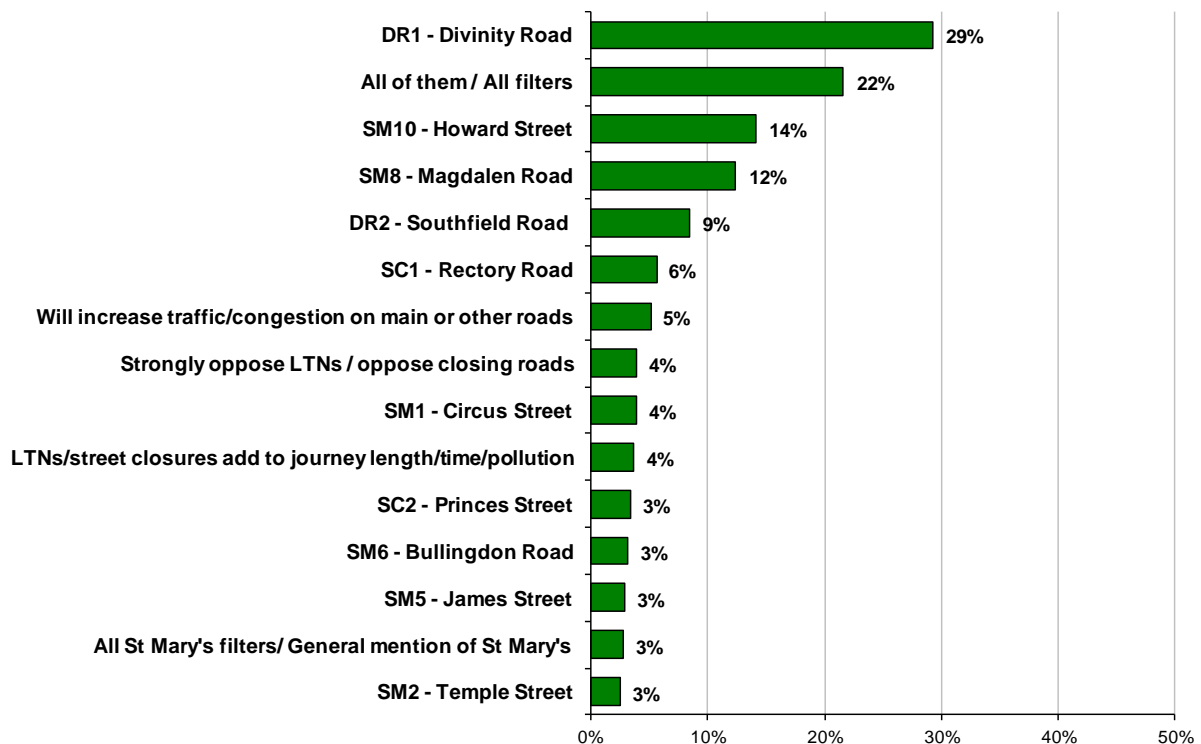
Base: All who expressed objection and gave a comment

6. Opinions of Filters proposed in the LTNs

All respondents were asked whether there were any particular filters that they would either strongly oppose or strongly support.

- Just under a third of all respondents (647) gave a comment on a filter or filters that they opposed.

Q10a_1 Looking at the plans, Is there ONE filter that you strongly OPPOSE?



Source: Marketing Means 2021

Base: All who gave a comment (647)

- Slightly more than one in five respondents (22%) gave comments that suggested a rigid opposition to traffic filters of any kind.
 - “All of them” – many gave this type of very short response
 - “I strongly oppose all the filters”
 - “All 'filters' (aka road blocks)”
 - “I strongly oppose all filters. This will only serve to cause traffic on the main roads. They are bad enough at the moment and this will only cause total gridlock at rush hour.”
- A further 4% expressed strong opposition to LTNs in particular.
 - “I strongly oppose LTNs and believe there are other options that should be explored before closing off all these roads.”
 - “I strongly oppose LTN on all roads”
- Among their other general comments, not mentioning any specific filters, some noted that their opposition was due to increased congestion on other routes (5%):
 - “I oppose all as the current LTNs have caused considerable traffic on Cowley Rd. These will make it worse.”

- *“It will create more traffic on the main roads. Nothing has been done to (relieve) traffic on the main road.”*
- Other expressed their view that LTN-related restrictions increased journey length, journey time and hence pollution (4%):
 - *“I oppose all this will be the worst decision pushing all the traffic on the main roads creating longer journey times the best way is to lower speed limits”*
 - *“It has created so much more traffic and takes longer to get somewhere because you cannot go any other way!”*
 - *“LTNs will be hell for tradesmen, emergency, refuse, deliveries. Those who don’t need to drive for work will have a shock when the prices of building works, plumbers, deliveries all go up because of the extra time it will take to get anywhere- the main roads will be stuffed full.”*
 - *“With the increased traffic on the main roads the pollution will be much higher and with cars having to sit in traffic they will use more fuel therefore creating worse air quality. This is only going to create more problems than it solves.”*
- Many others were, however, able to mention specific filters. Divinity Road DR1 drew by far the greatest number of mentions overall. This filter was named by 29% of respondents who made a comment opposing filters, often with no further explanation.
 - *“I strongly support the DR LTN plan, but I do not support the positioning of the DR1 filter. It will divide the community and leave residents on the lower half of the surrounded by HMOs occupied by short term residents. We have high levels of ASB on this end of the road and the positioning of DR1 will cut us off from the majority of long term residents further up the road.”*
 - *“DR1 - This is more about detail, as a resident of Divinity Road directly affected by its positioning and potential access issues to my property and off street parking.”*
 - *“DR1 is probably the worst of those proposed here - disconnecting Headington from the Cowley Road.”*
 - *“DR1 - It will create extra traffic on already very busy roads.”*
- DR2 at Southfield Road was mentioned by somewhat fewer, only 9%.
 - *“The bollard near Sinnet Court on Southfield road (DR2). We already are subjected to lots of antisocial behaviour and night noise - a cul de sac bang in the middle of a student area is going to exacerbate that. Let alone all the traffic from taxis running on idle.”*
 - *“I strongly oppose both DR1 & DR2. I am in favour of the original plan to have bollards at the top of Divinity Rd and Stone St.”*
 - *“I don't strongly oppose DR2 but it will have a negative impact on parking in the lower part of Southfield Road where there is high% of HMOs and all students have cars.”*
- Both DR1 and DR2 drew several mentions relating to emergency services access.
 - *“DR2. This impacts emergency service access. I believe it to be self-motivated and not in any way advantageous to the general public. South Park, the university and hospital facilities as well as the golf course are all frequented social areas and to reduce access will cause increased congestion for traffic but more importantly emergency services on a narrow Cowley road with many cyclists.”*
 - *“DR1/ 2. Vehicle owners that need to commute to anywhere in or out of Oxford that live below the blockages will ultimately park their cars in the upper section to avoid the Cowley*

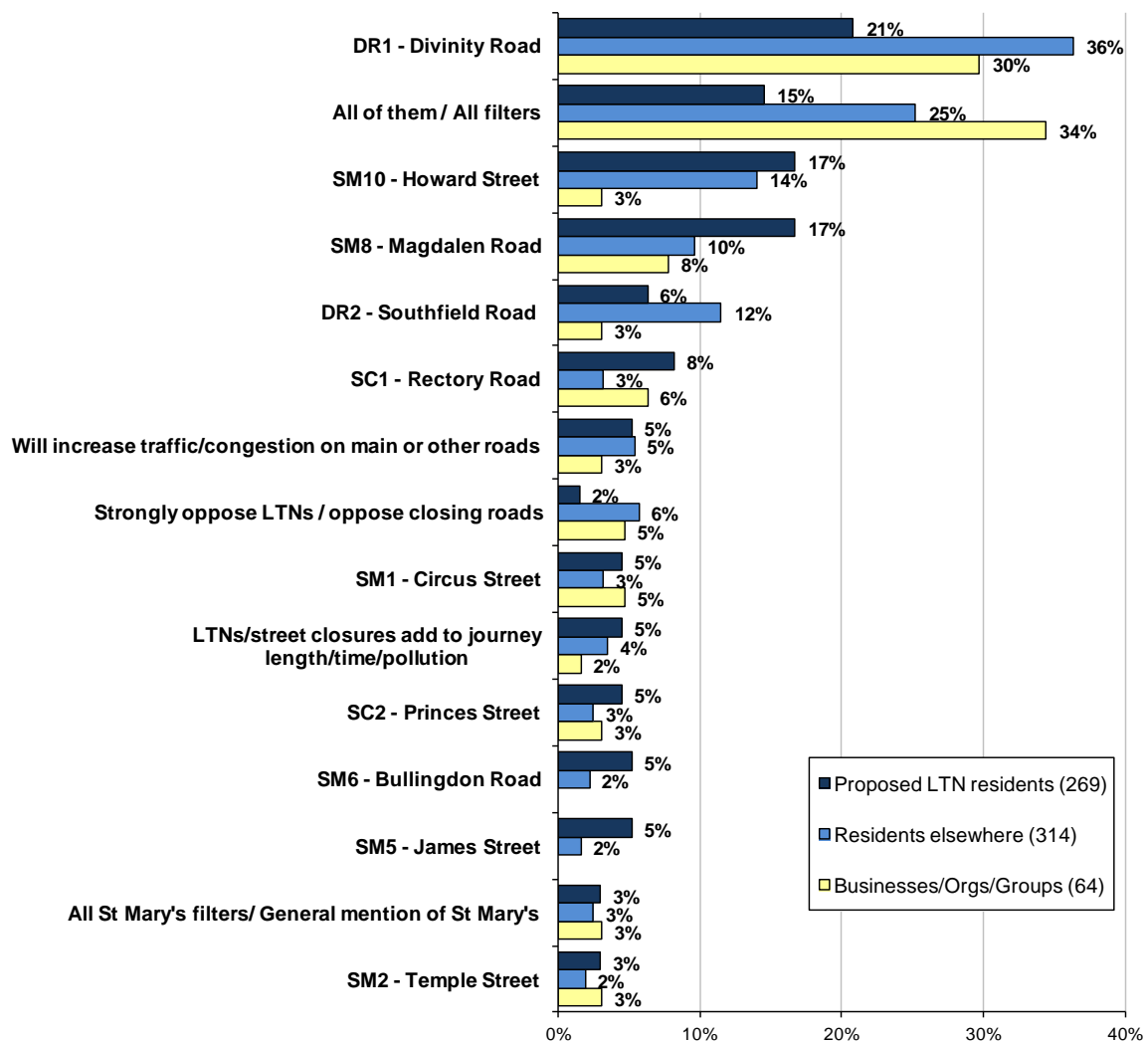
Road. Thus making the difficult parking situation in this area a much worse one. Emergency vehicles will be greatly delayed around the whole area due to these blockages and lives will be put at risk.”

- *“Maybe (oppose) Divinity Road as for many it is access up towards hospitals etc.”*
- *“Divinity Road – emergency access.”*

- St Mary’s LTN proposals and specific filter locations also drew a large number of responses, mainly relating to opposition to SM10 at Howard Street, which alone accounted for 14% of all objections:
 - *“My only concern is SM10 - the street doesn't seem right for 2-way traffic without removing parking and that would be unfair on residents.”*
 - *“ SM10 - I simply don't believe that through traffic in the St. Mary's area is an issue. There are so many potential streets for cars to go through that it doesn't suffer from the sheer weight of traffic as other areas. In that area, I feel the proposed filter on Howard St. will do most damage in terms of cutting off Cowley Rd. and Iffley Rd. from each other.”*
 - *“SM10 - Howard Street. Very useful when travelling along Iffley road past the Donnington bridge to not have to sit in Iffley traffic. Without the Howard Street cut through all traffic would have to pass along Iffley road or Cowley road past the Temple Square retail park.”*
- SM8 Magdalen Road (12%) was also often mentioned:
 - *“SM8 and SM10: As I live just off Cowley Road, most of our access roads have already been blocked by the Florence Park LTN.”*
 - *“Magdalen Rd - the plan suggests that more traffic will be turning down Hertford Street in front of Comper Foundation School which should not be encouraged. There is very little pavement space there which is exacerbated when families have to queue on the pavement.”*
- SM1, SM6 and SM5 were also mentioned but by no more than 4% of respondents.
 - *“SM1 cuts off the essential roads Magdalen and Howard Street. Being a carer my route from OX1 to Churchill Hospital would be completely blocked off increasing my travel time and increasing the time my vehicle is running on the road as well as every single other car in Oxford.”*
 - *“SM5 James Street. Currently this is the only route from Iffley to Cowley road avoiding the congestion at The Plain”*
- St Clement’s drew fewer responses from local residents overall, and that led to fewer filter mentions here, the most frequent being opposition to SC1 at Rectory Road (6%) and SC2 at Princes Street (3%).
 - *“All of them but SC1 is not practical at all.”*
 - *“SC1 and SC2 are blocking off too much. It would be better to make Princes Street and Rectory Road one way with speed bumps.”*

- Residents of the proposed LTN areas were only slightly less likely than residents elsewhere to express any comments objecting to filters (28% vs 34% respectively)
- The chart below splits out mentions by local LTN residents and those elsewhere, highlighting that both DR1 and DR2 were significantly more likely to raise objections from residents elsewhere than from local people. This was not the case for the St Mary’s or St Clement’s filters, which drew slightly higher levels of opposition from residents within the LTN areas.
- Opposition to all filters was significantly higher among those opposed to filters who lived outside the LTN areas than among those living in the LTN areas (25% vs 15% of LTN residents), as was the proportion simply opposing the idea of LTNs (6% vs 2% of LTN residents).
- Businesses/organisations/ groups were significantly more likely than residents of LTNs or elsewhere to cite opposition to all filters (34%).

Q10a_2 Looking at the plans, Is there ONE filter that you strongly OPPOSE?

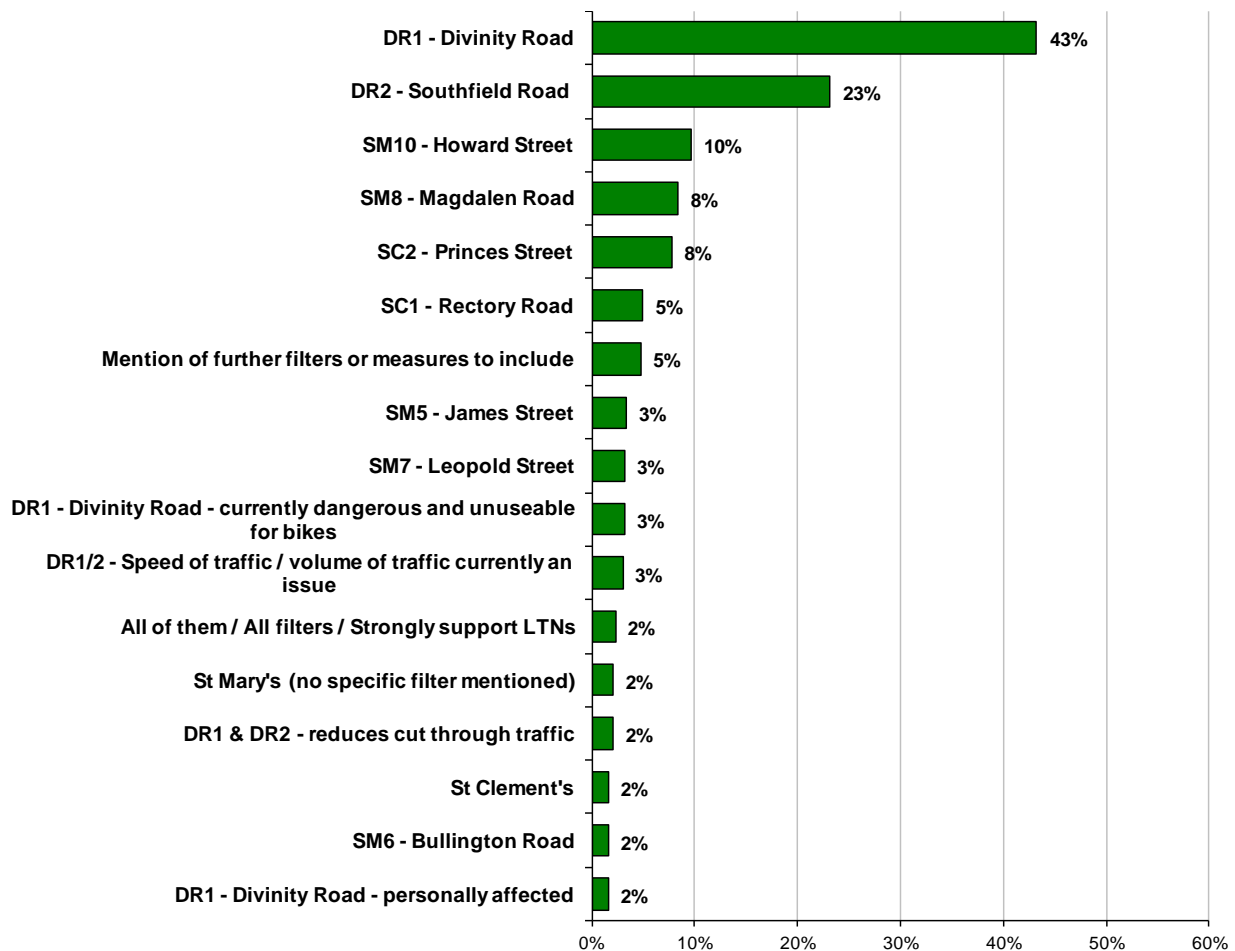


Source: Marketing Means 2021

Base: All who gave a comment

- Just over one in five respondents (22%) gave a comment relating to a filter that they strongly supported, and these were led by mentions of the two Divinity Road filters, DR1 and DR2, that we have already noted were among the most likely of all to be mentioned by those opposed to filters.

Q11a_1 Looking at the plans, is there ONE filter that you strongly SUPPORT?



Source: Marketing Means 2021

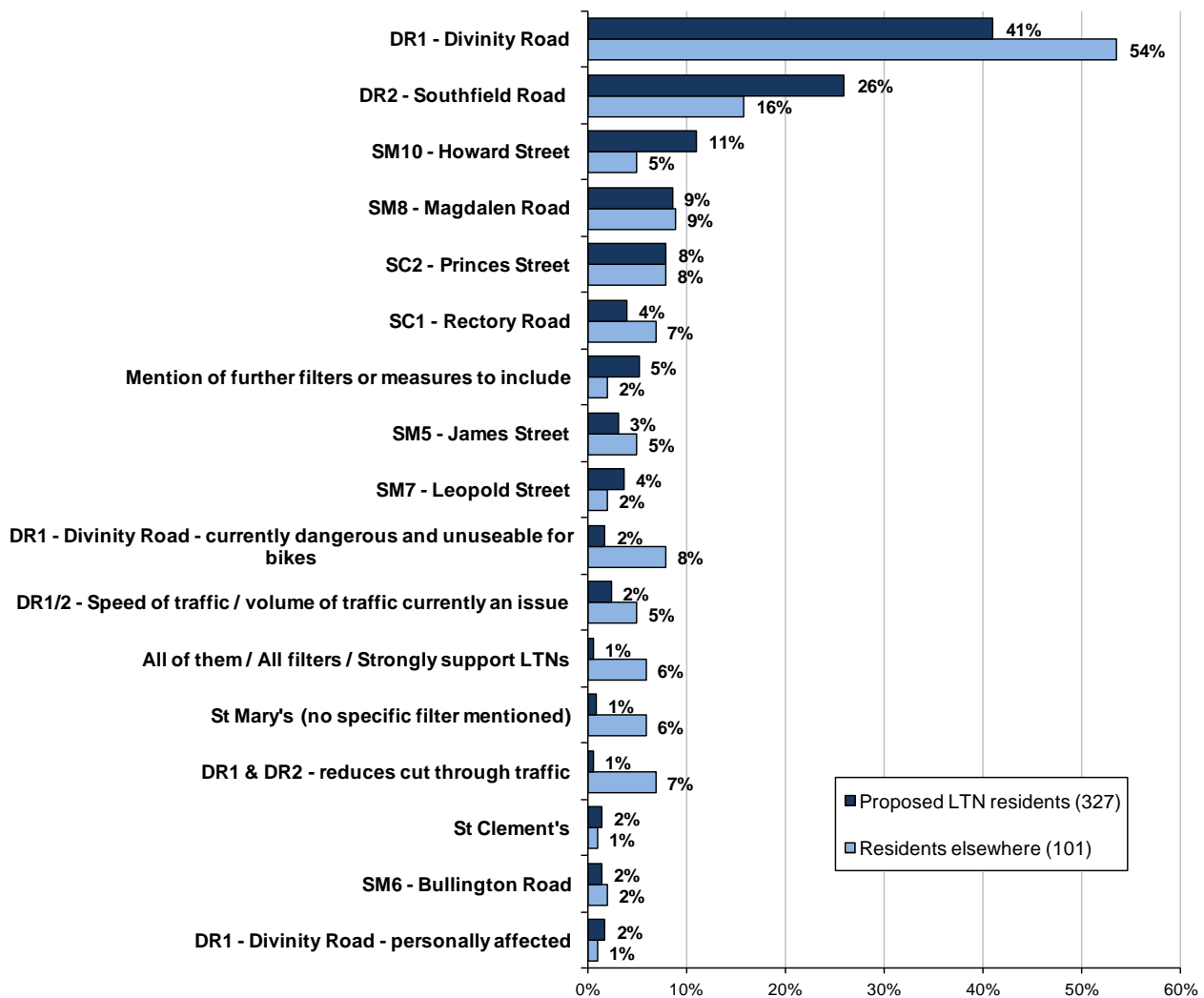
Base: All who gave a comment (438)

- DR1 was by the most likely to be mentioned, by 43% of all who commented in support of filters:
 - *“Divinity Road - I often avoid cycling this route as I feel unsafe with the cars speeding through”*
 - *“DR1 - It will mean most inconvenience for me personally, as I live above the barrier, but I feel like the traffic on Divinity Road is unmanageable - and particularly the area at the bottom of the hill where cyclists hurtle into a chicane on a blind bend.”*
 - *“DR1 wins. My wife and I love walking down Divinity Road, but there is so little space on the pavement due to parked cars. The rat runners absolutely bomb it down to try to make progress to the next space on the cramped road. I avoid cycling it because it's a death trap.”*
- Nearly a quarter (23%) mentioned DR2. Combined, these two filters were mentioned by more than half (54%) of respondents who commented in this regard.

- *“DR1 and DR2 (both have to be implemented together to eliminate through traffic in the area).”*
- *“DR2 - As its position does not directly affect residents compared to DR1”*
- *“DR1 and DR2 - both are needed to be effective”*
- *“DR1 and DR2 must be applied together or the scheme will not work. I strongly support both of these - both Divinity Road and Southfield Road are inhospitable at the moment due to traffic. I fear for my life cycling up these roads due to the hostility of drivers in their current state. Filters on each of these streets would make a huge difference.”*
- The St Mary’s set of proposed filters drew fewer comments but SM10 was the only other filter mentioned by as many as 10% of filter supporters, with SM8 at Magdalen Road mentioned by 8%. SM5, SM6 and SM7 were each mentioned by 2-3%.
 - *“I strongly support SM10; rat run traffic on Howard Street is terrible, particularly since the introduction of the Florence Park LTN and the removal of Cornwallis Road as a through-way.”*
 - *“SM10 but only if Howard Street is two-way. Very excited to be able to cycle down Howard Street both ways!”*
 - *“SM10, SM8 I walk my child to school and from in these area and the amount of cars during these times has increased. Sometimes I have to wait through 20 cars to cross these roads and they do not seem to want to stop for pedestrians.”*
 - *“SM8 will improve the Magdalen rd area significantly, making the Magdalen arms, Missing bean and all the other places along there much better. Along with SM9 and SM10, it will significantly reduce traffic on Percy Street.”*
- Filters in St Clement’s were rarely specifically mentioned, but SC1 and SC2 were by far the most likely.
 - *“SC2 - Princes Street. As a resident on the street with a family, I really welcome this.”*
 - *“Princes Street! SC2 - Please!!!”*
- Very few respondents expressed strong support for filters in general (2%), but 5% suggested additional measures to include.
 - *“I love them all and am so excited for the transformation of St Mary's in particular.*
 - *“All of them. None of them will work unless they're all put in.*
 - *“Howard Street and Cowley Road to become pedestrianised. Cowley Road was so nice without cars when we didn't have traffic!*
 - *“I would rather see one way streets and cycle lanes rather than roads blocked. Very concerned about emergency vehicles and the knock on effect on cycling and public transport on Cowley and Iffley Roads after these changes.”*

- LTN residents were much more likely to make comments in support of filters than were non-LTN residents (34% vs 11% respectively gave comments regarding filters than they supported).
- Among the filters often mentioned by respondents as those they supported, only DR2, SM10 and SM7 drew a significantly higher level of support from local LTN residents than from those living elsewhere, with the latter two being around twice as likely to be mentioned by local LTN residents.
- In contrast, while DR1 was the most likely filter to be mentioned by both LTN and non-LTN residents, it was significantly more likely to be mentioned by the latter (54% vs 41%), and three times as many of the non-LTN residents mentioned DR1 as mentioned DR2.

Q11a_2 Looking at the plans, is there ONE filter that you strongly SUPPORT?



Source: Marketing Means 2021

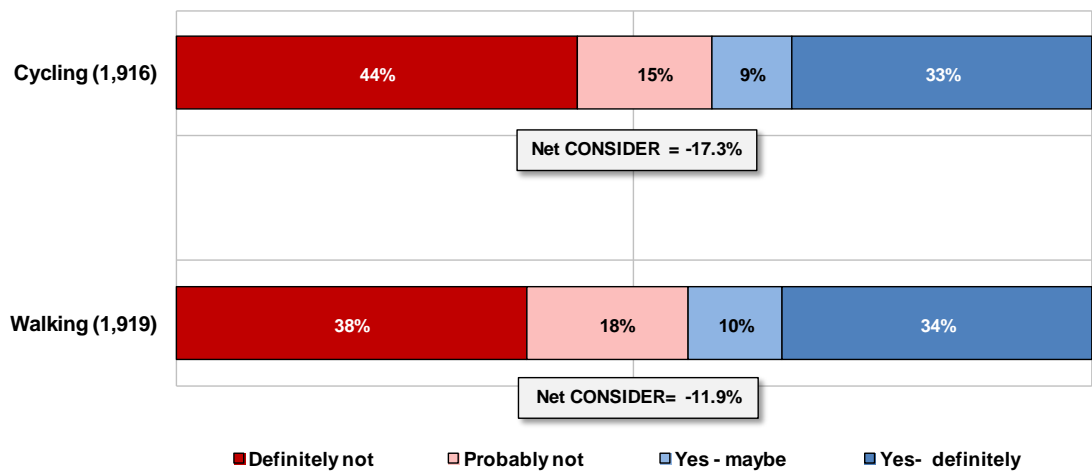
Base: All who gave a comment

7. Impact of LTNs on behaviour

All respondents were asked whether they would consider walking or cycling more if the LTN trials were to be approved.

- Almost exactly the same proportion of respondents, one in three, said that they would definitely consider walking more as said that they would consider cycling more (or take up cycling). In each case, approximately one in 10 respondents stated that they may consider this.
- These were offset, however, by higher proportions stating that they would definitely not cycle more (44%) or walk more (38%).
- The balance of these views led to negative net ‘Consider’ proportions, of -17.2% for cycling more and -11.9% for walking more.

Q12 - If the LTN trial is approved would you consider cycling or walking more?



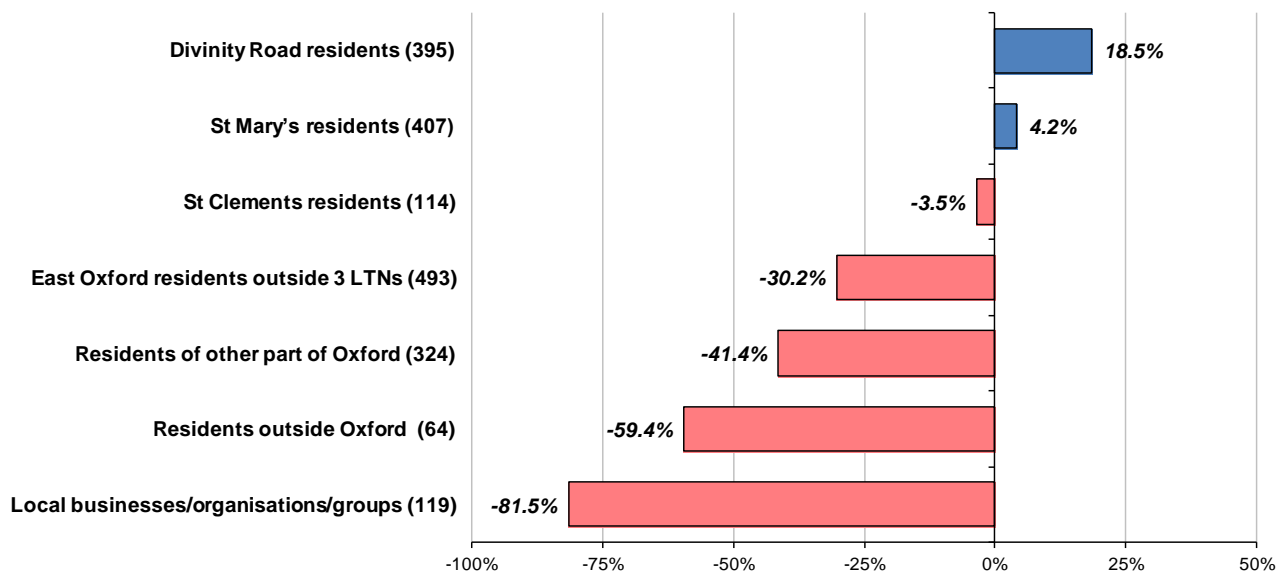
Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

We can look at these results in more detail by type/location of respondent.

- In relation to considering cycling more, residents of the Divinity Road LTN area had by far the most positive Net score, of +18%. This was driven by the high proportion, 47%, who would definitely consider cycling more.
- In the two other LTN areas, the Net Consider scores were much lower and slightly negative at -3.5% in St Clement's (albeit with a much smaller base size).
- Among residents living elsewhere, the Net Consider scores for cycling more were much lower at -30% to -60%, though nevertheless around a quarter (26%) of residents in other parts of Oxford stated that they would definitely consider cycling more if the LTN trial is approved.

Q12_1 - If the LTN trial is approved would you consider CYCLING more?

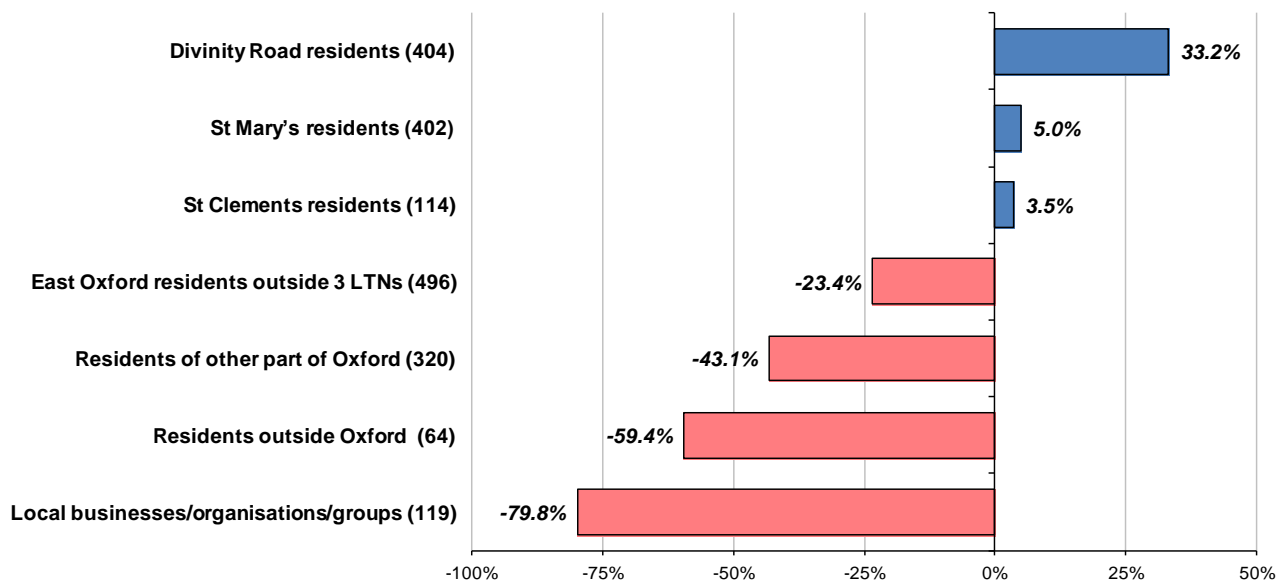


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- In relation to walking more, residents of the Divinity Road LTN area again had by far the most positive Net score, of +33.2%, helped by the 55% of respondents wed who said that they would definitely consider walking more.
- In the two other LTN areas, the Net Consider scores were much lower but still positive, helped by just over 40% of respondents stating that they would definitely consider walking more.
- Among residents living elsewhere, the Net Consider scores for walking more were much lower at -23% to -59%. Just over a quarter (26%) of residents elsewhere in East Oxford stated that they would definitely consider walking more if the LTN trial is approved.

Q12_2 - If the LTN trial is approved would you consider WALKING more?



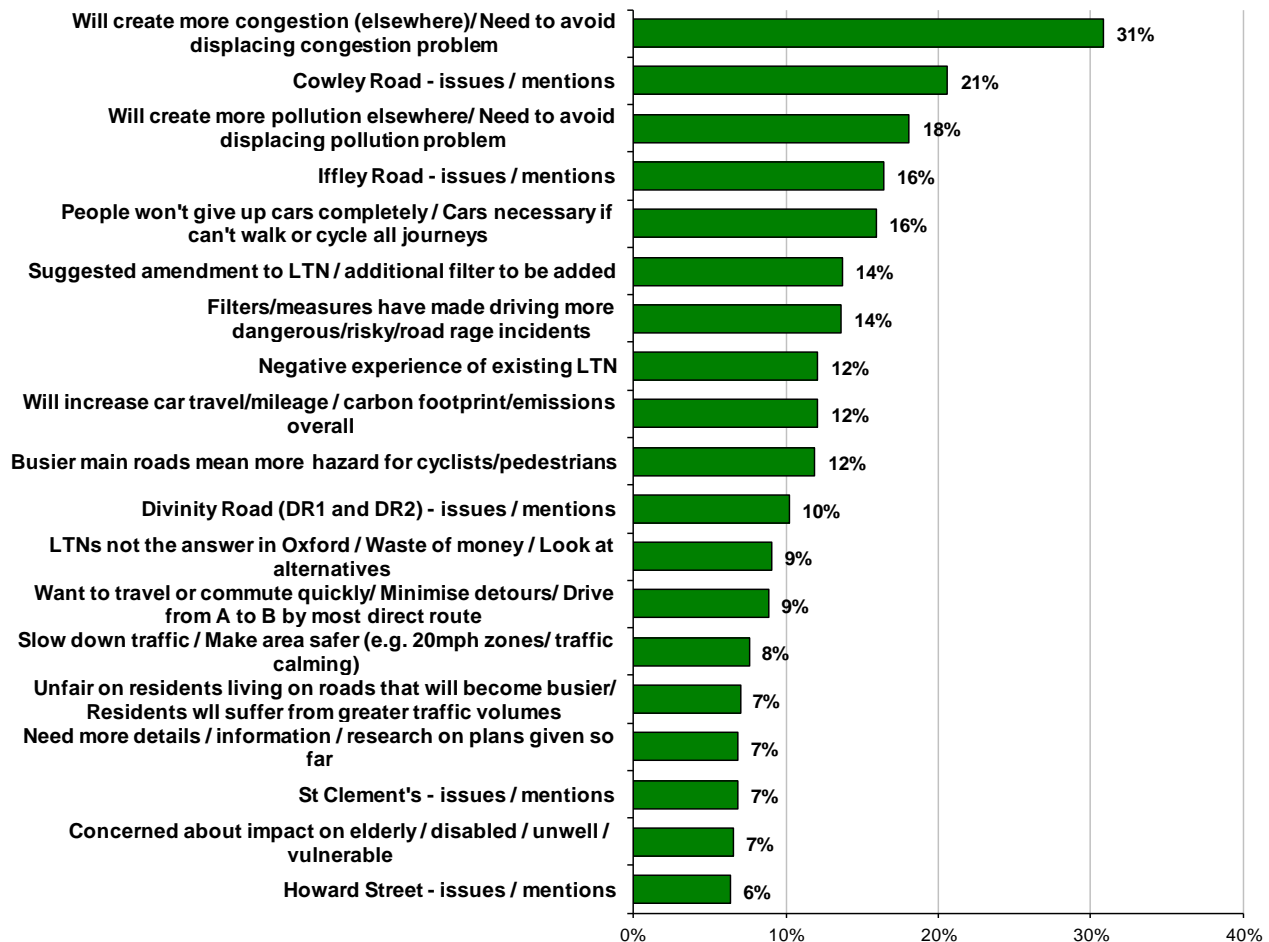
Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

Finally, all respondents were also asked to highlight any specific issues that they felt need investigation.

- Just over 38% of all respondents (767) gave a comment in this regard, with the themes mentioned most frequently summarised in the chart below.

Q13a_1 Please highlight any specific issues that need investigation



Source: Marketing Means 2021

Base: All who gave a comment (767)

- The most frequent themes to emerge among the answers given related to displacement of issues from the proposed LTN areas to the routes just outside those areas. Nearly one third of those who made a comment (31%) felt that the LTNs would create more traffic congestion elsewhere rather than take traffic off the roads.
 - *“High levels of congestion and pollution that will be created on the Cowley Road.”*
 - *“Oxford have few roads. If you block one, it put congestion & pollution on other roads.”*
 - *“You’re allowing a few areas to have no traffic passing through so their safety is increased but you’re not solving a problem. Other roads will be more busy, more congested and putting lives in danger. Is that the goal you are trying to achieve?”*
- Nearly one in five (19%) expressed the same concern in relation to air pollution levels, some expecting significantly higher levels of pollution on those routes bordering the LTNs.
 - *“Pollution pollution pollution on the main roads where all shops and restaurants are and therefore all the foot traffic is.”*
 - *“Pollution build up to dangerous levels on key roads, such as Iffley road due to increased traffic on these routes has not been highlighted as a potential risk by this survey.”*

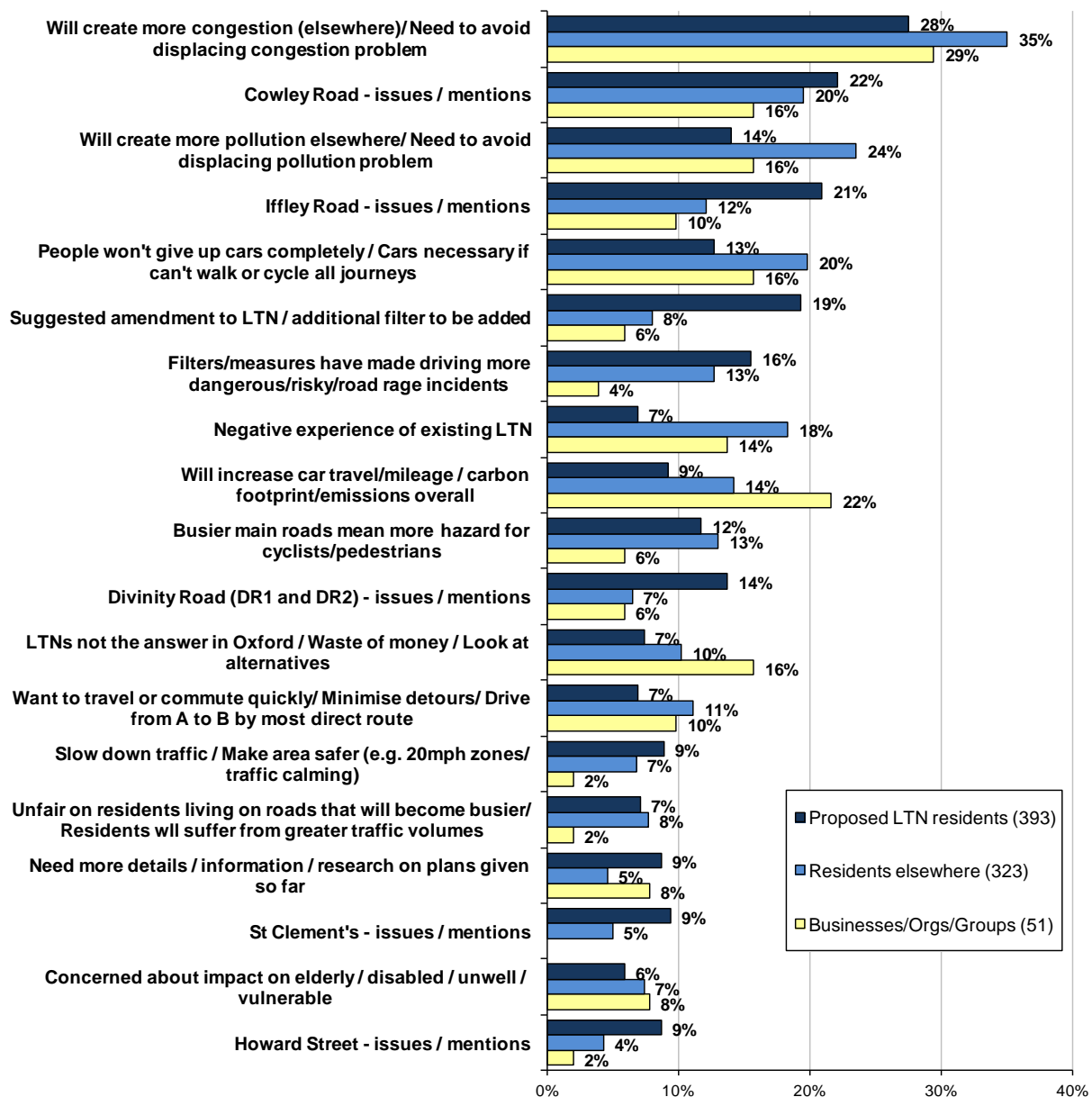
- *“It is already causing chaos on the roads in Cowley areas to add to this is insane. I walk my youngest to school and have no choice but to walk past standstill traffic, breathing in more pollution created by fumes from increased traffic.”*
- Several other frequently-mentioned themes also related to perceived displacement rather than solution of the underlying problem. Just over one in 10 (12%) felt that the increased traffic on main roads bordering the LTNs would create more hazards for cyclists/pedestrians, while the same proportion commented that the LTN measures would actually increase emissions and mileage overall due to the longer routes and travel time required.
 - *“All LTN roads still have multiple parked cars potentially creating more hazards and issues for emergency services, refuse vehicles etc. All roads that are still able to be used will be far more congested and buses/ taxis, emergency services will take longer to get to where they are going or need to be.”*
 - *“The St Mary's LTN is likely to funnel additional traffic onto Iffley Road, which is currently used by large numbers of cyclists and buses. The extra traffic will increase delays and hazard cyclists.”*
 - *“More pollution is going to be concentrated to the main roads these have residents also you are not going to reduce the problems just going to move them to the main roads bikes use the main roads also making it more hazardous for them and pedestrians.”*
 - *“All you're doing is pushing the traffic onto other roads which causes more pollution because of longer queues.”*
 - *“As a support worker who needs to travel around East Oxford, walking/cycling would not be an option for me. This is going to increase my carbon emissions and be extremely time consuming.”*
- Slightly fewer (7%) commented that residents of the areas bordering the LTNs would be unfairly affected by greater traffic congestion and pollution.
 - *“It is grossly unfair that residents of Church Cowley Rd should have to endure increased traffic, tailback of cars with engines idling causing increased particulate matter and noise pollution. Church Cowley Rd is a residential road why is our health considered unimportant?”*
 - *“So unfair for people who are lucky enough to live in quiet neighbourhoods force traffic elsewhere, especially when those who live in busy areas are already suffering from the harmful effects of pollution, noise etc.”*
- A significant proportion of respondents (16%) felt that many drivers would not be likely to give up their cars or drive any less due to LTNs and that driving was necessary for many anyway. Another 9% commented that they wanted to drive via the most direct route rather than avoiding a LTN.
 - *“I already walk and cycle as much as I possibly can, and only use my car when absolutely necessary - which is now already becoming impossible.”*
 - *“There needs to be a better alternative in place before you can implement these restrictions. An alternative which supports people who have limited options but to drive.”*
 - *“Most people, especially those with children, need to drive around the city for school, work, social activities, shopping etc. The LTNs will not reduce the need for driving, they will only cause more congestion on the main roads causing more pollution overall, more fuel consumption overall, longer travel times, lower mental health.”*
 - *“This will make my life very hard as tradesman, have to work in local area and LTN in Cowley has already added 1 hour of travel to my working day. There is a lot more traffic on Cowley Rd and Oxford Road. I cannot understand what this will achieve.”*

- Some comments related to specific roads and filters, most frequently Cowley Road (21%) and Iffley Road (16%) as routes especially likely to be adversely affected by the LTNs.
 - *Cowley Road is already gridlock as it is, these new LTNs just going to make it impossible to drive. At the moment I'm taking 30 minutes to drive from Howard Street to Holloway, it used to be 10 minutes maximum.*
 - *“Proper speed calming measures and enforcement on intermediate roads should be looked at before blocking them and turning Iffley and Cowley road into gridlock and making it a misery for the people who live and on those streets and who regularly walk and cycle them.”*
 - *“I am concerned about the Iffley Road Zebra crossing where a child was nearly killed by a car the other day. Please could traffic be calmed down on this main road as well? It's extremely dangerous.”*
 - *“I am concerned about the effect of ALL the LTNs on the traffic on Cowley and Iffley Roads. I do not think it is fair that the residents of side streets benefit, to the detriment of residents on the main roads. There should be a citywide plan that prevents traffic entering the ring road, combined with improved buses, to reduce traffic overall rather than just push from some roads onto others. I am concerned that significantly increased journeys round the ring road increase emissions and traffic jams.*
- One in 10 (10%) respondents who made a comment mentioned the Divinity Road filters DR1 or DR2, while 7% mentioned the St Clements area and 6% Howard Street in St Mary's.
 - *“I am concerned that the positions of DR1 and DR2 will divide the DRA”*
 - *“Placing DR1 between Minster Road and Warneford Road will create a cut de sac next to Oxford Brookes accommodation. The university has said that they do not have the means to ensure that area does not become a hangout area for students, especially at night.”*
 - *“The Golf Club will lose members and business if DR1 is implemented. Sport and recreation are important, especially now after we've all been locked up over the past year.”*
 - *“I live and work in the St Clements/ Divinity Road. Part of my work in health care involves home visits. The plans would make home visits more prolonged and delay patient care and therefore waste more NHS time. These plans would therefore impact the most vulnerable, and families and should be opposed for this reason.”*
 - *“The idea of making Magdalen Road, Howard Street and Rectory Road two-way traffic is laughable - none of these are wide enough to support this, even if parking is decimated.”*
 - *“Howard St is a huge through road. Can't imagine where all the traffic will go. Deliveries etc. but I'm definitely willing to give it a try.*
- One in seven of those who commented (14%) felt that filters and LTNs measures have made driving more dangerous or risk-prone and created road rage incidents. Only slightly fewer (12%) mentioned a negative experience of using an existing LTN, while 9% felt that LTNs were not the right solution to the problems that they were designed to address.
 - *“Avoid forcing local residents to make dangerous turns into or out of residential roads*
 - *“I'm concerned the Plain and Cowley and Iffley Rd will become impassable- dangerous for emergencies.”*
 - *“To reduce damage to cars, road rage aggression, pollution from revving.”*
 - *“Stopping LTNs as all this does is push the problem somewhere else. It doesn't “reduce traffic.”*

- *“LTNs create more pollution than the current layout. Longer journey times and more idling. This proposal is just moving the problem elsewhere and not the solution.”*

Looking at the same comments divided between those given by LTN residents, residents elsewhere and business/groups/organisations showed some significant differences in the themes raised.

Q13a_2 Please highlight any specific issues that need investigation



Source: Marketing Means 2021

Base: All who gave a comment

- Residents of the proposed LTN areas were significantly more likely to mention issues related to Iffley Road (21% vs 12% of residents elsewhere), usually increased traffic and congestion. These LTN residents were also significantly more likely to suggest specific amendments to the LTN proposals (19% vs 8% of residents elsewhere), and to mention the Divinity Road filters DR1 or DR2 (14% vs 7% of residents elsewhere), the St Clements area (9% vs 5% elsewhere) and Howard Street in St Mary’s (9% vs 4% elsewhere).

- Residents living somewhere other than the proposed LTN areas were significantly more likely to mention some of the potential negative aspects of LTNs, notably displacing congestion to other areas (35% vs 28% of those in the proposed LTNs), creating more pollution elsewhere (24% vs 14% of LTN residents), and general negative experiences of current LTNs (18% vs 7% of residents of the proposed LTNs). This group were also significantly more likely to be sceptical that LTNs would make people would use their cars less (20% vs 13% of proposed LTNs residents).

8. Additional Submissions received for the Consultation

In addition to the online survey that formed the core of the consultation, the Council had two other ways of collected feedback on the LTN proposals. While the online survey was taking place, anyone accessing the consultation pages at the Council website could also submit a letter or email to express their views freely, without being routed through the consultation questionnaire. Meanwhile, the Council also ran a short series of stakeholder workshops to collect further feedback from interested parties on the LTN proposals.

In this section of the report, we summarise the key findings emerging from the summary listings of comments collated by the Council from those two complementary exercises.

8.1 Letters and emails submitted in regard to the LTN proposals

The Council received a total of 33 free-text responses on paper and by email, of which 14 supported the overall proposals, 16 opposed them and three didn't give a clear preference.

The main themes that emerged reflect some of those that we have already identified in this report from the larger scale survey consultation. Looking first at the comments submitted by those in favour of the LTN proposals, these include several key themes:

From letter/email responses submitted in support of the LTN proposal	
Theme of answer	Comment(s) given
Reduces air pollution	<ul style="list-style-type: none"> ➤ <i>"Experience elsewhere in the UK and Europe has shown these can reduce traffic volumes within residential areas, improve road safety and air quality whilst facilitating more pleasant, walkable and cycleable streets"</i> ➤ <i>"Improve air quality"</i> ➤ <i>"Move towards active travel, air quality, safety, inclusivity, carbon emissions and simply getting around Oxford " (N.B. also addresses several themes below)</i>
Improves wellbeing, and safety of pedestrian/ cyclists/ children	<ul style="list-style-type: none"> ➤ <i>"Already making a difference in allowing children and adults to walk and cycle safely through our neighbourhoods. "</i> ➤ <i>"The East Oxford LTN can be expected to improve the safety of University staff and students walking and cycling to the Headington Hospitals and Old Road Campus from South and East of Oxford."</i> ➤ <i>"increase social interactions between neighbours and strengthen communities"</i>
Need to address current traffic issues	<ul style="list-style-type: none"> ➤ <i>"Volume of cutting through traffic high, confrontational car drivers going down narrow streets, car speeds, drivers have little regard for cyclists and pedestrians"</i> ➤ <i>"Cars speed on Howard Street and damage cars."</i> ➤ <i>"Excess of 100 cars go through Bullingdon Road each day. Noise, pollution and speed is horrendous. Doesn't feel safe on bike and hard to get children out of car, due to traffic. The matter will get worse if nothing is done."</i>
Active travel (e.g. promotion)	<ul style="list-style-type: none"> ➤ <i>"Integrated planning and radically re-imagined public transport."</i> ➤ <i>"Physical inactivity, reduce car use."</i> ➤ <i>"Reduce car-use for shorter trips"</i>

Two comments from respondents who supported the LTN proposals overall sounded notes of caution:

- *“Rectory Road will become open to two-way traffic, Cross Street will become a cut through from Morrell Avenue to St Clement’s. It is already a dangerous road as people use it for crossing through via Princes Street. If the LTN is approved it will mean heavier cut-through traffic on Cross Street (in order to cut through and bypass traffic lights on Morrell Avenue/St Clement’s) which I strongly oppose. I would like the end of Cross Street/Rectory Road to be blocked in order to stop this.”*
- *“Cycling and walking not a viable option for staff and pupils, and travel times will take longer.”*

Two of those neither in favour of nor against the LTN proposals again highlighted issues of speeding traffic, and limitations of LTNs:

- *“One way streets will not stop speeding traffic”*
- *“If LTNs go in, will need to put some crossings in for elderly, as cars already speed.”*

The comments made by those against the LTNs also covered some established objections already identified in the main online survey, and led by displacement of traffic and pollution from the LTN areas to main roads. Some also made suggestions for alternative to the LTNs, e.g. active travel promotion:

From letter/email responses submitted in opposition to the LTN proposal	
Theme of answer	Comment(s) given
Displacement of traffic congestion/ Main roads made even busier	<ul style="list-style-type: none"> ➤ <i>“Pollution, congestion on Cowley Road and Iffley Road worse.”</i> ➤ <i>“Create more congestion on Iffley Road and Alhambra Lane.”</i> ➤ <i>“Air pollution worse and more cars on Iffley Road and Donnington Bridge.”</i> ➤ <i>“Displacement of traffic due to Cowley LTNs is bad and now wanting to do in East Oxford.”</i> ➤ <i>“More congestion, higher air pollution”</i> ➤ <i>“More congestion on Cowley Road/Templars Square,”</i> ➤ <i>“More congestion on roads and higher air pollution.”</i> ➤ <i>“The schemes almost entirely focus on more affluent and generally middle class streets whose residents wish to enjoy the amenities of a large city whilst living in a series of bollarded cul de sacs that push traffic on to less affluent and less politically articulate communities and streets.”</i>
Businesses will suffer from traffic restrictions	<ul style="list-style-type: none"> ➤ <i>“Tradespeople, carers, domestic helpers and taxi drivers in particular will be disadvantaged by the proposed LTNs. Many state they’ve already been adversely impacted by the Cowley LTNs introduced earlier in the year.”</i> ➤ <i>“Small businesses will lose out”</i>
Access issues caused by LTN restrictions	<ul style="list-style-type: none"> ➤ <i>“Temple Road already narrow. Cars and refuse vehicles will have to reverse, cause congestion and chaos.”</i> ➤ <i>“Bollards do not allow enough turning space”</i> ➤ <i>“LTNs will cut me off from key facilities.”</i> ➤ <i>“Will add time on to car journeys.”</i> ➤ <i>“Local school - staff are taking longer to get in and having to find jobs elsewhere.”</i>
Suggested alternatives to LTNs	<ul style="list-style-type: none"> ➤ <i>“Reduce bus fares and improve public transport.”</i> ➤ <i>“Park and ride free, improve buses, don’t let students drive into city, control taxis and their emissions”</i>

8.2 Feedback from stakeholder workshops

In this section, we summarise the key findings emerging from the summary extracts of discussions at the stakeholder workshops convened by the Council. The comments were provided as a series of entries linked to discussion of either all LTNs, or focusing on Divinity Road, St Mary's or St Clement's. We have extracted key quotations and gathered them under key theme headings as below, with a note to confirm whether each quote was from discussion of Divinity Road⁵ (DR), St Mary's (SM), St Clement's (SC), or all three.

- The problem of high levels of traffic was acknowledged in most of the workshops:

Theme	Comments from workshop
Need to tackle high levels of traffic	<ul style="list-style-type: none"> ➤ <i>"Increasing car use in Oxford raised as a problem and needs to be addressed, how do we support people away from this." (All)</i> ➤ <i>"Nobody entirely happy about LTNs, but agree that these roads are terrible rat runs so can understand the residents in the area wanting an LTN." (DR)</i> ➤ <i>"Divinity Rd. is definitely a rat run. There is already plenty of evidence for this." (DR)</i> ➤ <i>"Vast majority of Divinity Road area residents are increasingly frustrated, worried about volume of through traffic" (DR)</i> ➤ <i>"Lives in area so will be inconvenienced but happy to have filters put in place because she recognises the amount of traffic going up and down Divinity Road. Have young children and cycle and walk" (DR)</i> ➤ <i>"Headington traffic is extraordinary, and every single car had one person in it" (DR)</i> ➤ <i>"SC2 / Princess Street - Lots of prior support from residents phoning in – 40mph speeding, feeling unsafe with their children in that area." (SC)</i>

- Despite recognising the issues around heavy traffic, there were mixed views on the merits of LTNs, especially between residents and businesses:

Theme	Comments from workshop
Business do not support LTNs	<ul style="list-style-type: none"> ➤ <i>"95% of residents are delighted by the idea that residential streets should be for residents " (DR)</i> ➤ <i>"Businesses are overwhelmingly against this" (DR)</i> ➤ <i>"I've spoken to a number of businesses on the Cowley road and none of them have been spoken to by councillors. You need to do an independent consultation. What is the rush for these LTNs?" (SM)</i>

⁵ Divinity Road discussions included contributions from golf club representatives which can be easily identified in the comments listed.

- The issue of LTNs displacing traffic to main roads rather than reducing net traffic was again often mentioned in the workshops, although the final comment listed saw this as less of an issue than did most respondents:

Theme	Comments from workshop
Displacement of traffic/congestion/pollution to main roads	<ul style="list-style-type: none"> ➤ <i>“Short term displacement of traffic discussed and the emissions impeding the scheme from this.” (All)</i> ➤ <i>“Passengers will be in the taxis for longer, and it will cost more as the meter is ticking through traffic. It will be causing more pollution.” (All)</i> ➤ <i>“Getting to golf club will add pollution for some people. Cowley Road (residents) are putting up with idling traffic.” (DR)</i> ➤ <i>“Concern (of) moving pollution from one place to another”(DR)</i> ➤ <i>“500 members plus visitors at the golf club, main entrance 75% come via top of Divinity Road. Making everyone come via Cowley Road would be very awkward especially those living on East side of Oxford. Unsure of the impact on the main arterial roads” (DR)</i> ➤ <i>“How do you ensure displacement is factored in and managed accordingly?” (SC)</i> ➤ <i>“Cowley and Iffley are not at capacity at present so by limiting Divinity shouldn’t be a problem putting them onto main roads. (DR)</i>

- The Divinity Road workshops included discussion of two LTN Options A and B, with B seen as very much the preferred choice, though with some counter opinions expressed:

Theme	Comments from workshop
Option A vs Option B	<ul style="list-style-type: none"> ➤ <i>“Option A would increase 80,000+ extra miles. Option B reduces by 70%.” (All)</i> ➤ <i>“Massive support for Option B, less support for Option A” (DR)</i> ➤ <i>“Issues for access with Option A with access to golf club, traffic having to go around large areas to get in” (DR)</i> ➤ <i>“Option B far preferred by all members.” (DR)</i> ➤ <i>“Prefer option B out of both options.” (DR1)</i> ➤ <i>“Option B creates a smaller cul-de-sac.” (DR)</i> ➤ <i>“Why Emergency Services prefer option B? Substantial amount of people disadvantaged because of this. If ES can get through barriers it doesn’t matter which option.” (DR1)</i> ➤ <i>“Both options do not have equal impact on residents. Option B parking is already under pressure, have Coop, student cars. Overall feeling is will cut residents off from higher area, who won’t be impacted at all. “ (DR)</i>

- One common theme recurred here, of businesses feeling that LTNs would do them no favours in their day-to-day operations, while concerns were also expressed regarding schools and carers:

Theme	Comments from workshop
LTNs make access too difficult / journeys too slow(e.g. for taxis/deliveries)	<ul style="list-style-type: none"> ➤ <i>“None of these LTNs are designed to allow access for deliveries or taxis” (DR)</i> ➤ <i>“Colleagues now having 30 minutes to get through small journey in Oxford to reach main routes. Colleagues resigning, key workers, staff recruitment and retention issues.” (SM)</i> ➤ <i>“Might need to hire extra delivery drivers as a business on the Cowley Road, I don’t think I can afford that as a business and other takeaways agree in the area. Routes that would normally use 1 driver, will now need 2 due to the filter locations.” (SM)</i> ➤ <i>“From a business perspective again, I have regulars on Howard Street, it would put a lot of delays on my journey. My wife is a carer and this would pose a lot of delays in getting to patients and getting home.” (SM)</i> ➤ <i>“Will our beer delivery truck still be able to get to rectory road where the pub is? Concerns about turning points.” (SM)</i> ➤ <i>“we get several deliveries a day often. It’s not going to be possible any more using the current route, Aston street is a nightmare even for a car, not suitable for a delivery van. It ill cause more traffic miles for the delivery vans” (SM)</i> ➤ <i>“LTN in Howard Street will impact on staff and parents getting in and out of work. One route in on Shelley road, concern about emergency incidents and staff recruitment. National shortage of teachers which makes it even more difficult. Increase in lateness of students arriving at school” (SM)</i>

- Others noted that car usage is necessary for some job roles and activities:

Theme	Comments from workshop
Can’t avoid car use/ Car essential for some jobs/activities	<ul style="list-style-type: none"> ➤ <i>“People who have no option but to use a car (who can’t drive and have carers). Think about those who are going to be disadvantaged.” (All)</i> ➤ <i>“Difficult to walk with golf bags, and age of golfers is restricting ability to perform active travel.”” (DR)</i> ➤ <i>“With regards to cars on the Cowley Road, people use cars for shopping and disabled people need to use cars for certain reasons, what kind of impact will this have” (SM)</i>

- Several participants questioned whether LTNs would sufficiently encourage people to consider active travel options, and the final comment below note the effort that could be made to encourage this:

Theme	Comments from workshop
Can LTNs increase active travel options?	<ul style="list-style-type: none"> ➤ <i>“Why would people feel more confident using public transport because of LTNs?” (all)</i> ➤ <i>“Have the LTNs in Cowley led to an increase in cycling?” (ALL)</i> ➤ <i>“Cars that do need to be used, all load up bus routes. Time will tell if it is worth getting a bus into Oxford. Concerned buses will be like snails. Have lived in Holland. Oxford is radial routes and have to go into centre to get out again so not ideal.” (SC)</i> ➤ <i>“Where do people go what change of behaviour? Need bus priority and cycle lanes and CPZ’s, hospitals reduce parking and Brooks and Oxford University to reduce parking. Some of carrot not available at the moment and just stick.” (all)</i>

- In a similar vein, some participants suggested alternatives to standard LTNs to avoid the perceived disadvantages:

Theme	Comments from workshop
Suggested alternatives to LTNs	<ul style="list-style-type: none"> ➤ <i>“Push for car recognition system.” (DR)</i> ➤ <i>“Ensure LTNs only go in where appropriate. Some places may benefit from speed reduction schemes instead of LTNs.” (DR)</i> ➤ <i>“Most of the main routes were built in the mid 1800s and to filter all of the traffic down these routes will then affect people that cycle down them currently. Surely it would be a priority to invest in the road systems before implementing the LTNs?” (All)</i>

- Finally, some participants were involved in discussion over specific routes and the potential issues that the LTN introduction could bring. As set out below, these included the effects of heavier traffic for Cowley Road and Iffley Road, issues regarding narrow roads needing to be two-way, and a potential problem at Jeune Street in St Clement's:

Theme	Comments from workshop
Cowley Road/Iffley Road – key routes	<ul style="list-style-type: none"> ➤ <i>“You say emergency services can get through these bollards, but these Quickways, when you have a 999 call down the Cowley road or Iffley road, and the streets are full of traffic, how are they going to get down these streets?” (All)</i> ➤ <i>“Is there anywhere other than Iffley Road and Cowley Road are being directed? If not, everyone has to go to the Plain to turn around. Is there a knock on effect further up?” (SM)</i> ➤ <i>“Cowley Road (delays) caused by turning traffic James to Princes Street and vice versa and Rectory Road and queuing on Divinity Road. Advantage of LTNs (is that) more traffic on main roads should move more smoothly” (SM)</i>
Difficult to convert some roads to two-way as part of LTN plan	<ul style="list-style-type: none"> ➤ <i>“I think making Howard Street and Magdalen Road two way is crazy. They're very narrow and there is lots of parking, I think it would cause more congestion there. I think a one way system should be considered.” (SM)</i> ➤ <i>“Concern on Magdalen Road – how is it possible to make that a two way road with parking on both sides? It is not wide enough and there are chicanes.” (SM)</i> ➤ <i>“People park on the pavement to do this, this is asking for problems. Not just cars, there are lorries and deliveries. People will bump up the kerbs to get by and this will be dangerous.” (SM)</i> ➤ <i>“Filters may be blocked by parked cars in St Mary's. Can this be enforced?” (All)</i>
Jeune St – risk of illegal right turn	<ul style="list-style-type: none"> ➤ <i>“Jeune Street, can see why no filter, but substantial illegal right turning” (SC)</i> ➤ <i>“No filter on Jeune Street. If no filter, needs to ensure people can't turn right, otherwise this street could end up getting busier” (SC)</i>

Appendix 1: Survey Questionnaire

East Oxford low traffic neighbourhood consultation June 2021

Q1 - Please say whether you are responding as a

[In cases where you are a local resident and also as a business owner or representative of a group (for example) please submit separate responses, you will only need to register once]

You must provide an answer to this question.

- Divinity Road area resident
- St Mary's resident
- St Clements resident
- East Oxford resident outside 3 LTN areas
- Resident of another part of Oxford
- Resident outside Oxford
- Local business / school / employer
- Representative of a group, campaign group or organisation in the east Oxford area

Q2_1 - Please enter your full post code

It would be helpful to understand what people living in different streets think about our proposal.

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 for data analysis purposes.

You must provide an answer to this question.

[]

Q2_2 Please enter the full post code of your business, school, group or organisation.

It would be helpful to understand what businesses/groups and organisations based in different streets, think about our proposal. 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 for data analysis purposes.

You must provide an answer to this question.

[]

Q3_1 - This section of the survey asks questions about your travel habits. We want to know how people travel into and around the east Oxford area (e.g. to go shopping, for work or education, socialising, running errands, leisure trips etc)

For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford area's

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	()	()	()	()	()	()

Q3_2 - This section of the survey asks questions about your travel habits relating to your business, school, group or organisation. We want to know how people travel into and around the east Oxford area (e.g. for deliveries, business related travel, education and leisure trips etc.).

For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford areas. 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
Mini-bus or van	()	()	()	()	()	()
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	()	()	()	()	()	()

Q3a - If you are responding on behalf of a business, organisation, or group, what is the name of it? You must provide an answer to this question.

[]

Q3b - What do you think will be the impact on your business or organisation?

Select the most applicable option in each row. You must select an option in at least 1 row.

Grid showing question statements against rating options

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

Please enter any additional comments

[]

Q4 - If you are NOT a resident of the proposed LTN areas please could you tell us why you are responding to this survey?

- I'm a regular visitor
- I work in the area
- I make deliveries in the area
- I provide home care / meals on wheels / nursing or health care
- I go to school or college in the area
- I visit for social or leisure reasons
- Other (please specify)

Please enter any additional comments

[]

Q5 - Which of the following statements are true for you?

Select the most applicable option in each row.

Grid showing question statements against rating options

	Yes, most days	Yes, every week	Yes, every month	Not applicable
I travel in a motor vehicle through these areas on my way to somewhere else (short cut)	()	()	()	()
I travel in a motor vehicle to these areas for work, education, social or recreation purposes	()	()	()	()

Q6 - Thinking of the east Oxford LTN local area, which of the following are priorities for you?

Select the most applicable option in each row.

Grid showing question statements against rating options

	Not a priority	Priority	High priority
Make it easier and safer to cycle	()	()	()
Keep local roads open so car trips are easy and convenient	()	()	()
Remove or reduce through traffic	()	()	()
Reduce traffic congestion on nearby main roads	()	()	()
Create pleasant areas where you can meet up	()	()	()
Make it safer for children to travel by bike or walking	()	()	()
Reduce traffic speeds on residential roads	()	()	()
Enhance the area with more trees or planting	()	()	()
Make bus services quicker and more reliable	()	()	()
Reduce air pollution	()	()	()
Make it easier to cross roads on foot	()	()	()
Maintain easy and quick emergency services access	()	()	()
Maintain easy access for refuse services	()	()	()
Other priority - please use box below	()	()	()

Please enter any additional comments
[]

Where are the filters going to be?

Please see the maps within the documents section of the consultation or click on the links below.

You will see the proposed filters are on:

Divinity Road: DR1 Divinity Road and DR2 Southfield Road *

St Mary's: SM1 Circus Road, SM2 Temple Street, SM3 Stockmore Street, SM4 Marston Street, SM5 James Street, SM6 Bullington Road, SM7 Leopold Street, SM8 Magdalen Road (proposed two way), SM9 Barnet Street and SM10 Howard Street (proposed two way)

St Clements: SC1 Rectory Road and SC2 Princes Road.

*Two options for Divinity Road area were initially considered, following consultation with emergency services one of the options was strongly advised against and therefore there is just one option out for public consultation.

Q7 - Please click on the links to open and look at the detailed proposals before answering this question.

[Divinity Road Area](#)

[St Mary's](#)

[St Clements](#)

Select the most applicable option in each row.

Grid showing question statements against rating options

	Fully support	Tend to support	Neutral	Object	Strongly object
Divinity Road area	()	()	()	()	()
St Mary's	()	()	()	()	()
St Clements	()	()	()	()	()

Q8 - If you tend to support or fully support, which of the following best describes why? Choose as many you want to

- I might get fitter cycling and walking
- Easier for people to walk and cycle
- Better sense of community
- The roads might feel safer
- I'd like less traffic noise
- I'm happy to give it a try
- It's good to do something about climate change
- Reduce cut through traffic
- I'd like cleaner air / less pollution

Q8a - Any other reasons?

[]

Q9 - If you object or strongly object which of the following best describes why? Choose as many you want to

- I like it the way it is
- It will create more traffic on other nearby roads
- It will cause traffic chaos
- I need my car as I'm a carer / or disabled
- Health reasons (poor health or disability prevents walking, lack of resting places or benches, too many steps or hills)
- It is too far to walk / shopping to carry / children
- I worry about emergency services access
- I want to go by car as it's quick and easy
- Personal security concerns (or parental concern for children)

Q9a - Any other reason's?

[]

Q10 - Looking at the plans, Is there ONE filter that you strongly OPPOSE? Otherwise please leave blank

Please write in the code on the plan (e.g. DR1) or the name of the street.

I strongly oppose the filter

[]

Q11 - Looking at the plans, Is there ONE filter that you strongly SUPPORT? Otherwise please leave blank

Please write in the code on the plan (e.g. DR1) or the name of the street.

I strongly support the filter

[]

Q12 - If the LTN trial is approved would you consider cycling or walking more?

Select the most applicable option in each row.

Grid showing question statements against rating options

Yes definitely Yes maybe Probably not Definitely not

Cycling () () () ()

Walking () () () ()

Q13 - Please use this space only to highlight any specific issues that need investigation

If you highlight a specific problem or issue, please enter your name, email address and/or phone number in 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 purposes, view Oxfordshire County Council's [privacy notice](#) online.

[]

Q14 - Thank you for your feedback on the east Oxford LTN.**You now have an opportunity to take part in a research study if you want to.**

To understand the impact of the low traffic neighbourhoods and your views over time, we will be conducting a study. You can take part in this study by completing a short questionnaire now, after 5 months and again after 1 year (if the LTN is continued).

Please tick 'Yes' below if you would like to take part, if not tick 'No' to go to the final questions and remember to press submit at the end.

You must provide an answer to this question.

- Yes
- No

- If option 1 (Yes) of this question was selected then jump to (*Thank you for offering to take part in the research study. Please enter your email below so...*)
- If option 2 (No) of this question was selected then jump to (*Thank you for taking the time to answer these questions. Your data Your personal...*)

Thank you for offering to take part in the research study. Please enter your email below so that we can contact you again after 5 months and after 1 year.

I consent for Oxfordshire County Council to hold my personal details and to re-contact me for the research, view Oxfordshire County Council's [privacy notice](#) online.

You must provide an answer to this question.

[]

Q15 - 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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car club driver or passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike or moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mobility scooter/wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E-scooter or push scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q16 - 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I use public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I use a car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q17 - 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.**

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 good quality lanes, routes or paths for cycling	()	()	()	()	()	()
My local area is pleasant for cycling	()	()	()	()	()	()

Q18 - 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?**

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	()	()	()	()	()

Q19 - We are interested to know your thoughts about your local area.**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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air pollution caused by motor traffic is a problem in my area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly stop and talk with people in my local area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Getting to where I want to go by car is quick and easy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Thank you for taking the time to answer these questions.

Your data

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

Under the [Data Protection Act 2018](#), we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. We will not however, disclose the names of people or any other identifying information.

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 for data analysis purposes.

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.

Q20 - What is your gender?

- Female/woman
- Male/man
- Other
- Prefer not to say

Q21 - What's your age group?

- Under 18
- 19 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- 85 +

Q22 - 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

[]

Q23 - 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

Q24 - Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

You can tick more than one box

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

Please enter any additional comments

[]

Q25 - How did you find out about this consultation?

- Email from the county council
- Leaflet from council
- Facebook
- Local community group/organisation
- Friend / relative / neighbour
- Local newspaper online or print
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Other

If 'other' how did you hear about the consultation?

[]

Thank you for taking the time to respond to this consultation. Finally, would you like to receive the results of this survey and the next steps of the East Oxford trial LTN?

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
- not to link your survey response to your name 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 eastoxfordltm@oxfordshire.gov.uk or by writing to: East Oxford LTN consultation, FREEPOST OXFORDSHIRE COUNTY COUNCIL (No further address details required).

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

Please enter your email address in the box below:

[]

Thank you for taking the time to answer these questions.

Please click on 'FINISH' below to submit your responses

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.

Analysis of Data from East Oxford LTN Public Consultation

Report on survey results

APPENDIX 2 – Verbatim comments from:

- (i) open-ended questions in online survey
- (ii) supplementary letters/emails
- (iii) stakeholder workshops

v1.0

July 2021

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

For:



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

CONTENTS

A2_1: Responses to the online survey's open-ended questions	3
Q3b What do you think will be the impact on your business or organisation?	3
Q4. If you are NOT a resident of the proposed LTN areas please could you tell us why you are responding to this survey? {OTHER}	6
Q4. If you are NOT a resident of the proposed LTN areas please could you tell us why you are responding to this survey? {OTHER}	24
Q6. Thinking of the east Oxford LTN local area, which of the following are priorities for you? {OTHER}	41
Q8. If you tend to support or fully support, which of the following best describes why? [Any other reasons]	65
Q9. If you object or strongly object which of the following best describes why? [Any other reasons]	76
Q10. Looking at the plans, Is there ONE filter that you strongly OPPOSE?	94
Q11. Looking at the plans, Is there ONE filter that you strongly SUPPORT?	123
Q13 Please use this space only to highlight any specific issues that need investigation	146
Q25 How did you find out about this consultation? [OTHER]	212
A2_2: Feedback from Stakeholder Workshops	217
A2_3: Feedback from Letters and Emails.....	225

A2_1: Responses to the online survey's open-ended questions

In this section we list the verbatim comments given by respondents in response to open-ended questions in the main online survey. The first column always identifies the respondent type, to give some context.

Respondent type	Q3b What do you think will be the impact on your business or organisation?
Local business / school / employer	<p><i>As a Local business operating in oxford for the past 30 Years we have seen East Oxford (Cowley Road) become the social hub for locals, students and tourists. The proposed will only make Cowley Road a deterrent for everyone and ultimately the local businesses will suffer the consequences.</i></p> <p><i>As proven by the Cowley LTNs, the proposed will only deflect traffic onto the main road causing huge congestions and defeating the 'reducing of carbon emissions' objective. By planting an LTN on Divinity Road you will close the access point to headington, which will mean our drivers and customers face longer waiting in traffic and higher fares for the passenger, eventually this will kill our business.</i></p> <p><i>We have proposed an alternative one-way system which we feel will keep the traffic flowing in the surrounding areas, reduce emission levels and make it safer for residents.</i></p>
Local business / school / employer	<p><i>Footfall will drop considerably and we will be at risk of closing down. If we were to close down, it would cost at least 10 jobs. We are a longstanding part of the East Oxford community and it would be devastating to lose the shop on both a personal level and for the wider community.</i></p>
Local business / school / employer	<p><i>I am a dogwalker based in Headington. I pick up dogs throughout Headington and Cowley.</i></p> <p><i>I have already had to give up walking some dogs on the 'wrong' side of the Cowley LTNs and by cutting of my access to the Cowley road by Divinity Rd it will make it untenable to drive around either to the Plane or up around the by pass. I am not sure of the purpose of a LTN on Divinity Rd as a bus gate is planned on Warnford Lane, that will surely will serve the same purpose?</i></p> <p><i>I also feel that the LTNs are damaging the community, setting one neighbour against the other, these is real anger about it and its ripping the community apart.</i></p>

Local business / school / employer	<i>I am a partner in the the business and have been for the past 60 years, 50 of which is on Magdalen Road. The LTN will adversely affect my business as the majority of our customer travel by car, to collect bulky equipment and water for their aquatic needs. Deliveries will be severely disrupted and with no goods, I cannot trade. The proposal of making Magdalen Road as a 2 way road will cause chaos. The road is narrow, with car parking (CPZ in place) and chicanes, drivers will definitely mount the kerb to get passed and large delivery trucks from breweries and meat and food distributors will block access. I have witnessed this chaos first hand and heated arguments. The LTN will make matters worse and risk road users. As for directing traffic flow to Hertford Street where there are the usual school traffic is ridiculous and very unsafe. I had heard that the headmistress could close off the roads to protect school children. I cannot see where else could traffic be directed during these closure times. This will effectively mean that my business will be interrupted which will of course deter visitors and ultimately the final curtain for a long established and relevant business that have contributed to the educational and mental health of local and not so local people. And of course jobs will be lost. I asked for the council to reconsider</i>
Local business / school / employer	<i>It will increase my travel time and in doing so will limit what I can offer to my customers and make me more stressed. I will likely spend time sat in traffic which is bad for the environment and my costs.</i>
Local business / school / employer	<i>It's very hard to come to work and my customer comes far away my delivery driver coming they can't reach it to me it is impossible to do business if u closed all these road</i>
Local business / school / employer	<i>Magdalen Road and Howard Street are not small side streets and therefore should be open for vehicles. These roads are not rat runs, but used by local business's and residence. Closing these two roads will make life much more difficult for ourselves and customers and therefore threaten our business, which has been here for over 60 years !!</i>
Local business / school / employer	<i>My staff do extensive miles during their working hours and we have spent years to bring in eco friendly vehicles and plan routes efficiently to reduce our carbon footprint. Making our vehicles do additional mileage or sitting stationary in the higher volume of traffic caused by LTNs is going to dramatically increase pollution rates in the city. This would be counter-productive. Easing traffic and pollution in a small area, but increasing traffic and pollution on a greater scale makes no sense and is not beneficial to the majority.</i>
Local business / school / employer	<i>The LTNs will have a huge negative impact financially on my business and my personal well-being.</i>
Local business / school / employer	<i>These road closures will just create even more traffic on a already busy Cowley road. The LTN's already installed have proved how bad traffic is on roads that never had any problems before. Nobody has given up their vehicles to walk or cycle their journeys. It would also make journey times longer for us and customers, which will add even more pollution.</i>
Local business / school / employer	<i>This scheme will dramatically improve the working conditions for the dozens of people who work in and make us of Oxford Innospace co-working space on Magdalen Road in East Oxford.</i>

Local business / school / employer	<p><i>This will definitely deter visitors to the shop. Already they have difficulty parking since the introduction of CPZ some 18 months ago. This will be the last straw. Jobs would be lost.</i></p> <p><i>The Goldfish Bowl is probably the longest establishment on Magdalen Road, going for the last 50 years. Fishkeeping is well documented as positive for mental health, proven by the number of people coming to us over the lockdown period for help and advice. Up until the pandemic, we have organised school visits, university students filming for their various projects. Art students come to draw and paint. Drama students making productions against the background of the various livestock in the shop. In 2019, we were chosen to be part of the Parliamentary Review by Lord Blunket to highlight best practice and contribution to local community. We could do all these because we have paying customers. Our customers are not local and generally is at the shop for less than an hour. The closing of access routes and with the obvious knock on effect of congestions on Cowley and Iffley road, will definitely deter visitors to the shop. This scheme will have a negative impact on our business, our customers and the livelihoods of all the staff. Please reconsider</i></p>
Local business / school / employer	<p><i>We conduct sales and lettings appointments throughout the day that cover the whole of Oxford. Travel time is therefore at a premium and we need be able to navigate the city efficiently. These road closures will cause a great deal of inconvenience to our staff and clients and in many cases will mean an extended journey to get from A to B.</i></p>
Representative of a group, campaign group or organisation in the east Oxford area	<p><i>Central Oxford Mosque has 100's of worshippers attending the mosque everyday from all over Oxford and most bring their cars. Prayer times are set and people will not be able to get there if these things are put in place.</i></p> <p><i>I am strictly against them</i></p>
Representative of a group, campaign group or organisation in the east Oxford area	<p><i>Every business starting from the Plain Roundabout going down the Cowley Rd all the way to the Police Station at Oxford Rd, all along St.Clements, all the businesses along Iffley Rd past Charles Street to Howard St inc the Co-op, the businesses along Magdalen Rd inc The Goldfish Bowl, The Porch - all these being independents and national chains inc Majestic Wine, Sainsburys, Boots, Superdrug, Nandos, KFC, the MOT centre/ Car Repair business (379 Cowley Rd), Professional Music Shop.</i></p> <p><i>Every single one is 100% AGAINST the proposed LTN's, they were never ever consulted or made aware of any plans regarding the LTN's, and once they were informed, the utter rejection of the proposal is total.</i></p> <p><i>Many of these businesses are facing :</i></p> <p><i>Rent arrears, No credit from suppliers, Repayments starting on Covid loans taken out, Staff recruitment issues, loss of Government support from the 30th June, threat of eviction from landlords now that the mandate for evictions expired on the 30th June, business rates starting again - they have huge bills to pay with no income to pay them from.</i></p> <p><i>There is huge uncertainty, loss of trade, footfall traffic reduced and already huge problems caused by the incumbent LTN's introduced already.</i></p> <p><i>The new LTN's will cause huge problems and force many to close permanently, forcing the Cowley Rd to become a road of boarded up commercial units, becoming unattractive for anyone to come to shop, the council should be actively supporting these businesses not pouring petrol onto the existing problems they all face.</i></p> <p><i>I end with the summary :</i></p> <p><i>NOT ONE BUSINESS SUPPORTS THE PROPOSED LTN'S !</i></p>

Representative of a group, campaign group or organisation in the east Oxford area	<i>Further operating LTNs will strengthen the case for others, and for a Low Traffic Oxford.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<p><i>OCN represents the 180,000 people who cycle in Oxfordshire, and the many more who would if it were safe, convenient and attractive. As members of CoHSAT we also support the interests of people walking and using mobility aids (including inclusive cycles). We take inputs from our members, across 30 organisations, the largest of which, Cycling UK has about 1800 members in the County. We strongly support the LTNs.</i></p> <p><i>These LTNs, by reducing traffic in the E Oxford neighbourhoods will significantly improve conditions for walking, cycling and people with mobility aids. The latter does rely on thoughtful implementation, e.g. ensuring that dropped kerbs are accessible. Based on previous experience, the main behaviour change appears to be an increase in walking, with cycling a smaller additional benefit. They also reduce air and noise pollution, and road danger in these areas.</i></p> <p><i>There have been motor traffic delays on Cowley Road at peak times, particularly circa 3:30, and notably not in the school holidays. (It would be useful to compare these to pre-Covid delays). This suggests a concerted campaign on shifting school travel to walking, cycling and bus would be highly valuable. (Linked to School Streets where there are no LTNs?)</i></p> <p><i>A survey of traffic e.g. on Cowley Rd, or on Howard St and Magdalen Rd would be valuable, to understand the Origins/Destinations, reasons for journeys, and whether anyone taking the journey has mobility impairments.</i></p> <p><i>We note that 2011 census data for the E Oxford Wards shows typically 40% of households do not have access to a car (and this will be higher for low income households).</i></p> <p><i>We believe that the combined health and mobility benefits to the large number of people living in the neighbourhoods, and benefit to cycling through the neighbourhoods is large, where the increase in impact from traffic on the main roads will be small, (as relatively few residences are on the roads affected), self-limiting (due to congestion that will drive mode shift) and temporary (due to mode shift and Connecting Oxford).</i></p> <p><i>We consider Connecting Oxford (or something similar) a vital part of an integrated solution to Oxford's transport problems because there is insufficient space for unrationed demand without grave health impacts, and we must allocate the space to the most needy and the most efficient users.</i></p>

Respondent type	Q4. If you are NOT a resident of the proposed LTN areas please could you tell us why you are responding to this survey? {OTHER}
Divinity Road area resident	<i>carer for disabled grandson</i>
Divinity Road area resident	<i>From my home my normal route to the South of the City is via Divinity Rd</i>
Divinity Road area resident	<i>I am a landlord we have business on junction of divinty road/cowley road</i>
Divinity Road area resident	<i>I am a landlord we have business on junction of divinty road/cowley road</i>
Divinity Road area resident	<i>I am a resident</i>

Divinity Road area resident	<i>I am a resident</i>
Divinity Road area resident	<i>I am a resident of the area. This question could have been filtered out based on earlier answers</i>
Divinity Road area resident	<i>I am regularly going 3to 5 times there to collect kid for work</i>
Divinity Road area resident	<i>i am taxi driver and i work in this area day and day out. it will effect me and my customer greatly</i>
Divinity Road area resident	<i>I am using this road to go to hospital as my wife's health needs more appointments</i>
Divinity Road area resident	<i>I am working as well in this area it will be impossible to drive around</i>
Divinity Road area resident	<i>I live in the area</i>
Divinity Road area resident	<i>I live in the area</i>
Divinity Road area resident	<i>I live in the area</i>
Divinity Road area resident	<i>I live in the area</i>
Divinity Road area resident	<i>I live in the area and make deliveries in the area also, you've caused so much traffic round Oxford</i>
Divinity Road area resident	<i>I live on Morrell Avenue which will see an increase in traffic</i>
Divinity Road area resident	<i>I'm a taxi driver and frequently use the area.</i>
Divinity Road area resident	<i>Landlady</i>
Divinity Road area resident	<i>N/A</i>
Divinity Road area resident	<i>Resident</i>
Divinity Road area resident	<i>Very stressful and more pollution on the main roads, waiting longer in the ques due to waiting</i>
East Oxford resident outside 3 LTN areas	<i>Also drop my child at school</i>
East Oxford resident outside 3 LTN areas	<i>Also take my mum to her hospital appointments regularly.</i>
East Oxford resident outside 3 LTN areas	<i>And I drive through Cowley Road every day</i>
East Oxford resident outside 3 LTN areas	<i>As a district nurse the LTNs have directly impacted on patient care through delayed journeys</i>
East Oxford resident outside 3 LTN areas	<i>As a resident of adjoining LTNs this effects me too</i>
East Oxford resident outside 3 LTN areas	<i>Because I'm an intended victim of these schemes - on peripheral Road which will receive far more tr</i>
East Oxford resident outside 3 LTN areas	<i>Because of the detrimental affect these plans will have on the area I live.</i>
East Oxford resident outside 3 LTN areas	<i>because this is my city and I should be able to travel around my city.</i>

East Oxford resident outside 3 LTN areas	<i>Builder, handy man</i>
East Oxford resident outside 3 LTN areas	<i>Builder, handy man</i>
East Oxford resident outside 3 LTN areas	<i>By bike, to access elsewhere& shopping. By car, to pick up/drop off children's friends</i>
East Oxford resident outside 3 LTN areas	<i>Community midwife</i>
East Oxford resident outside 3 LTN areas	<i>Community nurse</i>
East Oxford resident outside 3 LTN areas	<i>Cowley and Iffley are where most conveniences are and also are a gateway to the rest of Oxford</i>
East Oxford resident outside 3 LTN areas	<i>Cowley Rd & my road may experience knock on effects of traffic from the proposed LTNs</i>
East Oxford resident outside 3 LTN areas	<i>Existing LTNs already make traffic worse and these cut off routes</i>
East Oxford resident outside 3 LTN areas	<i>Giving lifts to elderly in laws to hospital</i>
East Oxford resident outside 3 LTN areas	<i>go to school and</i>
East Oxford resident outside 3 LTN areas	<i>How frequently is the air quality being measured on the Oxford Road currently?</i>
East Oxford resident outside 3 LTN areas	<i>I a resident in an adjacent area and use these roads to access my home</i>
East Oxford resident outside 3 LTN areas	<i>I also care about air pollution which doesn't just linger in one location but affects the whole city</i>
East Oxford resident outside 3 LTN areas	<i>I also visit regularly</i>
East Oxford resident outside 3 LTN areas	<i>I am a daily visitor twice a day, drop off and picking up my child at East Oxford Primary School.</i>
East Oxford resident outside 3 LTN areas	<i>I am a member of Oxford Golf club and require access to the club by car</i>
East Oxford resident outside 3 LTN areas	<i>i am a resident</i>
East Oxford resident outside 3 LTN areas	<i>I am a Resident</i>
East Oxford resident outside 3 LTN areas	<i>I am a resident</i>
East Oxford resident outside 3 LTN areas	<i>I am also a landlady of a house in Charles Street, in the proposed LTN area</i>
East Oxford resident outside 3 LTN areas	<i>I am always in and out of the roads mentioned to have LTN</i>
East Oxford resident outside 3 LTN areas	<i>I am an electrician who lives around the LTN areas and are directly affected.</i>
East Oxford resident outside 3 LTN areas	<i>I am concerned about the effect on traffic on the main roads and the effect of pollution this will c</i>
East Oxford resident outside 3 LTN areas	<i>I am in Morrell Avenue, on the edge of the LTN and will be much affected by it.</i>
East Oxford resident outside 3 LTN areas	<i>I am moving to the area in a month</i>

East Oxford resident outside 3 LTN areas	<i>I am nurse and I have no access to most roads to see my patients</i>
East Oxford resident outside 3 LTN areas	<i>I am taxi driver LTN Make my journey longer and delay me to get to my customer and it caused too muc</i>
East Oxford resident outside 3 LTN areas	<i>I am within Cowley LTN area and have experienced the benefits LTNs bring</i>
East Oxford resident outside 3 LTN areas	<i>I and my wife both drive through to go to work</i>
East Oxford resident outside 3 LTN areas	<i>I commute from Kenilworth Avenue to Swindon via Howard Street</i>
East Oxford resident outside 3 LTN areas	<i>I commute on Cowley Road twice by bike, and shop/visit restaurants and cafes on Magdalen Road</i>
East Oxford resident outside 3 LTN areas	<i>I commute through the area (but do not work immediately within)</i>
East Oxford resident outside 3 LTN areas	<i>I commute through the proposed LTN areas by bike 3-4 times a week, and by car 1-2 times a week,</i>
East Oxford resident outside 3 LTN areas	<i>I commute to another town each day and my journey will become very much more difficult</i>
East Oxford resident outside 3 LTN areas	<i>I cycle and/or walk through this area daily, both to commute and for social/leisure/local shopping</i>
East Oxford resident outside 3 LTN areas	<i>I cycle through the area every weekday on the school run</i>
East Oxford resident outside 3 LTN areas	<i>I cycle through these area on the way to other places</i>
East Oxford resident outside 3 LTN areas	<i>I do my shopping, work, medical care, social visits, exercise in the proposed LTNs.</i>
East Oxford resident outside 3 LTN areas	<i>I drive taxi and it's inconvenient for us and our passengers to sit in the traffic for long and pay</i>
East Oxford resident outside 3 LTN areas	<i>I drive through these areas to get home and go to work</i>
East Oxford resident outside 3 LTN areas	<i>I frequent many of the local businesses in the area regularly</i>
East Oxford resident outside 3 LTN areas	<i>I frequently shop in, and travel through all three proposed LTN areas.</i>
East Oxford resident outside 3 LTN areas	<i>I have a very unwell dependent relative who has frequently been in hospital. Fastest route to Headin</i>
East Oxford resident outside 3 LTN areas	<i>i have concerns about the environment</i>
East Oxford resident outside 3 LTN areas	<i>I have lived and worked on the Cowley Road for 35 years. I still live here, retired.</i>
East Oxford resident outside 3 LTN areas	<i>I have lived in oxford all my life I have the right to use the roads like anyone else ,</i>
East Oxford resident outside 3 LTN areas	<i>I have lived in the area, those outside the area will be affected, LTNs all over Oxford need consult</i>
East Oxford resident outside 3 LTN areas	<i>I have more than one reason, but only allowed to select one !!</i>
East Oxford resident outside 3 LTN areas	<i>I have to attend the mosque</i>
East Oxford resident outside 3 LTN areas	<i>I live adjacent to the area and go through it several times a week</i>

East Oxford resident outside 3 LTN areas	<i>I live adjacent to the St Mary's LTN and I am likely to be impacted by its introduction.</i>
East Oxford resident outside 3 LTN areas	<i>I live and work in the area</i>
East Oxford resident outside 3 LTN areas	<i>I live at sfpark flats - I have to pass through the areas whenever I leave my flat</i>
East Oxford resident outside 3 LTN areas	<i>I live in an area where LTN's are already in place so seen the negative impact</i>
East Oxford resident outside 3 LTN areas	<i>I live in Church Cowley LTN area. My parents & rest of family live in Howard St.</i>
East Oxford resident outside 3 LTN areas	<i>I live in Cowley and this will really effect me negatively</i>
East Oxford resident outside 3 LTN areas	<i>I live in East Oxford</i>
East Oxford resident outside 3 LTN areas	<i>I live in East Oxford in the area the current LTN's are installed and they are awful</i>
East Oxford resident outside 3 LTN areas	<i>I live in Headington which already has awful traffic, this will make it 1000 times worse.</i>
East Oxford resident outside 3 LTN areas	<i>I live in Howard Street and there will be huge traffic jams (already in Howard street)</i>
East Oxford resident outside 3 LTN areas	<i>I live in Iffley Fields</i>
East Oxford resident outside 3 LTN areas	<i>I live in on cricket road, just near the rymers lane barrier. My family live within the proposed are</i>
East Oxford resident outside 3 LTN areas	<i>I live in Stratford Street, so will be directly and routinely affected by the proposed scheme.</i>
East Oxford resident outside 3 LTN areas	<i>I live in Temple Cowley which is affected by LTNs. Not far from this area and I know we will be furt</i>
East Oxford resident outside 3 LTN areas	<i>I live just outside the LTN areas and will be heavily affected by them</i>
East Oxford resident outside 3 LTN areas	<i>I live locally</i>
East Oxford resident outside 3 LTN areas	<i>i live near the area and visit. plus the area i live in has been ruined by the LTNs</i>
East Oxford resident outside 3 LTN areas	<i>I live near the proposed Divinity Road LTN and would be seriously affected by it.</i>
East Oxford resident outside 3 LTN areas	<i>I live off the cowley road</i>
East Oxford resident outside 3 LTN areas	<i>I live on Church Cowley Rd & will suffer massively increased traffic, noise & pollution from LTNs.</i>
East Oxford resident outside 3 LTN areas	<i>I live on Church Cowley Road & am already badly affected by the existing LTNs. These will be worse.</i>
East Oxford resident outside 3 LTN areas	<i>I live on Iffley Road which is receiving all the traffic from all the LTN areas.</i>
East Oxford resident outside 3 LTN areas	<i>I live on Morrell Avenue and this will get far more traffic if the LTNs go ahead.</i>
East Oxford resident outside 3 LTN areas	<i>I live on the Cowley Road that will be most impacted b y this crazy scheme.</i>
East Oxford resident outside 3 LTN areas	<i>I live on the Cowley road which is the worst affected road by this scheme</i>

East Oxford resident outside 3 LTN areas	<i>I live on the edge of the LTN on Iffley Road. This is my home area</i>
East Oxford resident outside 3 LTN areas	<i>I live on the upper most section of Morrell Avenue, so very much affected by Divinity Rd LTN</i>
East Oxford resident outside 3 LTN areas	<i>I live very close to the area of these new LTNs and commute through this area by bicycle.</i>
East Oxford resident outside 3 LTN areas	<i>I need to access the golf club on Hill Top Road by car (carrying clubs).</i>
East Oxford resident outside 3 LTN areas	<i>I need to access the ring road from Howard street, Magdalen Road or from Aiming marston road</i>
East Oxford resident outside 3 LTN areas	<i>I need to use LTN are for pick up and drop off my kids.</i>
East Oxford resident outside 3 LTN areas	<i>I often cycle or walk along these streets.</i>
East Oxford resident outside 3 LTN areas	<i>I often pass through Magdalen Road area for the shops there and also to get to Cowley Road + Sth Prk</i>
East Oxford resident outside 3 LTN areas	<i>I often travel through these areas</i>
East Oxford resident outside 3 LTN areas	<i>I often walk to the shops and restaurants on the Cowley Road as I live close by</i>
East Oxford resident outside 3 LTN areas	<i>I pass through the area going to work.</i>
East Oxford resident outside 3 LTN areas	<i>I pass through the area regularly on my way to work either walking or on the bus</i>
East Oxford resident outside 3 LTN areas	<i>I pass through the areas to university from home</i>
East Oxford resident outside 3 LTN areas	<i>I pass through the LTN areas to shop, get healthcare, take my children to activities and more</i>
East Oxford resident outside 3 LTN areas	<i>I pass through to get to the city centre/station</i>
East Oxford resident outside 3 LTN areas	<i>I play golf at Oxford City Golf club - Hill top road</i>
East Oxford resident outside 3 LTN areas	<i>I provide home care for my father in St. Clements</i>
East Oxford resident outside 3 LTN areas	<i>I provide special educational needs transport to vulnerable people</i>
East Oxford resident outside 3 LTN areas	<i>I regularly pass through the LTN areas</i>
East Oxford resident outside 3 LTN areas	<i>I regularly shop for fresh Asian Food ingredients in Magdalen Road and have mobility problems</i>
East Oxford resident outside 3 LTN areas	<i>I regularly travel through this LTN to access shops, parks and amenities</i>
East Oxford resident outside 3 LTN areas	<i>I say a weekly mass for a community of nuns</i>
East Oxford resident outside 3 LTN areas	<i>I shop & visit friends/family in the areas, & pass through to get into Oxford, up to South Park etc</i>
East Oxford resident outside 3 LTN areas	<i>I shop several times a week in the proposed LTN areas and I pass through them most days.</i>
East Oxford resident outside 3 LTN areas	<i>I strongly reject idea of ltn</i>

East Oxford resident outside 3 LTN areas	<i>I take my children to school and work and regularly visit in the proposed LTN areas</i>
East Oxford resident outside 3 LTN areas	<i>I take my children to sports classes at Cheyney and regularly visit friends in the area</i>
East Oxford resident outside 3 LTN areas	<i>I travel between Oxford Health sites at headington and Littlemore daily</i>
East Oxford resident outside 3 LTN areas	<i>I travel through these area for work and there is so much traffic since u installed these LTNS</i>
East Oxford resident outside 3 LTN areas	<i>I travel through this area for work...</i>
East Oxford resident outside 3 LTN areas	<i>I travel through this area regularly, mainly by bike</i>
East Oxford resident outside 3 LTN areas	<i>I use the amenities on and around Cowley Road - shops, bars, restaurants</i>
East Oxford resident outside 3 LTN areas	<i>I used to live in st.clemens and think we need more pedestrianised streets and good cycling paths</i>
East Oxford resident outside 3 LTN areas	<i>I visit friends in these areas and use shops, cafes and pubs in these areas.</i>
East Oxford resident outside 3 LTN areas	<i>I visit my disable mother daily</i>
East Oxford resident outside 3 LTN areas	<i>I visit to see people in the area, for occasional shopping, and as part of my recreational walking.</i>
East Oxford resident outside 3 LTN areas	<i>I walk or cycle to the local shops, and for social, cultural activities & exercise</i>
East Oxford resident outside 3 LTN areas	<i>I want safety for my stepsons who regularly cycle in this area to get to their mother's house.</i>
East Oxford resident outside 3 LTN areas	<i>I want to be able to cycle through the area, particularly Divinity Road, more safely.</i>
East Oxford resident outside 3 LTN areas	<i>I WORK IN THIS AREA I ALREADY HAVE TROUBLE GOING DOWN HOLLOWAY STOP THIS CRAP</i>
East Oxford resident outside 3 LTN areas	<i>I would welcome speed reduction measures but not blocking off of roads.</i>
East Oxford resident outside 3 LTN areas	<i>I would, had you provided sufficient space...</i>
East Oxford resident outside 3 LTN areas	<i>I'm a local Taxi driver. There is already increased traffic from Cowley LTN implementation.</i>
East Oxford resident outside 3 LTN areas	<i>I'm a taxi driver and work in the area.</i>
East Oxford resident outside 3 LTN areas	<i>I'm forced to drive through these areas because of your other ridiculous LTN's</i>
East Oxford resident outside 3 LTN areas	<i>I'd like LTNs to be extended to more areas, including where I live.</i>
East Oxford resident outside 3 LTN areas	<i>Iffley Fields resident - just over the road from St Mary's</i>
East Oxford resident outside 3 LTN areas	<i>I'm a former resident of the LTN area</i>
East Oxford resident outside 3 LTN areas	<i>I'm a taxi driver</i>
East Oxford resident outside 3 LTN areas	<i>I'm a taxi driver and I use these areas every</i>

East Oxford resident outside 3 LTN areas	<i>I'm concerned that closing side streets will make traffic congestion worse on main roads.</i>
East Oxford resident outside 3 LTN areas	<i>I'm taxi driver if you put Ltn is very had to me to get church hospital</i>
East Oxford resident outside 3 LTN areas	<i>Increase in my carbon footprint will increase 500% plus's not considering other journeys to my famil</i>
East Oxford resident outside 3 LTN areas	<i>It has knock-on consequences for Iffley & Cowley roads, which I fear will become congested/polluted</i>
East Oxford resident outside 3 LTN areas	<i>It starts at the end of my street so am constantly travelling into it to shops, school, work...</i>
East Oxford resident outside 3 LTN areas	<i>It will affect Ridgefield Road</i>
East Oxford resident outside 3 LTN areas	<i>It's causing deaths cause ambulances and fire engines can't get to there destination in time..</i>
East Oxford resident outside 3 LTN areas	<i>It's part of my drive trajectory</i>
East Oxford resident outside 3 LTN areas	<i>its part of my neighbourhood, the Cowley Road area is open to residents outside of the LTN area</i>
East Oxford resident outside 3 LTN areas	<i>Like the previous ltn rubbish, we will be negatively affected</i>
East Oxford resident outside 3 LTN areas	<i>Live in a L T N area now. And it is awful</i>
East Oxford resident outside 3 LTN areas	<i>Live in nearby street and need access</i>
East Oxford resident outside 3 LTN areas	<i>Live in the area</i>
East Oxford resident outside 3 LTN areas	<i>LTNs cause disruptions to social life</i>
East Oxford resident outside 3 LTN areas	<i>LTNs make life better for residents by stopping "rat runs".</i>
East Oxford resident outside 3 LTN areas	<i>Many of the above - why cant I pick multiple choices?</i>
East Oxford resident outside 3 LTN areas	<i>Member of Oxford Golf Club</i>
East Oxford resident outside 3 LTN areas	<i>My commute goes through the area</i>
East Oxford resident outside 3 LTN areas	<i>My daughter goes to school adjacent to the area</i>
East Oxford resident outside 3 LTN areas	<i>My gp is in east oxford</i>
East Oxford resident outside 3 LTN areas	<i>My parents live on Hilltop, daughter at school at EOPS, visit all areas of EO 4 social / leisure an</i>
East Oxford resident outside 3 LTN areas	<i>nursery and school of children in st-mary area</i>
East Oxford resident outside 3 LTN areas	<i>Occasionally go there. I find LTNs where I am extremely disruptive. Blocked roads make traffic bad</i>
East Oxford resident outside 3 LTN areas	<i>Often go round Magdalen and Divinity for leisure / shopping & use Iffley and Cowley Rd to go to work</i>
East Oxford resident outside 3 LTN areas	<i>One of the proposed LTNs is the most direct route home</i>

East Oxford resident outside 3 LTN areas	<i>Pass through Divinity Road (by bike) to take my daughter to school - we both cycle</i>
East Oxford resident outside 3 LTN areas	<i>Re Q5. There is no option for occasional.</i>
East Oxford resident outside 3 LTN areas	<i>Regularly commute through these areas for work</i>
East Oxford resident outside 3 LTN areas	<i>Resident in east Oxford on Cowley road</i>
East Oxford resident outside 3 LTN areas	<i>Route to work through these areas and I work in the community so do home visits</i>
East Oxford resident outside 3 LTN areas	<i>school drop off - drive through the area</i>
East Oxford resident outside 3 LTN areas	<i>Seeing friends, picking up take away, emergency doctors, errands, shopping</i>
East Oxford resident outside 3 LTN areas	<i>Shopping, essential needs</i>
East Oxford resident outside 3 LTN areas	<i>Taxi driver</i>
East Oxford resident outside 3 LTN areas	<i>The area is the most direct route to the city centre</i>
East Oxford resident outside 3 LTN areas	<i>The LTns impact my journeys to and from home</i>
East Oxford resident outside 3 LTN areas	<i>The LTNs will dramatically increase traffic along my road (Cowley Road)</i>
East Oxford resident outside 3 LTN areas	<i>The roads around my home home have already been adversely impacted by the new ltns.</i>
East Oxford resident outside 3 LTN areas	<i>The scheme will casue congestion across the whole segment of East Oxford & Headington</i>
East Oxford resident outside 3 LTN areas	<i>The traffic effects will impact me personally but adding extra traffic to already congested routes.</i>
East Oxford resident outside 3 LTN areas	<i>These LTNs affect huge areas and cause massive inconvenience to many people</i>
East Oxford resident outside 3 LTN areas	<i>They are awful as the main roads are now heaving with traffic</i>
East Oxford resident outside 3 LTN areas	<i>This change will increase my carbon foot print 500% plus.</i>
East Oxford resident outside 3 LTN areas	<i>This is a stupid idea to put LTN.i would say shame on the one who thought of it.</i>
East Oxford resident outside 3 LTN areas	<i>TO PICK UP FROM SCHOOL</i>
East Oxford resident outside 3 LTN areas	<i>Traffic is so bad now then before</i>
East Oxford resident outside 3 LTN areas	<i>Traffic will be horrendous on both the iffley road and Cowley road</i>
East Oxford resident outside 3 LTN areas	<i>Travel through the areas now that the Florence park LTNs block my way out of home</i>
East Oxford resident outside 3 LTN areas	<i>Travel through these areas to get from Headington to Cowley Rd, Templar Sq, Redbridge Recycling Ctr</i>
East Oxford resident outside 3 LTN areas	<i>Travel to get to the places in my area</i>

East Oxford resident outside 3 LTN areas	<i>Tye proposed LTNs will have far reaching effects on the rest of East Oxford.</i>
East Oxford resident outside 3 LTN areas	<i>Visit Mosque every day and visit hospital every month for health issues</i>
East Oxford resident outside 3 LTN areas	<i>We are Majestic Wine a retailer just outside of the LTN</i>
East Oxford resident outside 3 LTN areas	<i>We live nearby and school commutes (secondary) will be affected.</i>
East Oxford resident outside 3 LTN areas	<i>Work in the area / visit for social and lesiure</i>
Local business / school / employer	<i>also visit cowley Road regularly</i>
Local business / school / employer	<i>Answering for the school</i>
Local business / school / employer	<i>As a driving instructor it makes our job 100% impossible</i>
Local business / school / employer	<i>Business</i>
Local business / school / employer	<i>I also live in the area that is now a gridlock polluting my child's air</i>
Local business / school / employer	<i>I am a business owner in the area</i>
Local business / school / employer	<i>I am a business owner, many of my clients come from outside the ares.</i>
Local business / school / employer	<i>I am a dog walker and have 4 dog clients in the area plus cat clients too</i>
Local business / school / employer	<i>I am a landlord of a property in the area</i>
Local business / school / employer	<i>I am a member and director of Oxford Golf Club on Hill Top Road</i>
Local business / school / employer	<i>I am a taxi driver and also I live close by. Ltn cause traffic which can is already a problem which</i>
Local business / school / employer	<i>I am a taxi driver, the LTN cause trouble for us</i>
Local business / school / employer	<i>i attend the manzil way mosque as a muslim regularly</i>
Local business / school / employer	<i>I have a business and I need customer to visit my trade</i>
Local business / school / employer	<i>I have a business on the Magdalen Road</i>
Local business / school / employer	<i>I have been affected by this LTN, long delays on Cowley road and Business has been effected badly</i>
Local business / school / employer	<i>I have business on cowley road and due to these LTNs we are struggling big time to do deliveries.</i>
Local business / school / employer	<i>I live and work in the area</i>
Local business / school / employer	<i>I own tenanted residential property in the area</i>
Local business / school / employer	<i>I run a business in Magdalen Road</i>

Local business / school / employer	<i>I run a business in the local area.</i>
Local business / school / employer	<i>I travel in the area a lot and also walk the streets for work purposes.</i>
Local business / school / employer	<i>I work with a local Lettings Agent</i>
Local business / school / employer	<i>I'm also a regular visitor, nursery in the area</i>
Local business / school / employer	<i>It's a very bad headache with these LTN I hate working now because there to much traffic</i>
Local business / school / employer	<i>Local Bus Operator</i>
Local business / school / employer	<i>LTNs makes our job more hard and difficult ?</i>
Local business / school / employer	<i>My business will go under if customers cannot drive to me</i>
Local business / school / employer	<i>Police officer in the Oxford area</i>
Local business / school / employer	<i>Regular visitor & work</i>
Local business / school / employer	<i>Taxi driver</i>
Local business / school / employer	<i>the proposed LTN will put me out of business. I suggest one way streets is a better option</i>
Local business / school / employer	<i>These closures are affecting my business operation</i>
Local business / school / employer	<i>Turpin & Miller LLP is a business in East Oxford employing approximately 45 local people.</i>
Local business / school / employer	<i>We are a taxi firm operating in oxford since 1991. East Oxford Area is our core passenger base</i>
Local business / school / employer	<i>We have several members of staff that live outside oxfordshire area, disabled staff with mobility</i>
Local business / school / employer	<i>We own a business in the area</i>
Local business / school / employer	<i>We provide community services from Central Oxford Mosque</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Cowley Area Transport Group www.catg.org.uk</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Football club</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>I am a member at the golf club and use the cowley road to access hilltop road.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>I am a trustee at the Central Oxford Mosque and have to be there every day</i>

Representative of a group, campaign group or organisation in the east Oxford area	<i>I make regular visits to Club as a member and officer of the Club</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Lady captain of Oxford golf club</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Member of Oxford Golf Club - visit usually 4 times per week</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Open all road people need to move freely</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>This is a response from Cyclox, whose members live all over Oxford, and many of whom live in East Ox</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>We are a county wide advocacy group</i>
Resident of another part of Oxford	<i>1) Shopping on Cowley Road. 2) Travelling through en route to city centre</i>
Resident of another part of Oxford	<i>Absolute nightmare to work with conjection already caus by th ecowley and Littlemore closures Get Re</i>
Resident of another part of Oxford	<i>Also have a lot of family to visit in the areas</i>
Resident of another part of Oxford	<i>And I have family who live in the area that I visit regularly</i>
Resident of another part of Oxford	<i>Because of the impact that it will likely have across Oxford</i>
Resident of another part of Oxford	<i>community communications</i>
Resident of another part of Oxford	<i>Commute near this area to work</i>
Resident of another part of Oxford	<i>Concern about general impact</i>
Resident of another part of Oxford	<i>doing delivery</i>
Resident of another part of Oxford	<i>Drop of my kids to school</i>
Resident of another part of Oxford	<i>Family</i>
Resident of another part of Oxford	<i>Family and friends in East Oxford, + shopping, restaurans and hairdresser.</i>
Resident of another part of Oxford	<i>Family in the area, very badly affected by LTNs, as am I when I visit.</i>
Resident of another part of Oxford	<i>Family live here</i>

Resident of another part of Oxford	<i>General interest</i>
Resident of another part of Oxford	<i>Golf club member</i>
Resident of another part of Oxford	<i>Have to take two children to school in Oxford and Headington</i>
Resident of another part of Oxford	<i>I also cycle through East Oxford on my way to and from the City Centre</i>
Resident of another part of Oxford	<i>I also cycle through the area to go and visit my elderly mother in a care home in Headington</i>
Resident of another part of Oxford	<i>I also deliver in the area for my work.</i>
Resident of another part of Oxford	<i>I also live in Littlemore where these LTNs are currently and it is a nightmare. It makes no sense...</i>
Resident of another part of Oxford	<i>I also work as a vaccinator at the Kassam and cycle there usually 3 times per week</i>
Resident of another part of Oxford	<i>I am a landlord of several houses in the area and need to visit to manage and maintain them</i>
Resident of another part of Oxford	<i>I am a lettings negotiator in the area and need to drive to several viewings which will take longer</i>
Resident of another part of Oxford	<i>I am a member of Oxford City Golf Club</i>
Resident of another part of Oxford	<i>I am a taxi driver and delivery driver LTNs have directly affected my income</i>
Resident of another part of Oxford	<i>I am a taxi driver who will need access to these roads all the time for the customers</i>
Resident of another part of Oxford	<i>I am also a regular visitor to family in the area.</i>
Resident of another part of Oxford	<i>I am concerned about the LTNs in Headington and the fact most traffic will be forced onto London Rd</i>
Resident of another part of Oxford	<i>I am in a LTN area and live close to the possible new areas</i>
Resident of another part of Oxford	<i>I am my family regularly go to destinations within, and go through, the LTN area.</i>
Resident of another part of Oxford	<i>I am not a resident, however I visit the area to see friends, family, shopping and socialising.</i>
Resident of another part of Oxford	<i>I am through traffic</i>
Resident of another part of Oxford	<i>I believe that this scheme will directly negatively impact conditions on the main thoroughfares</i>
Resident of another part of Oxford	<i>I car for my 84 year old mother and have to visit everyday to feed, shower and do house work on a da</i>
Resident of another part of Oxford	<i>I commute through the area</i>
Resident of another part of Oxford	<i>I commute to the Churchill Hosp. Every journey is a trial, trying to keep myself safe from cars</i>
Resident of another part of Oxford	<i>I cycle to the hospitals and other facilities in the area regularly.</i>
Resident of another part of Oxford	<i>I do deliveries, I get food, I go to the mosque, drop my siblings to school aswell</i>

Resident of another part of Oxford	<i>I don't like these LTN at all. This had made life miserable. Now the whole traffic pressures is on t</i>
Resident of another part of Oxford	<i>I drive disabled people around the area in rush hours for my job.</i>
Resident of another part of Oxford	<i>I drive taxi</i>
Resident of another part of Oxford	<i>I drive taxis for a living and driver in the area daily transporting passengers/residents</i>
Resident of another part of Oxford	<i>I drop my son off to mosque or football in the area.. mosque everyday football twice a week</i>
Resident of another part of Oxford	<i>I frequent Southfield abroad by foot from Cowley Road, to Warneford Lane.</i>
Resident of another part of Oxford	<i>I go to Oxford Golf Club regularly</i>
Resident of another part of Oxford	<i>I have a driving school</i>
Resident of another part of Oxford	<i>I have family in all the LTN areas</i>
Resident of another part of Oxford	<i>I have to use my car for work, and East Oxford arterial roads are vital to all in Oxford.</i>
Resident of another part of Oxford	<i>I help care for my elderly mother who lives in east Oxford</i>
Resident of another part of Oxford	<i>I live further up Cowley road and this will add to the disaster that is the Cowley LTN.</i>
Resident of another part of Oxford	<i>I live in an area where the proposed LTN will make the main road more congested</i>
Resident of another part of Oxford	<i>I live in Headington am aware of the problems these cause and your proposal to introduce them to my</i>
Resident of another part of Oxford	<i>I live in South Oxford and work near the Churchill Hospital, so cycle through these areas commuting.</i>
Resident of another part of Oxford	<i>I live in the Temple Cowley area which already has LTN's</i>
Resident of another part of Oxford	<i>I lived in Headington for 8 years until 2020. I cycled in these areas more than once a day.</i>
Resident of another part of Oxford	<i>I lived in the area for more than 40 years, until February 2021</i>
Resident of another part of Oxford	<i>I lived in the area for nearly 40 years, up until January this year, and now live about a mile away.</i>
Resident of another part of Oxford	<i>I need to visit East Oxford Health Centre</i>
Resident of another part of Oxford	<i>I often cycle up divinity road to get to the Nuffield Orthopaedic Centre for work</i>
Resident of another part of Oxford	<i>I often go through the area to visit relatives and friends, or cycle through it en route to meetings</i>
Resident of another part of Oxford	<i>I pass through on the way to the shops.</i>
Resident of another part of Oxford	<i>I pass through the area, e.g. to get to the city centre</i>
Resident of another part of Oxford	<i>I pick up my kids from the school.</i>

Resident of another part of Oxford	<i>I previously lived in the area and found it had become unbearably busy with cars and parked cars.</i>
Resident of another part of Oxford	<i>I provide support to my grandchildren who live in the area</i>
Resident of another part of Oxford	<i>I regularly attend the mosques in the area.</i>
Resident of another part of Oxford	<i>I regularly take my Grandma shopping</i>
Resident of another part of Oxford	<i>I regularly visit my disabled mum, who lives in Morrell Ave</i>
Resident of another part of Oxford	<i>I run a business for school pick up, if I have to go to Headington, I won't have short routes to cut</i>
Resident of another part of Oxford	<i>I say mass a few times/month for the nuns who are in one of the convents off Iffley Road.</i>
Resident of another part of Oxford	<i>I take my daughter to school and then go to work every day.</i>
Resident of another part of Oxford	<i>I tend to walk and make use of a bus when I go to these areas. I would like to maintain a choice</i>
Resident of another part of Oxford	<i>I think all Ltns are a waste of money time a effort your causing more traffic</i>
Resident of another part of Oxford	<i>I travel around Oxford by bicycle generally, and I am interested in traffic flow and safety.</i>
Resident of another part of Oxford	<i>I travels to work from Headington and am concerned about the impact of the proposal</i>
Resident of another part of Oxford	<i>I use some of the routes to take me to the Churchill and to Cheney Lane</i>
Resident of another part of Oxford	<i>I use this route for my work</i>
Resident of another part of Oxford	<i>I used to live in the area and still have friends there. I visit the shops and health centre.</i>
Resident of another part of Oxford	<i>I used to shop in the area but wont chance getting lost amongst all the closed roads</i>
Resident of another part of Oxford	<i>I used to shop in the area but wont chance getting lost amongst all the closed roads</i>
Resident of another part of Oxford	<i>I visit at least three times a week and drive through most days.</i>
Resident of another part of Oxford	<i>I visit friends in the area as well as travel for shopping and restaurants 2-3 times per week</i>
Resident of another part of Oxford	<i>I visit my daughter in Cowley, and go for walks with her</i>
Resident of another part of Oxford	<i>I work part time in the area as a cleaner of student properties as well as being a regular visitor</i>
Resident of another part of Oxford	<i>I'm a nurse at Oxford health</i>
Resident of another part of Oxford	<i>I'm sometimes up to an hour late on jobs with the current Ltns</i>
Resident of another part of Oxford	<i>Im a regular visitor</i>
Resident of another part of Oxford	<i>It's being very difficult with kind long delays to get any where around Cowley centre on time</i>

Resident of another part of Oxford	<i>Long delays</i>
Resident of another part of Oxford	<i>LTN is not good for environment, cause more pollution</i>
Resident of another part of Oxford	<i>Member of Oxford City Golf club</i>
Resident of another part of Oxford	<i>Member of Oxford City Golf Club</i>
Resident of another part of Oxford	<i>Member of Oxford Golf Club</i>
Resident of another part of Oxford	<i>Member oxford GC</i>
Resident of another part of Oxford	<i>Most of the services I use are in cowley and this has doubled my travel time</i>
Resident of another part of Oxford	<i>My child attends school in the area and I also do work drop offs</i>
Resident of another part of Oxford	<i>My children school is in LTN areas effict me lot for drop and pick my children</i>
Resident of another part of Oxford	<i>My daughter lives in the area</i>
Resident of another part of Oxford	<i>My route to work.</i>
Resident of another part of Oxford	<i>My siblings go to schools in the area</i>
Resident of another part of Oxford	<i>Own property in area</i>
Resident of another part of Oxford	<i>Oxford Golf Club</i>
Resident of another part of Oxford	<i>Playing member at Oxford City Golf Club</i>
Resident of another part of Oxford	<i>Professional Driver</i>
Resident of another part of Oxford	<i>Royal cars</i>
Resident of another part of Oxford	<i>School runs from radley to Cheney then Wheatley.</i>
Resident of another part of Oxford	<i>Shop at Halal shop and Patisserie there</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>

Resident of another part of Oxford	<i>The extra Standstill traffic this scheme has caused affects the whole of Oxford not just areas are</i>
Resident of another part of Oxford	<i>The LTNs that have been placed in the Florence Park area are causing huge delays already</i>
Resident of another part of Oxford	<i>The traffic is more now the ltn are in place</i>
Resident of another part of Oxford	<i>There are very few roads around there that are through roads already</i>
Resident of another part of Oxford	<i>These LTNs effect the wider residents of Oxford, not just the residents in the local area</i>
Resident of another part of Oxford	<i>They have created so much extra traffic on main routes, they should be abolished immediately</i>
Resident of another part of Oxford	<i>This affects my earnings</i>
Resident of another part of Oxford	<i>This area is a quicker route to work at hospitals from Littlemore. There is no direct bus route</i>
Resident of another part of Oxford	<i>To visit: daughter resident, GP surgery, shopping</i>
Resident of another part of Oxford	<i>Travel through for business/research</i>
Resident of another part of Oxford	<i>Two of our children and 5 grandchildren live in the area</i>
Resident of another part of Oxford	<i>Visit friends, pubs, bars, cafes etc. in the area.</i>
Resident of another part of Oxford	<i>Visit Iffley vets. Also leisure. Cafes, shops, South Park</i>
Resident of another part of Oxford	<i>Visiting the mosque</i>
Resident of another part of Oxford	<i>We are disabled, requiring access to medical care in the area, as well as accessing specialist shops</i>
Resident of another part of Oxford	<i>We have family in the area</i>
Resident of another part of Oxford	<i>We visit friends in the area, I go shopping there, we use the recreation facilities</i>
Resident of another part of Oxford	<i>We visit the mosques in East oxford everyday for my children arabic classes</i>
Resident of another part of Oxford	<i>Work and leisure</i>
Resident of another part of Oxford	<i>You have put LTN's where I live and it's a complete disaster, and it's forced me to drive</i>
Resident outside Oxford	<i>Access to golf club at end of Hill Top Rd</i>
Resident outside Oxford	<i>Also to visit the Churchill Hospital and social and leisure reasons.</i>
Resident outside Oxford	<i>carer and visitor to vulnerable family members</i>
Resident outside Oxford	<i>Family members resident in Hill Top Road</i>
Resident outside Oxford	<i>Golf Club</i>
Resident outside Oxford	<i>Golf course access</i>
Resident outside Oxford	<i>I am a member of Oxford Golf Club</i>
Resident outside Oxford	<i>I am a member of Oxford Golf Club</i>
Resident outside Oxford	<i>I am a support worker for homeless people in Oxford I spend all day travelling around east Oxford.</i>
Resident outside Oxford	<i>I am also a member of Oxford Golf Club</i>

Resident outside Oxford	<i>I collect my Grandchildren to take them to and from school in the centre of Oxford</i>
Resident outside Oxford	<i>I have friends in these areas</i>
Resident outside Oxford	<i>I have property in the area</i>
Resident outside Oxford	<i>I live just across the ring road in Horspath, and cycle in and through east Oxford regularly</i>
Resident outside Oxford	<i>I need to be able to get to my elderly grandmother as I'm her emergency contact for her alarm if sh</i>
Resident outside Oxford	<i>I use it as a rat run in a car, and as a direct route as a cyclist</i>
Resident outside Oxford	<i>I visit the hospitals and friends in the area</i>
Resident outside Oxford	<i>I work and and a member at Oxford Golf Club</i>
Resident outside Oxford	<i>I work in health care.</i>
Resident outside Oxford	<i>I'm a taxi driver</i>
Resident outside Oxford	<i>I'm a taxi driver</i>
Resident outside Oxford	<i>In addition to visiting and shopping I often cycle through the area on my way to other parts of Oxfo</i>
Resident outside Oxford	<i>Member of Oxford golf club</i>
Resident outside Oxford	<i>My children are at East Oxford Primary School</i>
Resident outside Oxford	<i>My parents live on Divinity Road. I am a uni student elsewhere but visit frequently.</i>
Resident outside Oxford	<i>Oxfordshire resident, in favour of LTNs</i>
Resident outside Oxford	<i>Pass through the LTN areas when cycling from north Abingdon to Marston area</i>
Resident outside Oxford	<i>Play golf at Oxford Golf Club</i>
Resident outside Oxford	<i>Van Driver, maintenance of HMOs</i>
Resident outside Oxford	<i>Visit now and again</i>
Resident outside Oxford	<i>What is the point of closing off certain roads and pushing all of the traffic onto remaining roads.</i>
St Clements resident	<i>I also work as a builder and maintenance man on other properties in the area.</i>
St Clements resident	<i>I have lived in this area for more than sixty years</i>
St Clements resident	<i>I live in area</i>
St Clements resident	<i>I live there and work in this area</i>
St Clements resident	<i>My tenants already complain of the pollution in St Clements</i>
St Mary's resident	<i>As a local driver, I am very worried about the proposed LTNs for OX4 where I live. To give you a few</i>
St Mary's resident	<i>Clicked inadvertently - it took me some time to locate the maps</i>
St Mary's resident	<i>I am a resident</i>
St Mary's resident	<i>I am a resident - I told you that on Q 1.</i>
St Mary's resident	<i>I am a resident (and this survey is badly designed)</i>
St Mary's resident	<i>I am by a resident</i>
St Mary's resident	<i>I both live and work in the area affected</i>
St Mary's resident	<i>I have a vehicle for working. No mobility == no work</i>
St Mary's resident	<i>I live on howard street, and the LTN will seriously affect where I am living.</i>
St Mary's resident	<i>I live within 2 mins of the ltn</i>
St Mary's resident	<i>I live, visit and access Health Centre, Mental Health services and Hospital</i>
St Mary's resident	<i>I'm not sure whether I'm in the LTN areas - I live in Percy Street.</i>
St Mary's resident	<i>I'm a resident</i>
St Mary's resident	<i>In the previous section you do not allow for trade / van drivers (just car drivers)</i>
St Mary's resident	<i>It has put too much traffic on cowley Road and iffley Road also journey time has gone up which means</i>
St Mary's resident	<i>my parent visits from outside of oxford once a week for childcare reasons</i>
St Mary's resident	<i>NA</i>
St Mary's resident	<i>Not applicable - am a resident</i>

St Mary's resident	<i>Travel to areas outside of the city and need access to major routes</i>
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Respondent type	Q4. If you are NOT a resident of the proposed LTN areas please could you tell us why you are responding to this survey? {OTHER}
Divinity Road area resident	<i>carer for disabled grandson</i>
Divinity Road area resident	<i>From my home my normal route to the South of the City is via Divinity Rd</i>
Divinity Road area resident	<i>I am a landlord we have business on junction of divinty road/cowley road</i>
Divinity Road area resident	<i>I am a landlord we have business on junction of divinty road/cowley road</i>
Divinity Road area resident	<i>I am a resident</i>
Divinity Road area resident	<i>I am a resident</i>
Divinity Road area resident	<i>I am a resident of the area. This question could have been filtered out based on earlier answers</i>
Divinity Road area resident	<i>I am regularly going 3to 5 times there to collect kid for work</i>
Divinity Road area resident	<i>i am taxi driver and i work in this area day and day out. it will effect me and my customer greatly</i>
Divinity Road area resident	<i>I am using this road to go to hospital as my wife's health needs more appointments</i>
Divinity Road area resident	<i>I am working as well in this area it will be impossible to drive around</i>
Divinity Road area resident	<i>I live in the area</i>
Divinity Road area resident	<i>I live in the area</i>
Divinity Road area resident	<i>I live in the area</i>
Divinity Road area resident	<i>I live in the area</i>
Divinity Road area resident	<i>I live in the area and make deliveries in the area also, you've caused so much traffic round Oxford</i>
Divinity Road area resident	<i>I live on Morrell Avenue which will see an increase in traffic</i>
Divinity Road area resident	<i>I'm a taxi driver and frequently use the area.</i>
Divinity Road area resident	<i>Landlady</i>
Divinity Road area resident	<i>N/A</i>
Divinity Road area resident	<i>Resident</i>
Divinity Road area resident	<i>Very stressful and more pollution on the main roads, waiting longer in the ques due to waiting</i>
East Oxford resident outside 3 LTN areas	<i>Also drop my child at school</i>

East Oxford resident outside 3 LTN areas	<i>Also take my mum to her hospital appointments regularly.</i>
East Oxford resident outside 3 LTN areas	<i>And I drive through Cowley Road every day</i>
East Oxford resident outside 3 LTN areas	<i>As a district nurse the LTNs have directly impacted on patient care through delayed journeys</i>
East Oxford resident outside 3 LTN areas	<i>As a resident of adjoining LTNs this effects me too</i>
East Oxford resident outside 3 LTN areas	<i>Because I'm an intended victim of these schemes - on peripheral Road which will receive far more tr</i>
East Oxford resident outside 3 LTN areas	<i>Because of the detrimental affect these plans will have on the area I live.</i>
East Oxford resident outside 3 LTN areas	<i>because this is my city and I should be able to travel around my city.</i>
East Oxford resident outside 3 LTN areas	<i>Builder, handy man</i>
East Oxford resident outside 3 LTN areas	<i>Builder, handy man</i>
East Oxford resident outside 3 LTN areas	<i>By bike, to access elsewhere& shopping. By car, to pick up/drop off children's friends</i>
East Oxford resident outside 3 LTN areas	<i>Community midwife</i>
East Oxford resident outside 3 LTN areas	<i>Community nurse</i>
East Oxford resident outside 3 LTN areas	<i>Cowley and Iffley are where most conveniences are and also are a gateway to the rest of Oxford</i>
East Oxford resident outside 3 LTN areas	<i>Cowley Rd & my road may experience knock on effects of traffic from the proposed LTNs</i>
East Oxford resident outside 3 LTN areas	<i>Existing LTNs already make traffic worse and these cut off routes</i>
East Oxford resident outside 3 LTN areas	<i>Giving lifts to elderly in laws to hospital</i>
East Oxford resident outside 3 LTN areas	<i>go to school and</i>
East Oxford resident outside 3 LTN areas	<i>How frequently is the air quality being measured on the Oxford Road currently?</i>
East Oxford resident outside 3 LTN areas	<i>I a resident in an adjacent area and use these roads to access my home</i>
East Oxford resident outside 3 LTN areas	<i>I also care about air pollution which doesn't just linger in one location but affects the whole city</i>
East Oxford resident outside 3 LTN areas	<i>I also visit regularly</i>
East Oxford resident outside 3 LTN areas	<i>I am a daily visitor twice a day, drop off and picking up my child at East Oxford Primary School.</i>
East Oxford resident outside 3 LTN areas	<i>I am a member of Oxford Golf club and require access to the club by car</i>
East Oxford resident outside 3 LTN areas	<i>i am a resident</i>
East Oxford resident outside 3 LTN areas	<i>I am a Resident</i>

East Oxford resident outside 3 LTN areas	<i>I am a resident</i>
East Oxford resident outside 3 LTN areas	<i>I am also a landlady of a house in Charles Street, in the proposed LTN area</i>
East Oxford resident outside 3 LTN areas	<i>I am always in and out of the roads mentioned to have LTN</i>
East Oxford resident outside 3 LTN areas	<i>I am an electrician who lives around the LTN areas and are directly affected.</i>
East Oxford resident outside 3 LTN areas	<i>I am concerned about the effect on traffic on the main roads and the effect of pollution this will c</i>
East Oxford resident outside 3 LTN areas	<i>I am in Morrell Avenue, on the edge of the LTN and will be much affected by it.</i>
East Oxford resident outside 3 LTN areas	<i>I am moving to the area in a month</i>
East Oxford resident outside 3 LTN areas	<i>I am nurse and I have no access to most roads to see my patients</i>
East Oxford resident outside 3 LTN areas	<i>I am taxi driver LTN Make my journey longer and delay me to get to my customer and it caused too muc</i>
East Oxford resident outside 3 LTN areas	<i>I am within Cowley LTN area and have experienced the benefits LTNs bring</i>
East Oxford resident outside 3 LTN areas	<i>I and my wife both drive through to go to work</i>
East Oxford resident outside 3 LTN areas	<i>I commute from Kenilworth Avenue to Swindon via Howard Street</i>
East Oxford resident outside 3 LTN areas	<i>I commute on Cowley Road twice by bike, and shop/visit restaurants and cafes on Magdalen Road</i>
East Oxford resident outside 3 LTN areas	<i>I commute through the area (but do not work immediately within)</i>
East Oxford resident outside 3 LTN areas	<i>I commute through the proposed LTN areas by bike 3-4 times a week, and by car 1-2 times a week,</i>
East Oxford resident outside 3 LTN areas	<i>I commute to another town each day and my journey will become very much more difficult</i>
East Oxford resident outside 3 LTN areas	<i>I cycle and/or walk through this area daily, both to commute and for social/leisure/local shopping</i>
East Oxford resident outside 3 LTN areas	<i>I cycle through the area every weekday on the school run</i>
East Oxford resident outside 3 LTN areas	<i>I cycle through these area on the way to other places</i>
East Oxford resident outside 3 LTN areas	<i>I do my shopping, work, medical care, social visits, exercise in the proposed LTNs.</i>
East Oxford resident outside 3 LTN areas	<i>I drive taxi and it's inconvenient for us and our passengers to sit in the traffic for long and pay</i>
East Oxford resident outside 3 LTN areas	<i>I drive through these areas to get home and go to work</i>
East Oxford resident outside 3 LTN areas	<i>I frequent many of the local businesses in the area regularly</i>
East Oxford resident outside 3 LTN areas	<i>I frequently shop in, and travel through all three proposed LTN areas.</i>
East Oxford resident outside 3 LTN areas	<i>I have a very unwell dependent relative who has frequently been in hospital. Fastest route to Headin</i>

East Oxford resident outside 3 LTN areas	<i>i have concerns about the environment</i>
East Oxford resident outside 3 LTN areas	<i>I have lived and worked on the Cowley Road for 35 years. I still live here, retired.</i>
East Oxford resident outside 3 LTN areas	<i>I have lived in oxford all my life I have the right to use the roads like anyone else ,</i>
East Oxford resident outside 3 LTN areas	<i>I have lived in the area, those outside the area will be affected, LTNs all over Oxford need consult</i>
East Oxford resident outside 3 LTN areas	<i>I have more than one reason, but only allowed to select one !!</i>
East Oxford resident outside 3 LTN areas	<i>I have to attend the mosque</i>
East Oxford resident outside 3 LTN areas	<i>I live adjacent to the area and go through it several times a week</i>
East Oxford resident outside 3 LTN areas	<i>I live adjacent to the St Mary's LTN and I am likely to be impacted by its introduction.</i>
East Oxford resident outside 3 LTN areas	<i>I live and work in the area</i>
East Oxford resident outside 3 LTN areas	<i>I live at sfpark flats - I have to pass through the areas whenever I leave my flat</i>
East Oxford resident outside 3 LTN areas	<i>I live in an area where LTN's are already in place so seen the negative impact</i>
East Oxford resident outside 3 LTN areas	<i>I live in Church Cowley LTN area. My parents & rest of family live in Howard St.</i>
East Oxford resident outside 3 LTN areas	<i>I live in Cowley and this will really effect me negatively</i>
East Oxford resident outside 3 LTN areas	<i>I live in East Oxford</i>
East Oxford resident outside 3 LTN areas	<i>I live in East Oxford in the area the current LTN's are installed and they are awful</i>
East Oxford resident outside 3 LTN areas	<i>I live in Headington which already has awful traffic, this will make it 1000 times worse.</i>
East Oxford resident outside 3 LTN areas	<i>I live in Howard Street and there will be huge traffic jams (already in Howard street)</i>
East Oxford resident outside 3 LTN areas	<i>I live in Iffley Fields</i>
East Oxford resident outside 3 LTN areas	<i>I live in on cricket road, just near the rymers lane barrier. My family live within the proposed are</i>
East Oxford resident outside 3 LTN areas	<i>I live in Stratford Street, so will be directly and routinely affected by the proposed scheme.</i>
East Oxford resident outside 3 LTN areas	<i>I live in Temple Cowley which is affected by LTNs. Not far from this area and I know we will be hurt</i>
East Oxford resident outside 3 LTN areas	<i>I live just outside the LTN areas and will be heavily affected by them</i>
East Oxford resident outside 3 LTN areas	<i>I live locally</i>
East Oxford resident outside 3 LTN areas	<i>i live near the area and visit. plus the area i live in has been ruined by the LTNs</i>
East Oxford resident outside 3 LTN areas	<i>I live near the proposed Divinity Road LTN and would be seriously affected by it.</i>

East Oxford resident outside 3 LTN areas	<i>I live off the cowley road</i>
East Oxford resident outside 3 LTN areas	<i>I live on Church Cowley Rd & will suffer massively increased traffic, noise & pollution from LTNs.</i>
East Oxford resident outside 3 LTN areas	<i>I live on Church Cowley Road & am already badly affected by the existing LTNs. These will be worse.</i>
East Oxford resident outside 3 LTN areas	<i>I live on Iffley Road which is receiving all the traffic from all the LTN areas.</i>
East Oxford resident outside 3 LTN areas	<i>I live on Morrell Avenue and this will get far more traffic if the LTNs go ahead.</i>
East Oxford resident outside 3 LTN areas	<i>I live on the Cowley Road that will be most impacted by this crazy scheme.</i>
East Oxford resident outside 3 LTN areas	<i>I live on the Cowley road which is the worst affected road by this scheme</i>
East Oxford resident outside 3 LTN areas	<i>I live on the edge of the LTN on Iffley Road. This is my home area</i>
East Oxford resident outside 3 LTN areas	<i>I live on the upper most section of Morrell Avenue, so very much affected by Divinity Rd LTN</i>
East Oxford resident outside 3 LTN areas	<i>I live very close to the area of these new LTNs and commute through this area by bicycle.</i>
East Oxford resident outside 3 LTN areas	<i>I need to access the golf club on Hill Top Road by car (carrying clubs).</i>
East Oxford resident outside 3 LTN areas	<i>I need to access the ring road from Howard street, Magdalen Road or from Aiming marston road</i>
East Oxford resident outside 3 LTN areas	<i>I need to use LTN are for pick up and drop off my kids.</i>
East Oxford resident outside 3 LTN areas	<i>I often cycle or walk along these streets.</i>
East Oxford resident outside 3 LTN areas	<i>I often pass through Magdalen Road area for the shops there and also to get to Cowley Road + Sth Prk</i>
East Oxford resident outside 3 LTN areas	<i>I often travel through these areas</i>
East Oxford resident outside 3 LTN areas	<i>I often walk to the shops and restaurants on the Cowley Road as I live close by</i>
East Oxford resident outside 3 LTN areas	<i>I pass through the area going to work.</i>
East Oxford resident outside 3 LTN areas	<i>I pass through the area regularly on my way to work either walking or on the bus</i>
East Oxford resident outside 3 LTN areas	<i>I pass through the areas to university from home</i>
East Oxford resident outside 3 LTN areas	<i>I pass through the LTN areas to shop, get healthcare, take my children to activities and more</i>
East Oxford resident outside 3 LTN areas	<i>I pass through to get to the city centre/station</i>
East Oxford resident outside 3 LTN areas	<i>I play golf at Oxford City Golf club - Hill top road</i>
East Oxford resident outside 3 LTN areas	<i>I provide home care for my father in St. Clements</i>
East Oxford resident outside 3 LTN areas	<i>I provide special educational needs transport to vulnerable people</i>

East Oxford resident outside 3 LTN areas	<i>I regularly pass through the LTN areas</i>
East Oxford resident outside 3 LTN areas	<i>I regularly shop for fresh Asian Food ingredients in Magdalen Road and have mobility problems</i>
East Oxford resident outside 3 LTN areas	<i>I regularly travel through this LTN to access shops, parks and amenities</i>
East Oxford resident outside 3 LTN areas	<i>I say a weekly mass for a community of nuns</i>
East Oxford resident outside 3 LTN areas	<i>I shop & visit friends/family in the areas, & pass through to get into Oxford, up to South Park etc</i>
East Oxford resident outside 3 LTN areas	<i>I shop several times a week in the proposed LTN areas and I pass through them most days.</i>
East Oxford resident outside 3 LTN areas	<i>I strongly reject idea of ltn</i>
East Oxford resident outside 3 LTN areas	<i>I take my children to school and work and regularly visit in the proposed LTN areas</i>
East Oxford resident outside 3 LTN areas	<i>I take my children to sports classes at Cheyney and regularly visit friends in the area</i>
East Oxford resident outside 3 LTN areas	<i>I travel between Oxford Health sites at headington and Littlemore daily</i>
East Oxford resident outside 3 LTN areas	<i>I travel through these area for work and there is so much traffic since u installed these LTNS</i>
East Oxford resident outside 3 LTN areas	<i>I travel through this area for work...</i>
East Oxford resident outside 3 LTN areas	<i>I travel through this area regularly, mainly by bike</i>
East Oxford resident outside 3 LTN areas	<i>I use the amenities on and around Cowley Road - shops, bars, restaurants</i>
East Oxford resident outside 3 LTN areas	<i>I used to live in st.clemens and think we need more pedestrianised streets and good cycling paths</i>
East Oxford resident outside 3 LTN areas	<i>I visit friends in these areas and use shops, cafes and pubs in these areas.</i>
East Oxford resident outside 3 LTN areas	<i>I visit my disable mother daily</i>
East Oxford resident outside 3 LTN areas	<i>I visit to see people in the area, for occasional shopping, and as part of my recreational walking.</i>
East Oxford resident outside 3 LTN areas	<i>I walk or cycle to the local shops, and for social, cultural activities & exercise</i>
East Oxford resident outside 3 LTN areas	<i>I want safety for my stepsons who regularly cycle in this area to get to their mother's house.</i>
East Oxford resident outside 3 LTN areas	<i>I want to be able to cycle through the area, particularly Divinity Road, more safely.</i>
East Oxford resident outside 3 LTN areas	<i>I WORK IN THIS AREA I ALREADY HAVE TROUBLE GOING DOWN HOLLOWAY STOP THIS CRAP</i>
East Oxford resident outside 3 LTN areas	<i>I would welcome speed reduction measures but not blocking off of roads.</i>
East Oxford resident outside 3 LTN areas	<i>I would, had you provided sufficient space...</i>
East Oxford resident outside 3 LTN areas	<i>I'm a local Taxi driver. There is already increased traffic from Cowley LTN implementation.</i>

East Oxford resident outside 3 LTN areas	<i>I'm a taxi driver and work in the area.</i>
East Oxford resident outside 3 LTN areas	<i>I'm forced to drive through these areas because of your other ridiculous LTN's</i>
East Oxford resident outside 3 LTN areas	<i>I'd like LTNs to be extended to more areas, including where I live.</i>
East Oxford resident outside 3 LTN areas	<i>Iffley Fields resident - just over the road from St Mary's</i>
East Oxford resident outside 3 LTN areas	<i>I'm a former resident of the LTN area</i>
East Oxford resident outside 3 LTN areas	<i>I'm a taxi driver</i>
East Oxford resident outside 3 LTN areas	<i>I'm a taxi driver and I use these areas every</i>
East Oxford resident outside 3 LTN areas	<i>I'm concerned that closing side streets will make traffic congestion worse on main roads.</i>
East Oxford resident outside 3 LTN areas	<i>I'm taxi driver if you put Ltn is very had to me to get church hospital</i>
East Oxford resident outside 3 LTN areas	<i>Increase in my carbon footprint will increase 500% plus's not considering other journeys to my famil</i>
East Oxford resident outside 3 LTN areas	<i>It has knock-on consequences for Iffley & Cowley roads, which I fear will become congested/polluted</i>
East Oxford resident outside 3 LTN areas	<i>It starts at the end of my street so am constantly travelling into it to shops, school, work...</i>
East Oxford resident outside 3 LTN areas	<i>It will affect Ridgefield Road</i>
East Oxford resident outside 3 LTN areas	<i>It's causing deaths cause ambulances and fire engines can't get to there destination in time..</i>
East Oxford resident outside 3 LTN areas	<i>It's part of my drive trajectory</i>
East Oxford resident outside 3 LTN areas	<i>its part of my neighbourhood, the Cowley Road area is open to residents outside of the LTN area</i>
East Oxford resident outside 3 LTN areas	<i>Like the previous ltn rubbish, we will be negatively affected</i>
East Oxford resident outside 3 LTN areas	<i>Live in a L T N area now. And it is awful</i>
East Oxford resident outside 3 LTN areas	<i>Live in nearby street and need access</i>
East Oxford resident outside 3 LTN areas	<i>Live in the area</i>
East Oxford resident outside 3 LTN areas	<i>LTNs cause disruptions to social life</i>
East Oxford resident outside 3 LTN areas	<i>LTNs make life better for residents by stopping "rat runs".</i>
East Oxford resident outside 3 LTN areas	<i>Many of the above - why cant I pick multiple choices?</i>
East Oxford resident outside 3 LTN areas	<i>Member of Oxford Golf Club</i>
East Oxford resident outside 3 LTN areas	<i>My commute goes through the area</i>

East Oxford resident outside 3 LTN areas	<i>My daughter goes to school adjacent to the area</i>
East Oxford resident outside 3 LTN areas	<i>My gp is in east oxford</i>
East Oxford resident outside 3 LTN areas	<i>My parents live on Hilltop, daughter at school at EOPS, visit all areas of EO 4 social / leisure an</i>
East Oxford resident outside 3 LTN areas	<i>nursery and school of children in st-mary area</i>
East Oxford resident outside 3 LTN areas	<i>Occasionally go there. I find LTNs where I am extremely disruptive. Blocked roads make traffic bad</i>
East Oxford resident outside 3 LTN areas	<i>Often go round Magdalen and Divinity for leisure / shopping & use Iffley and Cowley Rd to go to work</i>
East Oxford resident outside 3 LTN areas	<i>One of the proposed LTNs is the most direct route home</i>
East Oxford resident outside 3 LTN areas	<i>Pass through Divinity Road (by bike) to take my daughter to school - we both cycle</i>
East Oxford resident outside 3 LTN areas	<i>Re Q5. There is no option for occasional.</i>
East Oxford resident outside 3 LTN areas	<i>Regularly commute through these areas for work</i>
East Oxford resident outside 3 LTN areas	<i>Resident in east Oxford on Cowley road</i>
East Oxford resident outside 3 LTN areas	<i>Route to work through these areas and I work in the community so do home visits</i>
East Oxford resident outside 3 LTN areas	<i>school drop off - drive through the area</i>
East Oxford resident outside 3 LTN areas	<i>Seeing friends, picking up take away, emergency doctors, errands, shopping</i>
East Oxford resident outside 3 LTN areas	<i>Shopping, essential needs</i>
East Oxford resident outside 3 LTN areas	<i>Taxi driver</i>
East Oxford resident outside 3 LTN areas	<i>The area is the most direct route to the city centre</i>
East Oxford resident outside 3 LTN areas	<i>The LTNs impact my journeys to and from home</i>
East Oxford resident outside 3 LTN areas	<i>The LTNs will dramatically increase traffic along my road (Cowley Road)</i>
East Oxford resident outside 3 LTN areas	<i>The roads around my home home have already been adversely impacted by the new ltns.</i>
East Oxford resident outside 3 LTN areas	<i>The scheme will casue congestion across the whole segment of East Oxford & Headington</i>
East Oxford resident outside 3 LTN areas	<i>The traffic effects will impact me personally but adding extra traffic to already congested routes.</i>
East Oxford resident outside 3 LTN areas	<i>These LTNs affect huge areas and cause massive inconvenience to many people</i>
East Oxford resident outside 3 LTN areas	<i>They are awful as the main roads are now heaving with traffic</i>
East Oxford resident outside 3 LTN areas	<i>This change will increase my carbon foot print 500% plus.</i>

East Oxford resident outside 3 LTN areas	<i>This is a stupid idea to put LTN.i would say shame on the one who thought of it.</i>
East Oxford resident outside 3 LTN areas	<i>TO PICK UP FROM SCHOOL</i>
East Oxford resident outside 3 LTN areas	<i>Traffic is so bad now then before</i>
East Oxford resident outside 3 LTN areas	<i>Traffic will be horrendous on both the iffley road and Cowley road</i>
East Oxford resident outside 3 LTN areas	<i>Travel through the areas now that the Florence park LTNs block my way out of home</i>
East Oxford resident outside 3 LTN areas	<i>Travel through these areas to get from Headington to Cowley Rd, Templar Sq, Redbridge Recycling Ctr</i>
East Oxford resident outside 3 LTN areas	<i>Travel to get to the places in my area</i>
East Oxford resident outside 3 LTN areas	<i>Tye proposed LTNs will have far reaching effects on the rest of East Oxford.</i>
East Oxford resident outside 3 LTN areas	<i>Visit Mosque every day and visit hospital every month for health issues</i>
East Oxford resident outside 3 LTN areas	<i>We are Majestic Wine a retailer just outside of the LTN</i>
East Oxford resident outside 3 LTN areas	<i>We live nearby and school commutes (secondary) will be affected.</i>
East Oxford resident outside 3 LTN areas	<i>Work in the area / visit for social and lesiure</i>
Local business / school / employer	<i>also visit cowley Road regularly</i>
Local business / school / employer	<i>Answering for the school</i>
Local business / school / employer	<i>As a driving instructor it makes our job 100% impossible</i>
Local business / school / employer	<i>Business</i>
Local business / school / employer	<i>I also live in the area that is now a gridlock polluting my child's air</i>
Local business / school / employer	<i>I am a business owner in the area</i>
Local business / school / employer	<i>I am a business owner, many of my clients come from outside the ares.</i>
Local business / school / employer	<i>I am a dog walker and have 4 dog clients in the area plus cat clients too</i>
Local business / school / employer	<i>I am a landlord of a property in the area</i>
Local business / school / employer	<i>I am a member and director of Oxford Golf Club on Hill Top Road</i>
Local business / school / employer	<i>I am a taxi driver and also I live close by. Ltn cause traffic which can is already a problem which</i>
Local business / school / employer	<i>I am a taxi driver, the LTN cause trouble for us</i>
Local business / school / employer	<i>i attend the manzil way mosque as a muslim regularly</i>

Local business / school / employer	<i>I have a business and I need customer to visit my trade</i>
Local business / school / employer	<i>I have a business on the Magdalen Road</i>
Local business / school / employer	<i>I have been affected by this LTN, long delays on Cowley road and Business has been effected badly</i>
Local business / school / employer	<i>I have business on cowley road and due to these LTNs we are struggling big time to do deliveries.</i>
Local business / school / employer	<i>I live and work in the area</i>
Local business / school / employer	<i>I own tenanted residential property in the area</i>
Local business / school / employer	<i>I run a business in Magdalen Road</i>
Local business / school / employer	<i>I run a business in the local area.</i>
Local business / school / employer	<i>I travel in the area a lot and also walk the streets for work purposes.</i>
Local business / school / employer	<i>I work with a local Lettings Agent</i>
Local business / school / employer	<i>I'm also a regular visitor, nursery in the area</i>
Local business / school / employer	<i>It's a very bad headache with these LTN I hate working now because there to much traffic</i>
Local business / school / employer	<i>Local Bus Operator</i>
Local business / school / employer	<i>LTNs makes our job more hard and difficult ?</i>
Local business / school / employer	<i>My business will go under if customers cannot drive to me</i>
Local business / school / employer	<i>Police officer in the Oxford area</i>
Local business / school / employer	<i>Regular visitor & work</i>
Local business / school / employer	<i>Taxi driver</i>
Local business / school / employer	<i>the proposed LTN will put me out of business. I suggest one way streets is a better option</i>
Local business / school / employer	<i>These closures are affecting my business operation</i>
Local business / school / employer	<i>Turpin & Miller LLP is a business in East Oxford employing approximately 45 local people.</i>
Local business / school / employer	<i>We are a taxi firm operating in oxford since 1991. East Oxford Area is our core passenger base</i>
Local business / school / employer	<i>We have several members of staff that live outside oxfordshire area, disabled staff with mobility</i>
Local business / school / employer	<i>We own a business in the area</i>
Local business / school / employer	<i>We provide community services from Central Oxford Mosque</i>

Representative of a group, campaign group or organisation in the east Oxford area	<i>Cowley Area Transport Group www.catg.org.uk</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Football club</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>I am a member at the golf club and use the cowley road to access hilltop road.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>I am a trustee at the Central Oxford Mosque and have to be there every day</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>I make regular visits to Club as a member and officer of the Club</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Lady captain of Oxford golf club</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Member of Oxford Golf Club - visit usually 4 times per week</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Open all road people need to move freely</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>This is a response from Cyclox, whose members live all over Oxford, and many of whom live in East Ox</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>We are a county wide advocacy group</i>
Resident of another part of Oxford	<i>1) Shopping on Cowley Road. 2) Travelling through en route to city centre</i>
Resident of another part of Oxford	<i>Absolute nightmare to work with conjection already caus by th ecowley and Littlemore closures Get Re</i>
Resident of another part of Oxford	<i>Also have a lot of family to visit in the areas</i>
Resident of another part of Oxford	<i>And I have family who live in the area that I visit regularly</i>
Resident of another part of Oxford	<i>Because of the impact that it will likely have across Oxford</i>
Resident of another part of Oxford	<i>community communications</i>

Resident of another part of Oxford	<i>Commute near this area to work</i>
Resident of another part of Oxford	<i>Concern about general impact</i>
Resident of another part of Oxford	<i>doing delivery</i>
Resident of another part of Oxford	<i>Drop of my kids to school</i>
Resident of another part of Oxford	<i>Family</i>
Resident of another part of Oxford	<i>Family and friends in East Oxford, + shopping, restaurants and hairdresser.</i>
Resident of another part of Oxford	<i>Family in the area, very badly affected by LTNs, as am I when I visit.</i>
Resident of another part of Oxford	<i>Family live here</i>
Resident of another part of Oxford	<i>General interest</i>
Resident of another part of Oxford	<i>Golf club member</i>
Resident of another part of Oxford	<i>Have to take two children to school in Oxford and Headington</i>
Resident of another part of Oxford	<i>I also cycle through East Oxford on my way to and from the City Centre</i>
Resident of another part of Oxford	<i>I also cycle through the area to go and visit my elderly mother in a care home in Headington</i>
Resident of another part of Oxford	<i>I also deliver in the area for my work.</i>
Resident of another part of Oxford	<i>I also live in Littlemore where these LTNs are currently and it is a nightmare. It makes no sense...</i>
Resident of another part of Oxford	<i>I also work as a vaccinator at the Kassam and cycle there usually 3 times per week</i>
Resident of another part of Oxford	<i>I am a landlord of several houses in the area and need to visit to manage and maintain them</i>
Resident of another part of Oxford	<i>I am a lettings negotiator in the area and need to drive to several viewings which will take longer</i>
Resident of another part of Oxford	<i>I am a member of Oxford City Golf Club</i>
Resident of another part of Oxford	<i>I am a taxi driver and delivery driver LTNs have directly affected my income</i>
Resident of another part of Oxford	<i>I am a taxi driver who will need access to these roads all the time for the customers</i>
Resident of another part of Oxford	<i>I am also a regular visitor to family in the area.</i>
Resident of another part of Oxford	<i>I am concerned about the LTNs in Headington and the fact most traffic will be forced onto London Rd</i>
Resident of another part of Oxford	<i>I am in a LTN area and live close to the possible new areas</i>
Resident of another part of Oxford	<i>I am my family regularly go to destinations within, and go through, the LTN area.</i>

Resident of another part of Oxford	<i>I am not a resident, however I visit the area to see friends, family, shopping and socialising.</i>
Resident of another part of Oxford	<i>I am through traffic</i>
Resident of another part of Oxford	<i>I believe that this scheme will directly negatively impact conditions on the main thoroughfares</i>
Resident of another part of Oxford	<i>I car for my 84 year old mother and have to visit everyday to feed, shower and do house work on a da</i>
Resident of another part of Oxford	<i>I commute through the area</i>
Resident of another part of Oxford	<i>I commute to the Churchill Hosp. Every journey is a trial, trying to keep myself safe from cars</i>
Resident of another part of Oxford	<i>I cycle to the hospitals and other facilities in the area regularly.</i>
Resident of another part of Oxford	<i>I do deliveries, I get food, I go to the mosque, drop my siblings to school aswell</i>
Resident of another part of Oxford	<i>I don't like these LTN at all. This had made life miserable. Now the whole traffic pressures is on t</i>
Resident of another part of Oxford	<i>I drive disabled people around the area in rush hours for my job.</i>
Resident of another part of Oxford	<i>I drive taxi</i>
Resident of another part of Oxford	<i>I drive taxis for a living and driver in the area daily transporting passengers/residents</i>
Resident of another part of Oxford	<i>I drop my son off to mosque or football in the area.. mosque everyday football twice a week</i>
Resident of another part of Oxford	<i>I frequent Southfield abroad by foot from Cowley Road, to Warneford Lane.</i>
Resident of another part of Oxford	<i>I go to Oxford Golf Club regularly</i>
Resident of another part of Oxford	<i>I have a driving school</i>
Resident of another part of Oxford	<i>I have family in all the LTN areas</i>
Resident of another part of Oxford	<i>I have to use my car for work, and East Oxford arterial roads are vital to all in Oxford.</i>
Resident of another part of Oxford	<i>I help care for my elderly mother who lives in east Oxford</i>
Resident of another part of Oxford	<i>I live further up Cowley road and this will add to the disaster that is the Cowley LTN.</i>
Resident of another part of Oxford	<i>I live in an area where the proposed LTN will make the main road more congested</i>
Resident of another part of Oxford	<i>I live in Headington am aware of the problems these cause and your proposal to introduce them to my</i>
Resident of another part of Oxford	<i>I live in South Oxford and work near the Churchill Hospital, so cycle through these areas commuting.</i>
Resident of another part of Oxford	<i>I live in the Temple Cowley area which already has LTN's</i>
Resident of another part of Oxford	<i>I lived in Headington for 8 years until 2020. I cycled in these areas more than once a day.</i>

Resident of another part of Oxford	<i>I lived in the area for more than 40 years, until February 2021</i>
Resident of another part of Oxford	<i>I lived in the area for nearly 40 years, up until January this year, and now live about a mile away.</i>
Resident of another part of Oxford	<i>I need to visit East Oxford Health Centre</i>
Resident of another part of Oxford	<i>I often cycle up divinity road to get to the Nuffield Orthopaedic Centre for work</i>
Resident of another part of Oxford	<i>I often go through the area to visit relatives and friends, or cycle through it en route to meetings</i>
Resident of another part of Oxford	<i>I pass through on the way to the shops.</i>
Resident of another part of Oxford	<i>I pass through the area, e.g. to get to the city centre</i>
Resident of another part of Oxford	<i>I pick up my kids from the school.</i>
Resident of another part of Oxford	<i>I previously lived in the area and found it had become unbearably busy with cars and parked cars.</i>
Resident of another part of Oxford	<i>I provide support to my grandchildren who live in the area</i>
Resident of another part of Oxford	<i>I regularly attend the mosques in the area.</i>
Resident of another part of Oxford	<i>I regularly take my Grandma shopping</i>
Resident of another part of Oxford	<i>I regularly visit my disabled mum, who lives in Morrell Ave</i>
Resident of another part of Oxford	<i>I run a business for school pick up, if I have to go to Headington, I won't have short routes to cut</i>
Resident of another part of Oxford	<i>I say mass a few times/month for the nuns who are in one of the convents off Iffley Road.</i>
Resident of another part of Oxford	<i>I take my daughter to school and then go to work every day.</i>
Resident of another part of Oxford	<i>I tend to walk and make use of a bus when I go to these areas. I would like to maintain a choice</i>
Resident of another part of Oxford	<i>I think all Ltns are a waste of money time a effort your causing more traffic</i>
Resident of another part of Oxford	<i>I travel around Oxford by bicycle generally, and I am interested in traffic flow and safety.</i>
Resident of another part of Oxford	<i>I travels to work from Headington and am concerned about the impact of the proposal</i>
Resident of another part of Oxford	<i>I use some of the routes to take me to the Churchill and to Cheney Lane</i>
Resident of another part of Oxford	<i>I use this route for my work</i>
Resident of another part of Oxford	<i>I used to live in the area and still have friends there. I visit the shops and health centre.</i>
Resident of another part of Oxford	<i>I used to shop in the area but wont chance getting lost amongst all the closed roads</i>
Resident of another part of Oxford	<i>I used to shop in the area but wont chance getting lost amongst all the closed roads</i>

Resident of another part of Oxford	<i>I visit at least three times a week and drive through most days.</i>
Resident of another part of Oxford	<i>I visit friends in the area as well as travel for shopping and restaurants 2-3 times per week</i>
Resident of another part of Oxford	<i>I visit my daughter in Cowley, and go for walks with her</i>
Resident of another part of Oxford	<i>I work part time in the area as a cleaner of student properties as well as being a regular visitor</i>
Resident of another part of Oxford	<i>I'm a nurse at Oxford health</i>
Resident of another part of Oxford	<i>I'm sometimes up to an hour late on jobs with the current ltns</i>
Resident of another part of Oxford	<i>Im a regular visitor</i>
Resident of another part of Oxford	<i>It's being very difficult with kind long delays to get any where around Cowley centre on time</i>
Resident of another part of Oxford	<i>Long delays</i>
Resident of another part of Oxford	<i>LTN is not good for environment, cause more pollution</i>
Resident of another part of Oxford	<i>Member of Oxford City Golf club</i>
Resident of another part of Oxford	<i>Member of Oxford City Golf Club</i>
Resident of another part of Oxford	<i>Member of Oxford Golf Club</i>
Resident of another part of Oxford	<i>Member oxford GC</i>
Resident of another part of Oxford	<i>Most of the services I use are in cowley and this has doubled my travel time</i>
Resident of another part of Oxford	<i>My child attends school in the area and I also do work drop offs</i>
Resident of another part of Oxford	<i>My children school is in LTN areas effict me lot for drop and pick my children</i>
Resident of another part of Oxford	<i>My daughter lives in the area</i>
Resident of another part of Oxford	<i>My route to work.</i>
Resident of another part of Oxford	<i>My siblings go to schools in the area</i>
Resident of another part of Oxford	<i>Own property in area</i>
Resident of another part of Oxford	<i>Oxford Golf Club</i>
Resident of another part of Oxford	<i>Playing member at Oxford City Golf Club</i>
Resident of another part of Oxford	<i>Professional Driver</i>
Resident of another part of Oxford	<i>Royal cars</i>

Resident of another part of Oxford	<i>School runs from radley to Cheney then Wheatley.</i>
Resident of another part of Oxford	<i>Shop at Halal shop and Patisserie there</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>Taxi driver</i>
Resident of another part of Oxford	<i>The extra Standstill traffic this scheme has caused affects the whole of Oxford not just areas are</i>
Resident of another part of Oxford	<i>The LTNs that have been placed in the Florence Park area are causing huge delays already</i>
Resident of another part of Oxford	<i>The traffic is more now the ltn are in place</i>
Resident of another part of Oxford	<i>There are very few roads around there that are through roads already</i>
Resident of another part of Oxford	<i>These LTNs effect the wider residents of Oxford, not just the residents in the local area</i>
Resident of another part of Oxford	<i>They have created so much extra traffic on main routes, they should be abolished immediately</i>
Resident of another part of Oxford	<i>This affects my earnings</i>
Resident of another part of Oxford	<i>This area is a quicker route to work at hospitals from Littlemore. There is no direct bus route</i>
Resident of another part of Oxford	<i>To visit: daughter resident, GP surgery, shopping</i>
Resident of another part of Oxford	<i>Travel through for business/research</i>
Resident of another part of Oxford	<i>Two of our children and 5 grandchildren live in the area</i>
Resident of another part of Oxford	<i>Visit friends, pubs, bars, cafes etc. in the area.</i>
Resident of another part of Oxford	<i>Visit Iffley vets. Also leisure. Cafes, shops, South Park</i>
Resident of another part of Oxford	<i>Visiting the mosque</i>
Resident of another part of Oxford	<i>We are disabled, requiring access to medical care in the area, as well as accessing specialist shops</i>
Resident of another part of Oxford	<i>We have family in the area</i>
Resident of another part of Oxford	<i>We visit friends in the area, I go shopping there, we use the recreation facilities</i>

Resident of another part of Oxford	<i>We visit the mosques in East Oxford everyday for my children arabic classes</i>
Resident of another part of Oxford	<i>Work and leisure</i>
Resident of another part of Oxford	<i>You have put LTN's where I live and it's a complete disaster, and it's forced me to drive</i>
Resident outside Oxford	<i>Access to golf club at end of Hill Top Rd</i>
Resident outside Oxford	<i>Also to visit the Churchill Hospital and social and leisure reasons.</i>
Resident outside Oxford	<i>carer and visitor to vulnerable family members</i>
Resident outside Oxford	<i>Family members resident in Hill Top Road</i>
Resident outside Oxford	<i>Golf Club</i>
Resident outside Oxford	<i>Golf course access</i>
Resident outside Oxford	<i>I am a member of Oxford Golf Club</i>
Resident outside Oxford	<i>I am a member of Oxford Golf Club</i>
Resident outside Oxford	<i>I am a support worker for homeless people in Oxford I spend all day travelling around east Oxford.</i>
Resident outside Oxford	<i>I am also a member of Oxford Golf Club</i>
Resident outside Oxford	<i>I collect my Grandchildren to take them to and from school in the centre of Oxford</i>
Resident outside Oxford	<i>I have friends in these areas</i>
Resident outside Oxford	<i>I have property in the area</i>
Resident outside Oxford	<i>I live just across the ring road in Horspath, and cycle in and through east Oxford regularly</i>
Resident outside Oxford	<i>I need to be able to get to my elderly grandmother as I'm her emergency contact for her alarm if sh</i>
Resident outside Oxford	<i>I use it as a rat run in a car, and as a direct route as a cyclist</i>
Resident outside Oxford	<i>I visit the hospitals and friends in the area</i>
Resident outside Oxford	<i>I work and and a member at Oxford Golf Club</i>
Resident outside Oxford	<i>I work in health care.</i>
Resident outside Oxford	<i>I'm a taxi driver</i>
Resident outside Oxford	<i>I'm a taxi driver</i>
Resident outside Oxford	<i>In addition to visiting and shopping I often cycle through the area on my way to other parts of Oxfo</i>
Resident outside Oxford	<i>Member of Oxford golf club</i>
Resident outside Oxford	<i>My children are at East Oxford Primary School</i>
Resident outside Oxford	<i>My parents live on Divinity Road. I am a uni student elsewhere but visit frequently.</i>
Resident outside Oxford	<i>Oxfordshire resident, in favour of LTNs</i>
Resident outside Oxford	<i>Pass through the LTN areas when cycling from north Abingdon to Marston area</i>
Resident outside Oxford	<i>Play golf at Oxford Golf Club</i>
Resident outside Oxford	<i>Van Driver, maintenance of HMOs</i>
Resident outside Oxford	<i>Visit now and again</i>
Resident outside Oxford	<i>What is the point of closing off certain roads and pushing all of the traffic onto remaining roads.</i>
St Clements resident	<i>I also work as a builder and maintenance man on other properties in the area.</i>
St Clements resident	<i>I have lived in this area for more than sixty years</i>
St Clements resident	<i>I live in area</i>
St Clements resident	<i>I live there and work in this area</i>
St Clements resident	<i>My tenants already complain of the pollution in St Clements</i>
St Mary's resident	<i>As a local driver, I am very worried about the proposed LTNs for OX4 where I live. To give you a few</i>
St Mary's resident	<i>Clicked inadvertently - it took me some time to locate the maps</i>

St Mary's resident	<i>I am a resident</i>
St Mary's resident	<i>I am a resident - I told you that on Q 1.</i>
St Mary's resident	<i>I am a resident (and this survey is badly designed)</i>
St Mary's resident	<i>I am by a resident</i>
St Mary's resident	<i>I both live and work in the area affected</i>
St Mary's resident	<i>I have a vehicle for working. No mobility == no work</i>
St Mary's resident	<i>I live on howard street, and the LTN will seriously affect where I am living.</i>
St Mary's resident	<i>I live within 2 mins of the ltn</i>
St Mary's resident	<i>I live, visit and access Health Centre, Mental Health services and Hospital</i>
St Mary's resident	<i>I'm not sure whether I'm in the LTN areas - I live in Percy Street.</i>
St Mary's resident	<i>I'm a resident</i>
St Mary's resident	<i>In the previous section you do not allow for trade / van drivers (just car drivers)</i>
St Mary's resident	<i>It has put too much traffic on cowley Road and iffley Road also journey time has gone up which means</i>
St Mary's resident	<i>my parent visits from outside of oxford once a week for childcare reasons</i>
St Mary's resident	<i>NA</i>
St Mary's resident	<i>Not applicable - am a resident</i>
St Mary's resident	<i>Travel to areas outside of the city and need access to major routes</i>

Respondent type	Q6. Thinking of the east Oxford LTN local area, which of the following are priorities for you? {OTHER}
Divinity Road area resident	<i>A high priority for myself and my young family is to reduce the huge amount of noise from traffic.</i>
Divinity Road area resident	<i>Abandon LTN scheme. Keep all roads open.</i>
Divinity Road area resident	<i>Access for tradespeople / deliveries</i>
Divinity Road area resident	<i>Allowing local postal services</i>
Divinity Road area resident	<i>Another priority is to deal with noise nuisance from traffic</i>
Divinity Road area resident	<i>As a resident, the LTN must maintain ease of access in and out of the area for ourselves & visitors</i>
Divinity Road area resident	<i>Avoid making the Cowley Road busier and more dangerous for cyclists. The LTN will make this worse.</i>
Divinity Road area resident	<i>Avoid road rage and damage to parked vehicles</i>
Divinity Road area resident	<i>Blocking emergency services, people walk on paths not roads, they can meet in parks, not roads</i>
Divinity Road area resident	<i>Bring disabled kids home quickly without stress to them waiting in traffic</i>
Divinity Road area resident	<i>Bus fares should be cheaper</i>
Divinity Road area resident	<i>Carers can attend clients, the LTNs are not working causing blocked roads and grid load on main road</i>
Divinity Road area resident	<i>Cheaper public transport</i>

Divinity Road area resident	<i>closing all the side roads will push all the traffic onto the main roads creating pollution and jams</i>
Divinity Road area resident	<i>community cohesion - a fair solution for all, including those on low income</i>
Divinity Road area resident	<i>Conflicting set of questions</i>
Divinity Road area resident	<i>Congestion in Cowley Road is already high, do not need to add to it by blocking key road to Headingt</i>
Divinity Road area resident	<i>Congestion in Div Rd due to excess through traffic an obstacle to emergency and refuse collection.</i>
Divinity Road area resident	<i>Contribute to tackling climate/ecological emergency; reduce noise levels; create safer school routes</i>
Divinity Road area resident	<i>cut through drivers will be unable to pass through the area</i>
Divinity Road area resident	<i>Dangerous traffic speeding is rife on Southfield Road - during the day and late at night..</i>
Divinity Road area resident	<i>Disincentivize commuting into the area by motor vehicle</i>
Divinity Road area resident	<i>Don't inconvenience everyone to please a few. Roads are for easy access.</i>
Divinity Road area resident	<i>Early notification of LTNs on approach roads. Eg. A34, so mo build up of traffic on arterial roads.</i>
Divinity Road area resident	<i>Ease or leaving area to go to work outside the city</i>
Divinity Road area resident	<i>Encourage reduction in car use/ownership</i>
Divinity Road area resident	<i>Enhance safety in general</i>
Divinity Road area resident	<i>For reduction of speed and quality of traffic. In the past 7yrs it has become so dangerous</i>
Divinity Road area resident	<i>Getting to and from work is NOT about being 'easy and convenient'. Less miles = LESS Polution!</i>
Divinity Road area resident	<i>Help make residential roads easier for those in wheelchairs or with large pushchairs</i>
Divinity Road area resident	<i>Help postal service</i>
Divinity Road area resident	<i>I accept journeys may take longer but low traffic will be beneficial for local people</i>
Divinity Road area resident	<i>I am disappointed to see that rising bollards (such as that in Aristotle lane and The Turl are not b</i>
Divinity Road area resident	<i>I am too old to cycle. I am concerned about Morrell Av. Since the lockdown the traffic has gone fast</i>
Divinity Road area resident	<i>I genuinely don't think there's too much traffic. The bollards would be an inconvenience.</i>
Divinity Road area resident	<i>Important to maintain access for wheelchairs and mobility scooters e.g. dropped kerbs</i>
Divinity Road area resident	<i>Improve bus services across the county</i>
Divinity Road area resident	<i>Increase sense of a community</i>

Divinity Road area resident	<i>It won't reduce any thing but make people life more difficult plz don't do that</i>
Divinity Road area resident	<i>It's a nightmare for community health workers getting to our patients and takes so much longer</i>
Divinity Road area resident	<i>It's already safe to cycle via the existing LTN routes. No need for more.</i>
Divinity Road area resident	<i>keeping a cohesive and friendly community together</i>
Divinity Road area resident	<i>Keeping traffic moving or reduced on main road</i>
Divinity Road area resident	<i>Less thundering noise</i>
Divinity Road area resident	<i>Less traffic noise day and night for better sleeping</i>
Divinity Road area resident	<i>LTN WILL NOT REDUCE POLLUTION, IT WILL INCREASE IT AS THE MAIN ROAD WILL BE AT A STANDSTILL</i>
Divinity Road area resident	<i>Lyn causing more congestion on nearby main roads causing more pollution and extending journey times</i>
Divinity Road area resident	<i>Main roads traffic is creating more pollution</i>
Divinity Road area resident	<i>Maintain access to parking for residents. Parking in my postcode is very limited.</i>
Divinity Road area resident	<i>Maintain easy access for postal service</i>
Divinity Road area resident	<i>Maintain sense of community cohesion</i>
Divinity Road area resident	<i>Make divinity road one way & few other neighbouring roads</i>
Divinity Road area resident	<i>Make it safer for everyone to walk</i>
Divinity Road area resident	<i>Make Oxford accessible to people from outside the inner city</i>
Divinity Road area resident	<i>Make public transport universally accessible and improve access from one side of city to the other.</i>
Divinity Road area resident	<i>Make the area nicer for residents to live on without dealing with cars using div rd as a short cut.</i>
Divinity Road area resident	<i>Mosque access by cars and bikes</i>
Divinity Road area resident	<i>My carers can easily access East Oxford clients 17+ a day LTN = long detours = late miss lunch</i>
Divinity Road area resident	<i>Noise pollution</i>
Divinity Road area resident	<i>Not force every car to the ring road. Not have the cowley road shops aread be a "major artery"</i>
Divinity Road area resident	<i>Not to cause huge amount of traffic and grid lock Oxford</i>
Divinity Road area resident	<i>Not to split Southfield road in to 'lower and higher' but to reduce traffic on entire road</i>
Divinity Road area resident	<i>Other priorities: Enable residents to travel to hospitals easily and safely</i>

Divinity Road area resident	<i>People live on all streets, why should some streets benefit and other have their traffic</i>
Divinity Road area resident	<i>People need to be nudged to get out of their cars and walk/cycle for journeys of less than 2 miles</i>
Divinity Road area resident	<i>Postmen, milkmen and delivery drivers need access that is logical with bollards at top of DRARA</i>
Divinity Road area resident	<i>Present situation often quite intolerable.</i>
Divinity Road area resident	<i>Present situation often quite intolerable.</i>
Divinity Road area resident	<i>prevent Oxford Brookes and Hospital Staff usig scarce parking</i>
Divinity Road area resident	<i>Public transport ease of passage and punctuality won't be improved by displaced traffic on routes..</i>
Divinity Road area resident	<i>Reduce car use generally to reduce global CO2 emissions (I'm surprised this isn't included!)</i>
Divinity Road area resident	<i>Reduce carbon emissions</i>
Divinity Road area resident	<i>Reduce commute time from Divinity Road to Science parks outside Ring road</i>
Divinity Road area resident	<i>Reduce damage to parked cars in area (my car was written off)/Climate change/Support transition to</i>
Divinity Road area resident	<i>Reduce damage to vehicles and need to park on pavements and to prevent rat running at speed</i>
Divinity Road area resident	<i>Reduce dangerous speeding on Morrell Avenue. Add road markings, signs and cameras</i>
Divinity Road area resident	<i>Reduce noise pollution from speeding vehicles and large numbers of passing vehicles</i>
Divinity Road area resident	<i>Reduce noise pollution from traffic</i>
Divinity Road area resident	<i>Reduce noise pollution, local traffic speed parking of non resident cars reduce car use</i>
Divinity Road area resident	<i>Reduce noise pollution. Reduce drug drop offs at the top of hill top road. Improve safety on streets</i>
Divinity Road area resident	<i>reduce noise, speeding and dangerous driving</i>
Divinity Road area resident	<i>Reduce road rage</i>
Divinity Road area resident	<i>Reduce some of the antisocial and aggressive behaviour of drivers through our area.</i>
Divinity Road area resident	<i>Reduce speed of traffic in general, particularly in residential areas</i>
Divinity Road area resident	<i>Reduce the blatant law breaking of motor vehicle drivers, be it by speeding or unlawful parking.</i>
Divinity Road area resident	<i>Reduce the disproportionate high volume of cars on Divinity road and making it a safer road for evey</i>
Divinity Road area resident	<i>reduce traffic noise and conflict</i>
Divinity Road area resident	<i>Reduce traffic noise and police sirens</i>

Divinity Road area resident	<i>Reduce traffic on Morrell Avenue</i>
Divinity Road area resident	<i>Reduce traffic overall. NOT just push it on to main roads or boundary road of LTN</i>
Divinity Road area resident	<i>Reducing carbon emissions, reduce speeding cars through Divinity Road area</i>
Divinity Road area resident	<i>Reducing traffic, especially commute, in all residential areas of Oxford, and encouraging cycling</i>
Divinity Road area resident	<i>Remove pavement parking — pavements are for pedestrians</i>
Divinity Road area resident	<i>Residential roads are not designed for high traffic - it is a safety issue</i>
Divinity Road area resident	<i>Retain access to local residents' parking system</i>
Divinity Road area resident	<i>Sadly these road closures will not serve to reduce congestion or make public transport swifter.</i>
Divinity Road area resident	<i>Safe for school children to walk and use bikes on streets,</i>
Divinity Road area resident	<i>Safer for bikes & walkers; Slow traffic, less traffic</i>
Divinity Road area resident	<i>Safety and reduced pollution are very important to me.</i>
Divinity Road area resident	<i>Safety and reducing air pollution and noise are my priorities. You don't have a question about noise</i>
Divinity Road area resident	<i>Some of these options are simplistic so not easy to answer eg keep local roads open so car journeys</i>
Divinity Road area resident	<i>Stop cars parking on pavements in East Oxford</i>
Divinity Road area resident	<i>Stop road rage in congested streets, which effectively allow only one way traffic movement</i>
Divinity Road area resident	<i>Stop the area from losing its pleasant character due to unwanted traffic and bad behaviour</i>
Divinity Road area resident	<i>Strongly object takes me longer to get to my fathers he's 90 and I'm his career using more fuel</i>
Divinity Road area resident	<i>Taxi driver and delivery drivers and visitors as well as residents</i>
Divinity Road area resident	<i>the council had declared a climate emergency and the need to reduce CO2.</i>
Divinity Road area resident	<i>The main roads are not fit for purpose if all traffic is sent onto them, including the ring road</i>
Divinity Road area resident	<i>The roads are so dangerous for children, the cars travel so fast</i>
Divinity Road area resident	<i>There is no pollution on the road it's made up by council</i>
Divinity Road area resident	<i>These LTN's will call more isolation for the elderly as people will find visiting too difficult</i>
Divinity Road area resident	<i>These questions are loaded in favour of LTNS pushing traffic through longer routes is not the answer</i>
Divinity Road area resident	<i>These questions are loaded in favour of LTNS pushing traffic through longer routes is not the answer</i>

Divinity Road area resident	<i>To allow easy access and quick access through residential streets</i>
Divinity Road area resident	<i>To balance access to residential streets with other areas within oxford in order to balance levels o</i>
Divinity Road area resident	<i>To enhance quality of life for local residents</i>
Divinity Road area resident	<i>To make our neighbourhood, and by extension, our city LIVEABLE. Look at London!</i>
Divinity Road area resident	<i>To make residential streets feel like places where people live; to prevent instances of road rage</i>
Divinity Road area resident	<i>To reduce damage to cars, road rage aggression, pollution from revving. Speed of cars frightening.</i>
Divinity Road area resident	<i>To reduce damage to cars, road rage and other traffic related antisocial behaviour.</i>
Divinity Road area resident	<i>To reduce the regular, aggressive traffic 'stand-offs' that I witness from my window.</i>
Divinity Road area resident	<i>TO SAFEGUARD LONG TERM RESIDENTS' ABILITY TO PARK ON ROAD</i>
Divinity Road area resident	<i>To stop many people in many cars using Divinity Road as a rat run</i>
Divinity Road area resident	<i>Traffic on Divinity Road is far too high for a residential road. It is too dangerous for cycling.</i>
Divinity Road area resident	<i>traffic speeds on Morrell Ave are well in excess of the 20mph limit most of the time</i>
Divinity Road area resident	<i>We do not need more planting, as residents cannot maintain present arrangements!</i>
Divinity Road area resident	<i>We need to think about families with more than 1 child who can't cycle and need the car</i>
East Oxford resident outside 3 LTN areas	<i>A car journey to Florence Park that should have taken a few mins instead took nearly 25</i>
East Oxford resident outside 3 LTN areas	<i>A priority for me is to use these types of scheme as a tool to reduce car dependency.</i>
East Oxford resident outside 3 LTN areas	<i>Access for residents rather than going all way around east Oxford just to get home</i>
East Oxford resident outside 3 LTN areas	<i>Access the area</i>
East Oxford resident outside 3 LTN areas	<i>Access to Golf Club from Cowley Road...journey time will be quadrupled under new proposals</i>
East Oxford resident outside 3 LTN areas	<i>Address climate change</i>
East Oxford resident outside 3 LTN areas	<i>Address the climate crisis & the obesity crisis - active transport helps these too</i>
East Oxford resident outside 3 LTN areas	<i>All rubbish, it makes getting anywhere a nightmare. The survey is biased.</i>
East Oxford resident outside 3 LTN areas	<i>All the LTN's have done and will do is cause excess traffic and longer journeys/more pollution</i>
East Oxford resident outside 3 LTN areas	<i>All these things have a priority, but the way you are going about it is one sided.Be honest you do n</i>
East Oxford resident outside 3 LTN areas	<i>Allow children to play in the streets close to home.</i>

East Oxford resident outside 3 LTN areas	<i>Allow unrestricted vehicular access for Oxford Golf Club.</i>
East Oxford resident outside 3 LTN areas	<i>Allowing the flow of traffic this reducing pollution instead of moving it caused by displaced traffi</i>
East Oxford resident outside 3 LTN areas	<i>Allowing the flow of traffic this reducing pollution instead of moving it caused by displaced traffi</i>
East Oxford resident outside 3 LTN areas	<i>An LTN is not the way to achieve the more laudable of the objectives above.</i>
East Oxford resident outside 3 LTN areas	<i>Arriving on time for appointments</i>
East Oxford resident outside 3 LTN areas	<i>Avoid diverting traffic to main roads</i>
East Oxford resident outside 3 LTN areas	<i>Avoid funnelling traffic on to other roads to make neighbouring areas more unsafe, polluted and cong</i>
East Oxford resident outside 3 LTN areas	<i>Avoid long standing congestion on Iffley Road at peak times</i>
East Oxford resident outside 3 LTN areas	<i>Being able to travel in my car is also a Priority - please stop treating cars as the problem</i>
East Oxford resident outside 3 LTN areas	<i>Can you also stop motorbikes cutting through on Divinity Road please!!</i>
East Oxford resident outside 3 LTN areas	<i>Change attitudes towards travel to increase walking and cycling.</i>
East Oxford resident outside 3 LTN areas	<i>Children should play in parks not on roads. The main roads are now so busy children shouldn't cycle.</i>
East Oxford resident outside 3 LTN areas	<i>Church Cowley Rd is already less safe, busier & more polluted due to LTNs. These will make it worse.</i>
East Oxford resident outside 3 LTN areas	<i>Church Cowley Rd residents will suffer from increased traffic & pollution if these LTNs go ahead.</i>
East Oxford resident outside 3 LTN areas	<i>Cleaner air and less cars!!!!</i>
East Oxford resident outside 3 LTN areas	<i>Climate Emergency</i>
East Oxford resident outside 3 LTN areas	<i>Consider the neds of the whole population of Oxford</i>
East Oxford resident outside 3 LTN areas	<i>Contribute to wider plans to reduce car-dependence and encourage active travel in Oxford</i>
East Oxford resident outside 3 LTN areas	<i>Cycling safety with small children is my number one priority.</i>
East Oxford resident outside 3 LTN areas	<i>Disabled motorists who rely on their car for independence</i>
East Oxford resident outside 3 LTN areas	<i>Disabled motorists who rely on their car for independence</i>
East Oxford resident outside 3 LTN areas	<i>Disincentivize car travel generally</i>
East Oxford resident outside 3 LTN areas	<i>Do not block roads. Intriduce effective speed control measures instead.</i>
East Oxford resident outside 3 LTN areas	<i>Don't create chaos on Cowley and Iffley road! This plan is madness.</i>
East Oxford resident outside 3 LTN areas	<i>Easy access to Oxford golf club</i>

East Oxford resident outside 3 LTN areas	<i>Electric scooter on a pavement is more of a danger than car on the road.</i>
East Oxford resident outside 3 LTN areas	<i>Emergency services and transport sector</i>
East Oxford resident outside 3 LTN areas	<i>Ensure other neighbouring areas are not adversely affected</i>
East Oxford resident outside 3 LTN areas	<i>Ensure residents have the option to travel as short a distance as possible to park outside their hom</i>
East Oxford resident outside 3 LTN areas	<i>Ensure there are 'release valves' in case of major disruption on trunk routes</i>
East Oxford resident outside 3 LTN areas	<i>Ensure traffic flows easily and without traffic jams by allowing different ways in/out of Oxford</i>
East Oxford resident outside 3 LTN areas	<i>For Key worker, such as District Nurses, Community Mental Health Nurses & Carers to continue driving</i>
East Oxford resident outside 3 LTN areas	<i>Given the scale of Covid deaths, delay of Ambulances and/or Fire Trucks seems wrong.</i>
East Oxford resident outside 3 LTN areas	<i>Having a good network for cars to flow easily, minimising traffic. LTNs push the traffic elsewhere...</i>
East Oxford resident outside 3 LTN areas	<i>I am on a 'quiet way' not LTN but which may be impacted - I would want it safe to cross/ use on foot</i>
East Oxford resident outside 3 LTN areas	<i>I do not agree with these LTNs</i>
East Oxford resident outside 3 LTN areas	<i>I don't think increasing traffic on main roads reduces pollution or make people safer</i>
East Oxford resident outside 3 LTN areas	<i>I feel victimised, discriminated and penalised for living on a main road</i>
East Oxford resident outside 3 LTN areas	<i>I have two kids. I would like to be able to cycle safely with them in Oxford please!</i>
East Oxford resident outside 3 LTN areas	<i>I like it the way it is</i>
East Oxford resident outside 3 LTN areas	<i>I support the idea of LTNs, but I am worried how it will impact Iffley Rd in particular.</i>
East Oxford resident outside 3 LTN areas	<i>I wasn't sure what 'easy access' for refuse vehicles means - does this make them exempt?</i>
East Oxford resident outside 3 LTN areas	<i>If you put that ther you will have more traffic. And will not be safe for bike, children.</i>
East Oxford resident outside 3 LTN areas	<i>Iffley and Cowley Roads will become impassable nightmares for everyone. Shocking.</i>
East Oxford resident outside 3 LTN areas	<i>improve other means of transport so people can reduce car use for the sake of the environment</i>
East Oxford resident outside 3 LTN areas	<i>Improve public transport so that it takes less time to commute to JR. Make bus cheaper.</i>
East Oxford resident outside 3 LTN areas	<i>Increase overall use of cycling walking and public transport instead of car journeys</i>
East Oxford resident outside 3 LTN areas	<i>Introduce measures that are fair and equitable to all (avoid have's and have-nots)</i>
East Oxford resident outside 3 LTN areas	<i>It's a high priority to not to split communities</i>
East Oxford resident outside 3 LTN areas	<i>It's working absolutely fine at the moment</i>

East Oxford resident outside 3 LTN areas	<i>Just don't blocked side roads, those side road are very important to local residents and businesses</i>
East Oxford resident outside 3 LTN areas	<i>Just think them Ballard need to be taken away they're making way to much traffic</i>
East Oxford resident outside 3 LTN areas	<i>keep neighbourhoods connected not divided</i>
East Oxford resident outside 3 LTN areas	<i>Keep the roads but change the cars to electric.</i>
East Oxford resident outside 3 LTN areas	<i>Leave the roads open</i>
East Oxford resident outside 3 LTN areas	<i>Less pressure on main roads</i>
East Oxford resident outside 3 LTN areas	<i>Let or Road open please ?</i>
East Oxford resident outside 3 LTN areas	<i>Living my life without the stress of being in masses of traffic since the LTN was introduced</i>
East Oxford resident outside 3 LTN areas	<i>Look at an integrated proposal, especially supporting those who can't cycle/walk. Eg. Better bus rou</i>
East Oxford resident outside 3 LTN areas	<i>LTN is absolutely insane idea. It create much more pollution to the city.</i>
East Oxford resident outside 3 LTN areas	<i>LTN is not needed in east Oxford</i>
East Oxford resident outside 3 LTN areas	<i>LTN will create more traffic on main road, disturb access for emergency services- loss of life</i>
East Oxford resident outside 3 LTN areas	<i>LTNs are part of the essential move away from motor vehicle dependence</i>
East Oxford resident outside 3 LTN areas	<i>Main road will be jammed with traffice this will cause air pollution in main roads where people walk</i>
East Oxford resident outside 3 LTN areas	<i>main roads can't take the cars that will join them if you shut these roads. The LTNs are a blunt ins</i>
East Oxford resident outside 3 LTN areas	<i>Maintain safe routes and access for community health care professions</i>
East Oxford resident outside 3 LTN areas	<i>Make it easier for courier services to deliver - avoid pollution creating congestion on main raods</i>
East Oxford resident outside 3 LTN areas	<i>Make it more pleasant to live in Oxford.</i>
East Oxford resident outside 3 LTN areas	<i>Make it quieter, car noise is horrid at times</i>
East Oxford resident outside 3 LTN areas	<i>Make less drive to help improve everything above. LTN makes more driving when short-cut way wi close</i>
East Oxford resident outside 3 LTN areas	<i>Make MAIN ROADS (Cowley Road) safe for cycling for commuters - currently it's a deathtrap</i>
East Oxford resident outside 3 LTN areas	<i>Make safe for disabled access</i>
East Oxford resident outside 3 LTN areas	<i>Making it safer and more pleasant to walk through these areas to get to other parts of the city</i>
East Oxford resident outside 3 LTN areas	<i>Making the streets and roads safer for everyone by removing current LTNs and not installing anymore.</i>
East Oxford resident outside 3 LTN areas	<i>Not cutting whole areas off and not creating bottlenecks of traffic on roads which cannot cope</i>

East Oxford resident outside 3 LTN areas	<i>Not diverting all traffic to one main road in an attempt to reduce emissions</i>
East Oxford resident outside 3 LTN areas	<i>one road should not be used to get main road. One way is better than two way road.</i>
East Oxford resident outside 3 LTN areas	<i>Over time modal shift will reduce congestion on nearby main roads anyway, so not a priority for now</i>
East Oxford resident outside 3 LTN areas	<i>Oxford is a small town you can not do what you are proposing to all walks of society without comprom</i>
East Oxford resident outside 3 LTN areas	<i>Please also conduct F2F interviews with mobility disabled citizens-online doesn't reach the impacted</i>
East Oxford resident outside 3 LTN areas	<i>Please get rid of this ridiculous LTN areas, it's an absolute joke and has created more traffic.</i>
East Oxford resident outside 3 LTN areas	<i>Pollution reduction - air quality</i>
East Oxford resident outside 3 LTN areas	<i>Priority to go to work as an essential worker where I would normally take divinity road</i>
East Oxford resident outside 3 LTN areas	<i>Providing patient care in the community</i>
East Oxford resident outside 3 LTN areas	<i>Put in traffic calming mesures and electronic speed signs in roads used as rat-runs</i>
East Oxford resident outside 3 LTN areas	<i>Questions are very leading</i>
East Oxford resident outside 3 LTN areas	<i>Reduce aggressive driving</i>
East Oxford resident outside 3 LTN areas	<i>reduce amount of traffic throughout the city and surrounding areas</i>
East Oxford resident outside 3 LTN areas	<i>Reduce car use across Oxford as a whole by making alternatives nicer and cars less convenient</i>
East Oxford resident outside 3 LTN areas	<i>Reduce carbon emmissions from transport by encouraging people to give up owning a car.</i>
East Oxford resident outside 3 LTN areas	<i>Reduce commuter traffic in Oxford</i>
East Oxford resident outside 3 LTN areas	<i>Reduce congestion and ergo traffic on residential roads such as Cowley road, Iffley and many others</i>
East Oxford resident outside 3 LTN areas	<i>Reduce incentives for private car use.</i>
East Oxford resident outside 3 LTN areas	<i>Reduce journey time. Longer journey time increase pollution.</i>
East Oxford resident outside 3 LTN areas	<i>Reduce motorised vehicles coming into Oxford.</i>
East Oxford resident outside 3 LTN areas	<i>Reduce noise level from traffic</i>
East Oxford resident outside 3 LTN areas	<i>Reduce noise pollution and slow the motor traffic speed on all roads.</i>
East Oxford resident outside 3 LTN areas	<i>Reduce noise polution from traffic, including and especially at night.</i>
East Oxford resident outside 3 LTN areas	<i>reduce pollution overall. Not just shift it from one residential area to another.</i>
East Oxford resident outside 3 LTN areas	<i>Reduce the driving times which is directly impact the mental health if LTNs are made</i>

East Oxford resident outside 3 LTN areas	<i>Reduce traffic / speeding and illegal parking on boundary roads adjacent to LTNs</i>
East Oxford resident outside 3 LTN areas	<i>Reduce traffic on all roads</i>
East Oxford resident outside 3 LTN areas	<i>Reduce traffic on main roads, this will only increase traffic in the same way the Cowley LTNs have</i>
East Oxford resident outside 3 LTN areas	<i>Reduce traffic on surrounding roads - your survey ignores this - disgusting you do this</i>
East Oxford resident outside 3 LTN areas	<i>reduce traffic so it is less scary walking or cycling to visit local shops and businesses</i>
East Oxford resident outside 3 LTN areas	<i>Reducing traffic in the Headington and Cowley area is essential. LTNs will make this much worse</i>
East Oxford resident outside 3 LTN areas	<i>Reducing traffic noise on Cowley Road - partner sleeps during day (nurse at JR often working nights)</i>
East Oxford resident outside 3 LTN areas	<i>Remove parking on pavement</i>
East Oxford resident outside 3 LTN areas	<i>Residents access</i>
East Oxford resident outside 3 LTN areas	<i>Residing on Cowley Road, we do not need the extra congestion and air pollution this will cause.</i>
East Oxford resident outside 3 LTN areas	<i>Retain access to essential services</i>
East Oxford resident outside 3 LTN areas	<i>So unfair for people who are lucky enough to live in quiet neighbourhoods force traffic elsewhere</i>
East Oxford resident outside 3 LTN areas	<i>Stop congestion on main roads. Keep through roads open but reduce speed limits.</i>
East Oxford resident outside 3 LTN areas	<i>Stopping penalising car drivers who may have varied and valid reasons for using the roads</i>
East Oxford resident outside 3 LTN areas	<i>Stopping side streets being used as rat runs</i>
East Oxford resident outside 3 LTN areas	<i>Support the sense of community in streets that research shows improves when traffic is restricted.</i>
East Oxford resident outside 3 LTN areas	<i>Tackle climate change</i>
East Oxford resident outside 3 LTN areas	<i>The Cowley Road is always busy due to double parking/blocking, excessive traffic.</i>
East Oxford resident outside 3 LTN areas	<i>The LTN areas cause more traffic and increase pollution as people are sat in traffic longer</i>
East Oxford resident outside 3 LTN areas	<i>The LTN'S are causing grid lock and standing traffic and causing more pollution.</i>
East Oxford resident outside 3 LTN areas	<i>The nearby LTNs are transformational. Bring these in ASAP!</i>
East Oxford resident outside 3 LTN areas	<i>There should be more space for comment than this one box limited to just 100 characters!</i>
East Oxford resident outside 3 LTN areas	<i>These LtNs r resulting in more traffic abs air pollution awful idea for whoever thought of them.</i>
East Oxford resident outside 3 LTN areas	<i>These LTN's will create congestion at certain times of the the day thus, creating pollution</i>
East Oxford resident outside 3 LTN areas	<i>This LTN create more congestion, traffic and pollution. Travelling by car or bus is now a nightmare.</i>

East Oxford resident outside 3 LTN areas	<i>This survey is not thought through properly. I cycle a lot & conditions of roads is terrible</i>
East Oxford resident outside 3 LTN areas	<i>thought needs to be given to people entering the area for business reasons e.g. carers.</i>
East Oxford resident outside 3 LTN areas	<i>To be able to walk down clear pavements unimpeded by badly parked cars</i>
East Oxford resident outside 3 LTN areas	<i>To help with the Climate emergency we now face</i>
East Oxford resident outside 3 LTN areas	<i>to reduce the living car park which is Iffley road most of the weekdays after 2pm</i>
East Oxford resident outside 3 LTN areas	<i>Too much traffic on main roads will cause major delays currently my 5 min trip takes 25 mins</i>
East Oxford resident outside 3 LTN areas	<i>Traffic and air pollution caused by LTN's & extra unnecessary travel caused by LTN's</i>
East Oxford resident outside 3 LTN areas	<i>Traffic as has been seen with the cowley LTN have simply clogged main arterial roads.</i>
East Oxford resident outside 3 LTN areas	<i>Travel home route.</i>
East Oxford resident outside 3 LTN areas	<i>Using car to carry heavy items for leisure, social and exercise</i>
East Oxford resident outside 3 LTN areas	<i>Very biased question</i>
East Oxford resident outside 3 LTN areas	<i>When the roads are safer we will be happy to go by bike</i>
East Oxford resident outside 3 LTN areas	<i>Would make traffic 10x worse and now there is no connection to headington or iffly unless go st. Cle</i>
Local business / school / employer	<i>Access for my customers and deliveries</i>
Local business / school / employer	<i>allow me to continue my business</i>
Local business / school / employer	<i>allow our drivers to access customers without delays & diversions.</i>
Local business / school / employer	<i>Because of this LTN, Buses, Emergency vehicles and all the travel in & Out of oxford is very hard.</i>
Local business / school / employer	<i>Being able to carry out work meetings and duties without having to go round the whole of Oxford.</i>
Local business / school / employer	<i>Being able to travel to work</i>
Local business / school / employer	<i>Business like myself are going to find it very hard with these LTN areas.</i>
Local business / school / employer	<i>Closing roads keeps cars longer on the road, more emmision.</i>
Local business / school / employer	<i>Customers are avoiding cowley road due to mad traffic we are loosing business already</i>
Local business / school / employer	<i>Customers coming into Oxford park at my shop (80% of my business)</i>
Local business / school / employer	<i>deliver products on time</i>
Local business / school / employer	<i>Don't push more traffic onto roads that are already congested, eg Cowley Road</i>

Local business / school / employer	<i>easy access for delivery workers</i>
Local business / school / employer	<i>Easy for customers to visit our premises</i>
Local business / school / employer	<i>Get the roads condition better and introduce more bike lanes</i>
Local business / school / employer	<i>Help businesses survive and keep jobs and people's livelihood</i>
Local business / school / employer	<i>Just leave it as it is</i>
Local business / school / employer	<i>Less congestion on main roads</i>
Local business / school / employer	<i>Magdalen Road as lots of HGVs on it where will they go?.</i>
Local business / school / employer	<i>Make it easier for businesses to travel around.</i>
Local business / school / employer	<i>Make it easier to visit client's properties on a daily basis</i>
Local business / school / employer	<i>make it easy for people to use side roads to avoid traffic on cowley road and iffley road</i>
Local business / school / employer	<i>most of these questions are easily achievable without closing roads</i>
Local business / school / employer	<i>My customers and deliveries could access the shop during opening hours</i>
Local business / school / employer	<i>Need to take these Ltn away please</i>
Local business / school / employer	<i>No LTN</i>
Local business / school / employer	<i>Not to be stuck in traffic everyday, not to be spending twice as much on fuel and causing extra poll</i>
Local business / school / employer	<i>Our employees welcome the proposed changes and some might change their transport habits</i>
Local business / school / employer	<i>Parking for disabled staff, parking for school staff to maintain the safety and wellbeing of student</i>
Local business / school / employer	<i>Remove congestion from main road to speed up bus journey times for public use</i>
Local business / school / employer	<i>Taxis</i>
Local business / school / employer	<i>The ability to travel easily through residential roads due to work and family</i>
Local business / school / employer	<i>The current restrictions are collapsing my company and many others</i>
Local business / school / employer	<i>the current situation is fine, the other ltms need removing as well</i>
Local business / school / employer	<i>Think of businesses which contribute to the economy.</i>
Local business / school / employer	<i>To ensure commuters providing key services can access place of work by car</i>
Local business / school / employer	<i>To provide freedom to travel especially for those most vulnerable</i>

Local business / school / employer	<i>Traffic won't disappear or will just move to the main roads making the even more unsafe</i>
Local business / school / employer	<i>When travelling in Oxford by car, van, lorry, bus etc - this will become an absolute nightmare</i>
Local business / school / employer	<i>You are making our life deficit and stressful please remove them</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Allow deliveries to Oxford Golf Club and vehicular access for users of the Golf course</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>attract members and visitors to Oxford golf club</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Ensure the 500 car drivers aren't forced to increase carbon footprint to attend leisure facilities</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Keep roads open for all . When we all go back to work oxford will be a car park</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Maintain access and parking for members of Club</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Over-riding priority is to provide a place where people feel happy to walk in the streets</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>This is a Cyclox response so it focusses on Cyclox priorities. Cannot answer for individuals</i>
Resident of another part of Oxford	<i>Access for all taxis</i>
Resident of another part of Oxford	<i>Access for blue badge holders.</i>
Resident of another part of Oxford	<i>All roads should be left open as it makes it very difficult to get to patients in an emergency</i>
Resident of another part of Oxford	<i>Allow locals to use their local roads</i>
Resident of another part of Oxford	<i>Allow shorter access to Hill Top Road form Warneford lane is essential as traffic to Hill Top Road</i>
Resident of another part of Oxford	<i>Any benefits are cancelled by pushing traffic to other areas and especially the main routes</i>
Resident of another part of Oxford	<i>avoid creating traffic chaos on arterial routes</i>
Resident of another part of Oxford	<i>Being able to drive from Headington to Iffley without having to go via the Plain.</i>
Resident of another part of Oxford	<i>Being able to get to.place quickly. I work nearly full time, I have a house and family to look afte</i>

Resident of another part of Oxford	<i>Benefits all</i>
Resident of another part of Oxford	<i>By reducing access you merely cause congestion on alternative routes</i>
Resident of another part of Oxford	<i>Car permits only for university students in exceptional circumstances.</i>
Resident of another part of Oxford	<i>Carers home visits</i>
Resident of another part of Oxford	<i>Connecting Oxford needed as well</i>
Resident of another part of Oxford	<i>Consider needs of local business eg visit vet. Jams on main roads equals more pollution.</i>
Resident of another part of Oxford	<i>Current LTN's are making my children's journey by bus double the length, cowley road = car park</i>
Resident of another part of Oxford	<i>Disabled users</i>
Resident of another part of Oxford	<i>Don't remove problem from on area to another</i>
Resident of another part of Oxford	<i>Easy access to golf club and reduce additional travel time</i>
Resident of another part of Oxford	<i>Easy access to Oxford GC without causing congestion to the cowley road area</i>
Resident of another part of Oxford	<i>Easy journeys in oxford and not in favour of any restrictions</i>
Resident of another part of Oxford	<i>Encourage active travel</i>
Resident of another part of Oxford	<i>Encourage active travel and make this lovely region of Oxford more pleasant</i>
Resident of another part of Oxford	<i>Encourage travel modal shift away from cars</i>
Resident of another part of Oxford	<i>Get rid of the other LTNs, the main rds are now chaos, more pollution, longer on the rds, dangerous</i>
Resident of another part of Oxford	<i>Helping taxi's get to and from destinations effectively and efficiently</i>
Resident of another part of Oxford	<i>High priority not to clog other roads by introducing LTNs</i>
Resident of another part of Oxford	<i>I believe the LTN scheme will make congestion and pollution much worse.</i>
Resident of another part of Oxford	<i>I cycle and I drive every day for work going house to house. It used to take 5mins now 45mins!</i>
Resident of another part of Oxford	<i>I have concern over large emergency Vehicles gaining access on some other street and being stuck</i>
Resident of another part of Oxford	<i>I want all road to be open</i>
Resident of another part of Oxford	<i>I want all roads to be open to cars</i>
Resident of another part of Oxford	<i>I want to be able make my own decisions about my mode of transport used based on necessity.</i>
Resident of another part of Oxford	<i>In general favour pedestrians, bikes, rubbish trucks etc. over cars</i>

Resident of another part of Oxford	<i>In the case of emergency vehicles wouldn't have access to go through.</i>
Resident of another part of Oxford	<i>increase cycle parking provision</i>
Resident of another part of Oxford	<i>Invest in public transport, to reduce congestion and car usage.</i>
Resident of another part of Oxford	<i>It can be all done with control speed with camera, or zebra crossing without causing stress to people</i>
Resident of another part of Oxford	<i>Just take a drive past the existing ltn and see the state of the main roads now, absolute mayhem!</i>
Resident of another part of Oxford	<i>Keeping all roads open. Not shutting down roads which results in much longer journeys by car.</i>
Resident of another part of Oxford	<i>London Rd, Cowley Rd & Iffley Rd/Henley Ave will be negatively impacted.</i>
Resident of another part of Oxford	<i>Ltns are making journeys to and from extremely difficult causing more traffic and congestion</i>
Resident of another part of Oxford	<i>LTNs just cause chaos and do not reduce pollution it just moves to other roads ie mine Hollow way</i>
Resident of another part of Oxford	<i>Make it easier for EVERYONE to drive so they are able to work, commute to and from school, hospital</i>
Resident of another part of Oxford	<i>Make it easier to travel through every road. LTN causes too much traffic in residential areas</i>
Resident of another part of Oxford	<i>Make safe for all walking cycling and driving</i>
Resident of another part of Oxford	<i>Make Travel easier for local people and reduce traffics by leaving these roads open</i>
Resident of another part of Oxford	<i>Minimum interference. LTNs increase overall congestion and pollution</i>
Resident of another part of Oxford	<i>My clients are distressed and late when in traffic queues. It impacts them a lot.</i>
Resident of another part of Oxford	<i>Not to block of side streets main roads are becoming more dangerous</i>
Resident of another part of Oxford	<i>Oxford is becoming a nightmare to live in with all the LTN I work as a taxi driver i</i>
Resident of another part of Oxford	<i>Pay more attention to maintenance of infrastructure for pedestrians, cyclists, disabled</i>
Resident of another part of Oxford	<i>Please remove LTN effect me lot</i>
Resident of another part of Oxford	<i>Plz allow roads open. Plz do the road work keep the roads nice</i>
Resident of another part of Oxford	<i>Prevent increased congestion at the confluence of the Iffley, Cowley and St.Clements Roads, reRoads,</i>
Resident of another part of Oxford	<i>Prevent the increase in pollution resulting from these motionless vehicles blocking main roads</i>
Resident of another part of Oxford	<i>Prevent the increase in pollution resulting from these motionless vehicles blocking main roads</i>
Resident of another part of Oxford	<i>Promote decrease in private car transport to reduce overall Oxford congestion and improve bus times.</i>
Resident of another part of Oxford	<i>Reduce air pollution and make the area safer and encourage less car use</i>

Resident of another part of Oxford	<i>Reduce congestion - which the LTN have now caused</i>
Resident of another part of Oxford	<i>Reduce risk of shocking traffic congestion caused by other LTN schemes</i>
Resident of another part of Oxford	<i>reduce the time that cars are sat on main roads, as the side roads are blocked with these LTNs</i>
Resident of another part of Oxford	<i>Reduce traffic on main roads</i>
Resident of another part of Oxford	<i>Reducing commuting time is a high priority, people have to get to work in the most convenient manner</i>
Resident of another part of Oxford	<i>reduction of pollution in overloaded main roads in LTN areas. Pollution moved to another place</i>
Resident of another part of Oxford	<i>Remove LTN. Less pressure on main roads</i>
Resident of another part of Oxford	<i>Remove the ltns and keep them out as they cause traffic congestion on other roads more pollution</i>
Resident of another part of Oxford	<i>Remove the LTNs as I'm disabled and getting to appointment is horrendous</i>
Resident of another part of Oxford	<i>Respect the residents in the boundary roads who now have more congestion and pollution</i>
Resident of another part of Oxford	<i>Retain access to golf club</i>
Resident of another part of Oxford	<i>Roads are built from road tax money, not with council tax money. You need to ask motorists, not resi</i>
Resident of another part of Oxford	<i>Safe for children using main roads</i>
Resident of another part of Oxford	<i>Saving people by stopping the LTN, AS ITS HAVING BAD AFFECTS ON BUSINESSES</i>
Resident of another part of Oxford	<i>Stopping LTNs as all this does is push the problem somewhere else. It doesn't "reduce traffic" !</i>
Resident of another part of Oxford	<i>Stopping the endless war on cars, "justified" by leading consultations like these.</i>
Resident of another part of Oxford	<i>surely ltn's create more pollution as drivers have to travel further?</i>
Resident of another part of Oxford	<i>Taxi services</i>
Resident of another part of Oxford	<i>Thank u bcos this is so imp. We all need this. I sold my car in Jan, I want 2 do my bit. But safely!</i>
Resident of another part of Oxford	<i>The road network is meant to connect places and people and the proposals will reduce connections.</i>
Resident of another part of Oxford	<i>There are already ample cycling, walking and other facilities, stop attacking drivers!</i>
Resident of another part of Oxford	<i>there are parks off St clements and also trees already planted and established for many years in Mor</i>
Resident of another part of Oxford	<i>There aren't cross area bus services in the area Iffley Road to Cowley Road to Headington</i>
Resident of another part of Oxford	<i>There is no proof that LTN's reduce air pollution</i>
Resident of another part of Oxford	<i>These are all priorities but can be accomplished in other ways. The road closures make a lot worse.</i>

Resident of another part of Oxford	<i>These are important but will shift problems elsewhere to poorer communities</i>
Resident of another part of Oxford	<i>This will make matters all traffic pulling low gears so infact more polition and road rage not less</i>
Resident of another part of Oxford	<i>To get my children to school on time without getting stuck in traffic</i>
Resident of another part of Oxford	<i>Traffic at St Clements area will be horrific with increased pollution. Please consider OAPs who cant</i>
Resident of another part of Oxford	<i>Traffic needs to spread, pushing into smog filled corridors is dividing the city, stop it.</i>
Resident of another part of Oxford	<i>TRANSPORT DISABLE PERSON TO MEDICAL CENTRE, SOCIAL</i>
Resident of another part of Oxford	<i>Very biased way of wording questions. Roads can be made safer without blocking off neighbourhoods.</i>
Resident of another part of Oxford	<i>We CANNOT keep implementing these LTNs and causing congestion and increased pollution on other roads</i>
Resident of another part of Oxford	<i>while all above are valid points creating congestion elsewhere is not and will not reduce air pollut</i>
Resident of another part of Oxford	<i>You are already blocking roads and pushing traffic onto the outskirts of cowley., causing mayhem</i>
Resident of another part of Oxford	<i>You are only making it worse in relation to traffic and emission by doing these LTNs</i>
Resident of another part of Oxford	<i>You should be able to give a lift to family or friends door to door if mobility or safety concerns.</i>
Resident of another part of Oxford	<i>You want these routes open to relieve traffic on main roads, idle cars pollute more the cars moving</i>
Resident outside Oxford	<i>Access to an existing (over 100 years) facility that was present way before the over population.</i>
Resident outside Oxford	<i>Access to Oxford golf club</i>
Resident outside Oxford	<i>Access to sports facility</i>
Resident outside Oxford	<i>Access without a 2 mile diversion</i>
Resident outside Oxford	<i>All for reducing traffic but this blocks a whole access route to a popular golf club</i>
Resident outside Oxford	<i>Allow traffic to flow freely to reduce pollution rather than creating traffic jams everywhere</i>
Resident outside Oxford	<i>Being able to travel throughout Oxford for work without delay</i>
Resident outside Oxford	<i>Care givers need quick access it can be essential, your plan will cause chaos</i>
Resident outside Oxford	<i>Encourage residents and visitors to use healthier modes of travel</i>
Resident outside Oxford	<i>Heavy maintenance vehicles to service our HMOs need to be able to cross proposed blockages</i>
Resident outside Oxford	<i>Hospital access and emergency services access</i>
Resident outside Oxford	<i>Keep through roads open to prevent main roads becoming gridlock</i>
Resident outside Oxford	<i>Maintain ease of access to Oxford City Golf Club</i>
Resident outside Oxford	<i>Need to have an outside chance of making my 15 mile commute in under an hour</i>
Resident outside Oxford	<i>Not wasting public expenditure when there are other priorities</i>
Resident outside Oxford	<i>Please install seating, parkletts where the planters are. Cycle hangers will also help.</i>
Resident outside Oxford	<i>The ltn will increase co2 emissions for people like me who will be tripling the mount of driving</i>
Resident outside Oxford	<i>You have no right to throw our city into chaos because some residents who chose to live in a busy ci</i>

St Clements resident	<i>A high priority is to maintain safety on the street (Princes Street) by reducing traffic</i>
St Clements resident	<i>Allow disabled drivers parking and access</i>
St Clements resident	<i>Allow disabled drivers to access all areas.</i>
St Clements resident	<i>allow side roads for traffic otherwise local business will suffer and main roads will become extreme</i>
St Clements resident	<i>Avoid dividing residents by making separate exclusion zones by access limitations</i>
St Clements resident	<i>Businesses need to be able to be accessed easily. This is a city so I expect traffic</i>
St Clements resident	<i>continue to be able to take buses from St Clements out of Oxford up via Headington and into Oxford</i>
St Clements resident	<i>Damage to resident's parked cars</i>
St Clements resident	<i>Enable motorcycle to share bus lane to reduce traffic jams and accidents like London and other city.</i>
St Clements resident	<i>Free access to vital services for disabled</i>
St Clements resident	<i>I really like the idea of LTNs, I really hope they are adopted</i>
St Clements resident	<i>I would like cars to not be able to travel down Jeune Street (like for Rectory Road).</i>
St Clements resident	<i>I would still not feel it would be safe to allow a child out unsupervised due to drug dealers</i>
St Clements resident	<i>It is vital that the scheme does not result in a INCREASE congestion and pollution on the main roads</i>
St Clements resident	<i>It will congregate pollution for longer on the main roads. Reduce public transport costs.</i>
St Clements resident	<i>Journey times to amenities, not concentrating pollution on main roads</i>
St Clements resident	<i>Keep roads open and place one way systems and traffic calming</i>
St Clements resident	<i>Less traffic noise pollution on St Clements!!!!!!!</i>
St Clements resident	<i>Lower incentives for short unnecessary car journeys throughout Oxford</i>
St Clements resident	<i>Make access easy for residents</i>
St Clements resident	<i>Money would be better used creating proper, protected cycle lanes on Cowley and Iffley Rd.</i>
St Clements resident	<i>Morrell Avenue is already very busy and I am really concerned this LTN would make it much worse.</i>
St Clements resident	<i>Polution is leading to deaths now. This is an urgent health issue, something must be done.</i>
St Clements resident	<i>Priority for people who's careers and jobs depend on using cars and vans. Tradesmen, buses etc</i>
St Clements resident	<i>reach your home with your car in the shorter journey.</i>
St Clements resident	<i>reduce aggravation between through traffic & damage to residents' vehicles</i>
St Clements resident	<i>Reduce number of unnecessary (eg able student) cars rather than restrict routes for necessary use</i>
St Clements resident	<i>Reduce road rage and destruction of our cars "hit and run" in Princes Street.</i>
St Clements resident	<i>Residential access needed from Cowley Road, blocking traffic totally will be disasterous</i>
St Clements resident	<i>Road rage, anti-social/drunk noise/vandalism, damage to parked vehicles</i>
St Clements resident	<i>Stop damaging of cars , stop road rage, stop cars mounting pavements at high speeds.</i>
St Clements resident	<i>The freedom to choose which road I want to use</i>
St Clements resident	<i>The system works just fine as it is. There is no need to spend extra public money on these projects.</i>
St Clements resident	<i>the whole presentation here is biased towards your plan, rather than allowing people's genuine views</i>
St Clements resident	<i>There are many cars racing down Rectory Rd using it as a shortcut. This is unsafe.</i>

St Clements resident	<i>This will cause chaos on the main roads strongly against LTN</i>
St Clements resident	<i>To encourage as many people as possible to cycle instead of drive</i>
St Clements resident	<i>To reduce the pollution on the main roads ie Cowley Road especially has had a very high pollution le</i>
St Clements resident	<i>To remove LTNs which are pushing traffic to my road, which is already the most polluted in Oxford</i>
St Clements resident	<i>Traffic on main roads gonna be cause delays and congestion</i>
St Clements resident	<i>We live on Princes St. The volume and speed of traffic is dangerous for my children</i>
St Mary's resident	<i>2day at just 3:30pm SE bound IffleyRd traffic backed up to James St! Don't make it worse!</i>
St Mary's resident	<i>Access for residents with small children or disabled passengers</i>
St Mary's resident	<i>Air pollution, reducing emissions, protecting against climate change</i>
St Mary's resident	<i>Allow free movement for residents and deliveries when bike or public transport is not suitable</i>
St Mary's resident	<i>Allow taxis and private hire through the lunatic schemes</i>
St Mary's resident	<i>Already plants in the roads, speed reducing controls. Introduce more ONE WAY routes all roads</i>
St Mary's resident	<i>Already so many buses on the road . People who live on main cowley Road and iffley Road or holloway</i>
St Mary's resident	<i>Alternative mobility access for disabled/elderly/ ill who depend on cars to get around.Pedalo taxis?</i>
St Mary's resident	<i>As disabled and profoundly agoraphobic, reduce congestion on "quickways" .</i>
St Mary's resident	<i>Avoid creating new or worsen existing rat runs</i>
St Mary's resident	<i>Avoid forcing local residents to make dangerous turns into or out of residential roads</i>
St Mary's resident	<i>Avoid gridlocks on main arterial roads, such as Iffley Road, which would generate more emissions</i>
St Mary's resident	<i>Ban vehicles from running their engines when stationary to reduce pollution. Streets safe already.</i>
St Mary's resident	<i>Blocking Magdalen Road will not make Bus service's any quicker</i>
St Mary's resident	<i>Blocking of side streets is a preposterous idea. This will lead to cars reversing onto main streets</i>
St Mary's resident	<i>Combat illegal and dangerous parking in the area</i>
St Mary's resident	<i>Concerns that closures will cause traffic congestion in other areas</i>
St Mary's resident	<i>Consider the needs of those unable to walk or cycle.</i>
St Mary's resident	<i>Cowley road is more dangerous for cyclists than St mary's LTN which is pretty quiet at the moment</i>
St Mary's resident	<i>Create shared community space</i>
St Mary's resident	<i>Cut number non-resident cars who travel to area and use residential roads for parking to shop</i>
St Mary's resident	<i>cycling and walking around the St Marys area feels safe. Main roads are a nightmare</i>
St Mary's resident	<i>Decrease non-resident traffic</i>
St Mary's resident	<i>Decrease total number of cars in the zone so we can reduce pavement parking and thus pedestrian acce</i>
St Mary's resident	<i>Disincentive people from bringing cars into the area</i>
St Mary's resident	<i>Do not require Sat Navigation (if got one) to navigate home town</i>
St Mary's resident	<i>Don't displace more traffic onto Iffley Road which is also a residential road - already at capacity.</i>

St Mary's resident	<i>Easy access by car to my GP surgery, the other side of the proposed barriers, which greatly lengthen</i>
St Mary's resident	<i>easy access for delivery vehicles; need to drive out north & south ! need to choose best route t</i>
St Mary's resident	<i>Easy travel to visit my relative for whom I am a carer and need to visit in a car</i>
St Mary's resident	<i>Emergency services must not be impeded in any way. LTNs are a clear danger ambulances will be delaye</i>
St Mary's resident	<i>Enable residents to travel by car from one part of the city to another without experiencing the traf</i>
St Mary's resident	<i>Encourage greener and safer travel habits (cycling) and quality of life for residents in the area.</i>
St Mary's resident	<i>Encouraging a step change (down) in car-use. There is no Planet B.</i>
St Mary's resident	<i>Encourage people to reduce car use for better health and lower CO2 emissions</i>
St Mary's resident	<i>Enforce 20mph speed limit</i>
St Mary's resident	<i>enforce the 20mph speed limit in side roads</i>
St Mary's resident	<i>Ensure cycling is safe in busier main roads eg Iffley Rd.</i>
St Mary's resident	<i>Ensure disabled/chronically ill residents can car to JR/Nuffield/Churchill Hospitals w/o traffic</i>
St Mary's resident	<i>Ensure easy access for residents across the area to both Iffley and Cowley roads. Do not block roads</i>
St Mary's resident	<i>Ensure travel by car for carers and workes in East Oxford is maintained, support for local business</i>
St Mary's resident	<i>Ensuring that streets are available to be used for a range of purposes, including non-transport uses</i>
St Mary's resident	<i>Fix roads so that they are safer to cycle on. Parking permits eligibility should exclude students.</i>
St Mary's resident	<i>Free flowing main arterial roads to avoid more pollution from congested traffic</i>
St Mary's resident	<i>free flowing traffic, with enforced traffic speed limits of 20mph on all residential side streets</i>
St Mary's resident	<i>Get pushbikes off pavements and onto roads that are safe!</i>
St Mary's resident	<i>Get to g to work on time</i>
St Mary's resident	<i>Getting around freely</i>
St Mary's resident	<i>Getting to the hospital in an emergency would be very difficult with proposed LTNs</i>
St Mary's resident	<i>Have a balanced approach to the problems</i>
St Mary's resident	<i>Here, I am interpreting 'local roads' to be small, residential streets currently used as rat runs</i>
St Mary's resident	<i>How can residents park as usual in Temple St? Will we need to reverse into Iffley Rd to get ou</i>
St Mary's resident	<i>I am very concerned that drivers from outside the area are making life dangerous for us</i>
St Mary's resident	<i>I appreciate that pollution is a problem, but this solution is simply shifting all the polluting tra</i>
St Mary's resident	<i>I believe it is possible to achieve these priorities without closing the roads for vehicle users</i>
St Mary's resident	<i>I developed asthma within months of coming to live in a rat run. Exhaust fumes come in my house</i>
St Mary's resident	<i>I do not consider these questions compatible to a fair consultation process and feel this should be</i>
St Mary's resident	<i>I don't want Iffley Road and Cowley Road to be more busy, and congested than they are now</i>

St Mary's resident	<i>I hope that these LTNs also make the main roads (e.g. Iffley Rd) safer for cyclists too.</i>
St Mary's resident	<i>I need my car to commute and drive my disabled mother who lives here.</i>
St Mary's resident	<i>I want to be able to leave my local area by car without getting stuck in traffic</i>
St Mary's resident	<i>I want to reduce car traffic in the area (where I live) also to reduce carbon emissions.</i>
St Mary's resident	<i>if LTN makes my road more busy and polluted, the above questions are unsuitable to assess my views</i>
St Mary's resident	<i>I'm concerned the Plain and Cowley and Iffley Rd will become impassable-dangerous for emergencies</i>
St Mary's resident	<i>Important that Crowley Road and Iffley Road have bus and cycle lanes. Parked cars are a problem.</i>
St Mary's resident	<i>Improve cycle lanes/ priority on the main routes: Iffley and Cowley roads.</i>
St Mary's resident	<i>Improve junctions that allow traffic out and from the ring road</i>
St Mary's resident	<i>improve parking</i>
St Mary's resident	<i>Improve pavements so they are safer to walk on - I often have to walk on roads with pushchair</i>
St Mary's resident	<i>Improve the coherence of traffic and public transport network planning in whole city</i>
St Mary's resident	<i>In general to prioritise human interaction over convenient car driving experience</i>
St Mary's resident	<i>increase women's safety in the city at night by making cycling home safer</i>
St Mary's resident	<i>increase parking which has been significantly reduced by cycle stands.</i>
St Mary's resident	<i>Integrated traffic plan. Not just moving traffic issues from our street elsewhere</i>
St Mary's resident	<i>It is essential that the community is not divided over this issue</i>
St Mary's resident	<i>It is of the utmost importance to improve air quality and safety, ESPECIALLY for children.</i>
St Mary's resident	<i>it is vitally important to me to have choice on my route out of the city via Iffley rd or Cowley rd</i>
St Mary's resident	<i>Keep access for people with additional and medical needs</i>
St Mary's resident	<i>Keep all roads accessible</i>
St Mary's resident	<i>Long term infrastructure planning for growing city population</i>
St Mary's resident	<i>Longer car journeys will create more pollution.</i>
St Mary's resident	<i>Lowering emissions is also crucial and encouraging non-motorised transport helps</i>
St Mary's resident	<i>LTN will increase congestion and pollution average journey 10 minutes by car potentially be 1 hour ></i>
St Mary's resident	<i>Maintain access for delivery vehicles</i>
St Mary's resident	<i>Maintain access for visitors</i>
St Mary's resident	<i>Maintain easy access for delivery vehicles. Planting trees in streets can cause obstructions</i>
St Mary's resident	<i>Maintain easy access to the area for people with limited mobility, ie who need to drive</i>
St Mary's resident	<i>Maintain or improve cycle lanes/safety on the main roads (Iffley and Cowley road)</i>
St Mary's resident	<i>Make area safe for travel by disabled people eg. on disability scooter - dropped kerbs etc</i>
St Mary's resident	<i>make electric car ownership easier</i>
St Mary's resident	<i>Make it easy to cycle around to do my local shopping</i>
St Mary's resident	<i>Make it safe for ALL pedestrians, not just children. From crazy cyclists, not just cars!</i>
St Mary's resident	<i>make it safer for pedestrians on pavements if grownups would cycle on the roads not the pavements.</i>

St Mary's resident	<i>make main roads safer for cyclists</i>
St Mary's resident	<i>Make pavement parking safer for kids who are taught pavements are for pedestrians.</i>
St Mary's resident	<i>Make sure that drug dealers cannot travel at 70 miles an hour on this road at night.</i>
St Mary's resident	<i>Making bus services cheaper would be helpful - they are already reasonably quick and reliable</i>
St Mary's resident	<i>Making buses cheaper to encourage people to use them and not have cars.</i>
St Mary's resident	<i>Manage deliveries to homes - post, couriers, supermarkets, builders' merchants</i>
St Mary's resident	<i>manage parking effectively (fewer cars), enable more EV charging points</i>
St Mary's resident	<i>Many of us wonder how emergency vehicles will cope with gated roads.</i>
St Mary's resident	<i>Mend the dangerous potholes in the roads - these cause bicycle accidents; create proper bike lanes</i>
St Mary's resident	<i>Minimise student car parking and use</i>
St Mary's resident	<i>Most of these already apply to the streets in question. My street is already safe and quiet.</i>
St Mary's resident	<i>No issue with cars student areas just displacing problem to main roads.</i>
St Mary's resident	<i>Not export pollution from LTN area to adjoining areas where people also live (and walk).</i>
St Mary's resident	<i>OCC needs to make better roads not close the existent ones</i>
St Mary's resident	<i>Other environmental (eg carbon emissions) benefits of reducing traffic</i>
St Mary's resident	<i>Oxford has good bus services but they are very expensive and need to be cheaper.</i>
St Mary's resident	<i>Parking for residents easier. Prevent illegal parking. Prevent litter and clear rubbish.</i>
St Mary's resident	<i>pavements that push chairs/ wheelchairs can negotiate. NB skewed multiple choice :(</i>
St Mary's resident	<i>People with hidden disability and acrophobia to be able to continue to travel by car</i>
St Mary's resident	<i>Place high speed bumps in Percy street instead of closing it.</i>
St Mary's resident	<i>Plan an integrated cycle network which makes sense.</i>
St Mary's resident	<i>Please note re Q5 as I live (and park) in the area all journeys are to travel somewhere else.</i>
St Mary's resident	<i>Prevent increase of traffic on so-called "Quietways".</i>
St Mary's resident	<i>prevent residential side roads being used as rat runs, with associated queues and pollution</i>
St Mary's resident	<i>Priority: being able to make journeys efficiently</i>
St Mary's resident	<i>Re 1: Because of the traffic queues on Howard Str cyclists tend to ride on the pavement, dangerous</i>
St Mary's resident	<i>Reduce accidents at The Plain roundabout.</i>
St Mary's resident	<i>Reduce car ownership (for university students / limit of 1 vehicle in CPZ)</i>
St Mary's resident	<i>reduce climate change impact of Oxford</i>
St Mary's resident	<i>Reduce crime & antisocial behaviour by improving people's behaviour through beautiful, healthy env.</i>
St Mary's resident	<i>reduce dangerous driving - priority</i>
St Mary's resident	<i>Reduce dependence on private cars: to achieve net-zero, we all have to drive less!</i>
St Mary's resident	<i>Reduce idling cars and deliveroo drivers with engines running parked outside my house</i>
St Mary's resident	<i>Reduce illegal parking in resident's permit areas</i>
St Mary's resident	<i>Reduce incidents of damage to parked vehicles on our street, made more likely by the increased traff</i>
St Mary's resident	<i>reduce noise</i>

St Mary's resident	<i>Reduce noise</i>
St Mary's resident	<i>Reduce noise pollution from cars rat racing down Bullingdon Road and constantly reversing lorries</i>
St Mary's resident	<i>Reduce nuisance parking</i>
St Mary's resident	<i>Reduce overall traffic including on main roads</i>
St Mary's resident	<i>reduce parking conflicts between visitors and residents - high priority</i>
St Mary's resident	<i>Reduce pollution and traffic near schools and nurseries</i>
St Mary's resident	<i>Reduce rat running - 50% in my street when surveyed, detailed data available if required.</i>
St Mary's resident	<i>Reduce risk of injury and death caused by daily reckless driving on Janes St.</i>
St Mary's resident	<i>Reduce road accidents by creating safe pedestrian spaces; minimise pollution (incl. noise) from cars</i>
St Mary's resident	<i>Reduce the cost to the passenger of bus travel</i>
St Mary's resident	<i>reduce the overall volume of motor traffic altogether, not just displace it</i>
St Mary's resident	<i>Reduce traffic and air pollution in Iffley Road - high priority</i>
St Mary's resident	<i>reduce traffic speed on main roads/make sure speed limits are respected</i>
St Mary's resident	<i>Reduction of noise</i>
St Mary's resident	<i>Remove high traffic in my street :cars, trucks, local school drop off who uses temple street constan</i>
St Mary's resident	<i>Reverse the transport hirarchy, walking at the top, then micromobility and cycling, PT, shared cars.</i>
St Mary's resident	<i>Road barriers will increase congestion and pollution on Cowley and Iffley roads, which is bad news.</i>
St Mary's resident	<i>Safety of walking alone at night</i>
St Mary's resident	<i>saying "short cut" is prejorative. It should read "by optimal route".</i>
St Mary's resident	<i>SCHOOL BUS SERVICES ARE VITAL TO REDUCING TRAFFIC NOT LTNs</i>
St Mary's resident	<i>Still a lot of cars in Ridgfield, Magdalen Rds & frequent traffic queues in top of Cowley Rd at Betw</i>
St Mary's resident	<i>stop traffic speeding on local side roads</i>
St Mary's resident	<i>Take traffic away from main roads to improve pollution and make cycling safer.</i>
St Mary's resident	<i>The LTN's have over congested main roads, causing increased levels of pollution</i>
St Mary's resident	<i>There is insufficient room here to list all of my objections - is that deliberate?</i>
St Mary's resident	<i>These statements indicate bias. We already have pleasant areas; it should be safer for everyone</i>
St Mary's resident	<i>This scheme will over time separate East Oxford from the rest of the city.</i>
St Mary's resident	<i>To keep roads open for accessibility. The proposed LTNs will negatively impact Disabled local people</i>
St Mary's resident	<i>To make residential areas quieter. Less traffic, where possible, will achieve this as it has done i</i>
St Mary's resident	<i>Traffic cameras to prevent people from speeding on Cowley and Iffley and smaller roads.</i>
St Mary's resident	<i>Very difficult to answer these because not enough nuance</i>
St Mary's resident	<i>we have experienced one hundred years of 'cars first'. Let's at least try out the alternative.</i>
St Mary's resident	<i>we need an integrated strategy to ease move from use of private cars</i>
St Mary's resident	<i>Where I have put 'not a priority' is because these issues have or are being dealt with</i>
St Mary's resident	<i>Where I marked not a priority is because these are already provided for satisfactorily.</i>
St Mary's resident	<i>Widen routes and really subsidise buses and taxis, as done in european cities.</i>

Respondent type	Q8. If you tend to support or fully support, which of the following best describes why? [Any other reasons]
Divinity Road area resident	<i>All my family cycle/walk whenever possible already, but need to use car when not!</i>
Divinity Road area resident	<i>All of the above! I think it's worth a try for 6 months and happy to admit if it doesn't work out</i>
Divinity Road area resident	<i>Avoid road rage and damage to parked vehicles</i>
Divinity Road area resident	<i>bad idea to put half way up sputhfield road - splits community, bad for deliveries/refuse collection/</i>
Divinity Road area resident	<i>BbChildren a</i>
Divinity Road area resident	<i>Because it is the least worse of all the options for Divinity Road. The other option1 was worse</i>
Divinity Road area resident	<i>Child safety: several schools in area but everyday car aggression, congestion, idling, etc</i>
Divinity Road area resident	<i>Children need safe streets. Speed is as much of an issue as volume.</i>
Divinity Road area resident	<i>Cities change. Look at Paris. Look at Cambridge. Look at Manchester. Let's put people first not cars</i>
Divinity Road area resident	<i>Commuter traffic will shift to larger roads which are suitable & maintained, e.g. the ring road</i>
Divinity Road area resident	<i>Create safe spaces for children to play, people to meet on the street</i>
Divinity Road area resident	<i>Current situation unsustainable;behaviour change required;all take responsibility & bear true cost</i>
Divinity Road area resident	<i>Don't agree with the divinity road one due to it being in the middle rather than the top</i>
Divinity Road area resident	<i>Elimate cars speeding up or down the whole length of Divinity Road and Southfield Road</i>
Divinity Road area resident	<i>Encourage drivers to leave the car at home.</i>
Divinity Road area resident	<i>encourage people to think of other ways to travel & buses would be quicker</i>
Divinity Road area resident	<i>Feel of the neighbourhood will not be ruined by traffic noise, unwanted visitors and problems.</i>
Divinity Road area resident	<i>I absolutely support the traffic reduction - I have concerns re the proposed location of road blocks</i>
Divinity Road area resident	<i>I am a Southfield Rd resident (bottom) and would prefer the other closure option which was rejected</i>
Divinity Road area resident	<i>I do fully support the instalment of LTNs, but I do hope that traffic overall reduces in volume.</i>
Divinity Road area resident	<i>I don't support</i>
Divinity Road area resident	<i>I don't support</i>
Divinity Road area resident	<i>I need to explain what I feel about Morrell Av. The trees - don't touch them - creat on and off shad</i>
Divinity Road area resident	<i>I opposed</i>

Divinity Road area resident	<i>I would fully support bollards in D Rd sited in the option not being consulted on</i>
Divinity Road area resident	<i>I'd like to be incentivized to reduce my own car use.</i>
Divinity Road area resident	<i>If u do that it's punishment for us</i>
Divinity Road area resident	<i>It is a miracle no one has been killed on Southfield road by speeding drivers</i>
Divinity Road area resident	<i>It will cause more pollution to Cowely road stress to disabled kids who need to get home quickly</i>
Divinity Road area resident	<i>It will reduce road rage.</i>
Divinity Road area resident	<i>It would foster better community since people could be out on the pavement more</i>
Divinity Road area resident	<i>It's dangerous and people are travelling at 60-80mph on southfield road abd it's so busy</i>
Divinity Road area resident	<i>It's so exciting to see a plan that really takes the needs of pedestrians into account!</i>
Divinity Road area resident	<i>Leave it as it is</i>
Divinity Road area resident	<i>LTN will cause more pollution in the surrounding roads</i>
Divinity Road area resident	<i>Many of these roads are used as rat runs by commuters and students</i>
Divinity Road area resident	<i>None of the above</i>
Divinity Road area resident	<i>None of the above as its moved the traffic to main roads</i>
Divinity Road area resident	<i>Not so fast or dangerous</i>
Divinity Road area resident	<i>Of the two original options the two half way down the hill are by far the best.</i>
Divinity Road area resident	<i>only shifting the traffic from one street to another, highly unfair</i>
Divinity Road area resident	<i>Present Traffic speeds unacceptable. 20mph unenforceable? HGV shortcut!</i>
Divinity Road area resident	<i>Prevent not reduce rat-running</i>
Divinity Road area resident	<i>Prevent rat-running which is the main cause of the speeding problem</i>
Divinity Road area resident	<i>Prevent speeding traffic</i>
Divinity Road area resident	<i>Reduce congestion</i>
Divinity Road area resident	<i>Reduce drug drop offs</i>
Divinity Road area resident	<i>Reduce road rage</i>
Divinity Road area resident	<i>Reduce road rage in Divinity Road area</i>

Divinity Road area resident	<i>Reduce traffic speed, reduce traffic congestion.</i>
Divinity Road area resident	<i>Reduce traffic speeds</i>
Divinity Road area resident	<i>Safe for school children to get to schools</i>
Divinity Road area resident	<i>Safer cycling with childre to and from school. Also need traffic calming on Morrell Avenue.</i>
Divinity Road area resident	<i>Safer for my children.</i>
Divinity Road area resident	<i>Safer streets for children</i>
Divinity Road area resident	<i>Safety of children will be greatly enhanced</i>
Divinity Road area resident	<i>Slow down traffic. It is supped to be 20 mph, but drivers go 30+</i>
Divinity Road area resident	<i>Stop rat run aggressive driving</i>
Divinity Road area resident	<i>Suffers from Asthma</i>
Divinity Road area resident	<i>the area is at present quite often disagreeable and unsafe (people through very fast).</i>
Divinity Road area resident	<i>the area is at present quite often disagreeable and unsafe (people through very fast).</i>
Divinity Road area resident	<i>The current level of traffic and healthy human life are mutually exclusive.</i>
Divinity Road area resident	<i>The current levels of through traffic in many of these streets are simply unsustainable</i>
Divinity Road area resident	<i>The overall benefits outweigh some individual inconvenience. Nothing is irreversible.</i>
Divinity Road area resident	<i>The raod is not designed for the volume it currently sustains. It is not safe to park outside our ho</i>
Divinity Road area resident	<i>The residential streets, like Divinity/Southfield Rd, were never designed for this volume of traffic</i>
Divinity Road area resident	<i>The roads WILL be safer (not just might feel safer)</i>
Divinity Road area resident	<i>This option will divide the community and make it more difficult for deliveries.</i>
Divinity Road area resident	<i>To reduce noise, aggression and damage</i>
Divinity Road area resident	<i>To reduce road rage, damage to cars and traffic related anti-social behaviour</i>
Divinity Road area resident	<i>To stop my house shaking from 6000 vehicles passing each weekday</i>
Divinity Road area resident	<i>Traffic will increase otherwise - no good alternative. 40% here have no car & should be prioritised.</i>
Divinity Road area resident	<i>very pleased the Divinity Road blocks are in the middle and not at the top of Div Road.</i>
Divinity Road area resident	<i>Warneford</i>

Divinity Road area resident	<i>Waste of time and money</i>
Divinity Road area resident	<i>We are not all able to jump on a bike/scooter or walk very far</i>
Divinity Road area resident	<i>We cycle. Need less speeding on Morrell Avenue. How does this LTN help Morrell Ave?</i>
Divinity Road area resident	<i>We need to act before a child is killed</i>
Divinity Road area resident	<i>We'll use our bikes more</i>
Divinity Road area resident	<i>Will make it better for mobility scooter access</i>
Divinity Road area resident	<i>WOULD FULLY SUPPORT IF OTHER LAYOUT HAD BEEN CHOSEN - THIS ONE WILL REDUCE PARKING AVAIABLBLE TO ME</i>
Divinity Road area resident	<i>You are closing most of short cut roads , its horrible , we get to have some these short cut road</i>
East Oxford resident outside 3 LTN areas	<i>Again a one sided survey does not consider disable drivers or disabled people who can not afford tax</i>
East Oxford resident outside 3 LTN areas	<i>all the options above are for middle class people who work locally and have enough money to shop loc</i>
East Oxford resident outside 3 LTN areas	<i>All traffic will be forced to go either via The Plain or the ringroad.</i>
East Oxford resident outside 3 LTN areas	<i>Any thing which effects mental health is more dangerous than anything else.</i>
East Oxford resident outside 3 LTN areas	<i>At present Princes Street is DANGEROUS, expecially for children, car bodies and tempers</i>
East Oxford resident outside 3 LTN areas	<i>Better lungs with cleaner air and less hedgehogs being killed!</i>
East Oxford resident outside 3 LTN areas	<i>Climate change? What about electric cars then?</i>
East Oxford resident outside 3 LTN areas	<i>Could improve feel of neighbourhoods and give more pride in where you live</i>
East Oxford resident outside 3 LTN areas	<i>Do not support the LTN proposals. These roads are not tar runs. Local residents also use these r</i>
East Oxford resident outside 3 LTN areas	<i>Don't support any. I drive and pay to drive</i>
East Oxford resident outside 3 LTN areas	<i>Dont support</i>
East Oxford resident outside 3 LTN areas	<i>Don't support</i>
East Oxford resident outside 3 LTN areas	<i>Enable people to walk and cycle. In particular older people, disabled people and children.</i>
East Oxford resident outside 3 LTN areas	<i>Feel safer walking with my small daughter</i>
East Oxford resident outside 3 LTN areas	<i>Future potential for planting more trees and providing seating and meeting areas.</i>
East Oxford resident outside 3 LTN areas	<i>Help local shops and businesses by making it easier to cycle or walk to them.</i>
East Oxford resident outside 3 LTN areas	<i>I am very worried about increased traffic on the boundary roads my child walks along</i>

East Oxford resident outside 3 LTN areas	<i>I do not support the above reasons</i>
East Oxford resident outside 3 LTN areas	<i>I do not support this.</i>
East Oxford resident outside 3 LTN areas	<i>I don't at all, this is such a dumb idea and not practical</i>
East Oxford resident outside 3 LTN areas	<i>I don't support any ltn</i>
East Oxford resident outside 3 LTN areas	<i>I don't support this Road blocking</i>
East Oxford resident outside 3 LTN areas	<i>I hope it may encourage less car use for those who can chose alternatives</i>
East Oxford resident outside 3 LTN areas	<i>I live in an LTN area (top of Church Hill Road) and I think it's been good for my area.</i>
East Oxford resident outside 3 LTN areas	<i>I object as I am a disabled person and these measure will cause more difficulties for me.</i>
East Oxford resident outside 3 LTN areas	<i>I strongly object the proposal.</i>
East Oxford resident outside 3 LTN areas	<i>I understand it improves long term traffic levels generally, not just on the filtered roads</i>
East Oxford resident outside 3 LTN areas	<i>I used to live on Princes Street, & I moved out because cycling there was so unsafe.</i>
East Oxford resident outside 3 LTN areas	<i>I would like to feel safe to cycle to work</i>
East Oxford resident outside 3 LTN areas	<i>I would like to feel safer and enabled to travel by foot or bike in this area</i>
East Oxford resident outside 3 LTN areas	<i>I would not choose any of these</i>
East Oxford resident outside 3 LTN areas	<i>In other LTNs shops got more visits, so local buisness benefits.</i>
East Oxford resident outside 3 LTN areas	<i>It better to make them one way than block the roads.</i>
East Oxford resident outside 3 LTN areas	<i>It is part of a larger integrated transport plan for Oxford that reduces pollution, improves safety.</i>
East Oxford resident outside 3 LTN areas	<i>It might reduce people turning into/out of Cowley road and make it safer for cycling</i>
East Oxford resident outside 3 LTN areas	<i>It will encourage people to change habits and to try walking, cycling, going by wheelchair</i>
East Oxford resident outside 3 LTN areas	<i>It will improve road safety on side streets but will be worse on through routes</i>
East Oxford resident outside 3 LTN areas	<i>It will make these areas safer plus encourage more cycling & walking</i>
East Oxford resident outside 3 LTN areas	<i>It would make the whole area more pleasant and quieter.</i>
East Oxford resident outside 3 LTN areas	<i>It'd be nicer to attend local cafes etc which have outdoor seating to have less through traffic</i>
East Oxford resident outside 3 LTN areas	<i>Just forcing traffic onto main roads and causing traffic jams</i>
East Oxford resident outside 3 LTN areas	<i>Just move pollution to other areas</i>

East Oxford resident outside 3 LTN areas	<i>Local streets for local journeys; focus on environmentally friendly transport</i>
East Oxford resident outside 3 LTN areas	<i>LTNs are an important, but not the most important, element in reducing car dependency</i>
East Oxford resident outside 3 LTN areas	<i>LTNs are not the way to make neighbourhoods liveable. It's simply pushing away the problems elsewhere</i>
East Oxford resident outside 3 LTN areas	<i>LTNs are the only holistic, cheap & effective way to correct decades of misprioritisation.</i>
East Oxford resident outside 3 LTN areas	<i>Make walking and cycling feel like the default and reduce use of private car.</i>
East Oxford resident outside 3 LTN areas	<i>N/a</i>
East Oxford resident outside 3 LTN areas	<i>N/a</i>
East Oxford resident outside 3 LTN areas	<i>N/A The greenest route is the shortest!</i>
East Oxford resident outside 3 LTN areas	<i>No i dont support</i>
East Oxford resident outside 3 LTN areas	<i>none</i>
East Oxford resident outside 3 LTN areas	<i>None of the following I hate the fact that this is happening and so do a lot more people</i>
East Oxford resident outside 3 LTN areas	<i>Only sustainable model for the future.</i>
East Oxford resident outside 3 LTN areas	<i>Only use Divinty rd by car area for accessing the golf club via Warneford Lane.</i>
East Oxford resident outside 3 LTN areas	<i>Primarily as the cycle commute to Cheney from Cowley/Iffley Rd is not possible, due to safety.</i>
East Oxford resident outside 3 LTN areas	<i>Reduce risk of accidents - Divinity Road in particular is an accident waiting to happen.</i>
East Oxford resident outside 3 LTN areas	<i>Reduces traffic on Cowley Road too, which is awful and already dangerous for cyclists</i>
East Oxford resident outside 3 LTN areas	<i>Safer for children to cycle, and me too. Fewer demands from children to drive them places.</i>
East Oxford resident outside 3 LTN areas	<i>Safer for children to walk and cycle. Encourage more people to switch from cars to active travel</i>
East Oxford resident outside 3 LTN areas	<i>Something has to be done here, the time for dilly-dallying has passed!</i>
East Oxford resident outside 3 LTN areas	<i>Supporting will mean, longer queues on main roads</i>
East Oxford resident outside 3 LTN areas	<i>The closuress are extreme</i>
East Oxford resident outside 3 LTN areas	<i>The St Mary's plan will hopefully enable safe cycling in/out of town from East Oxford</i>
East Oxford resident outside 3 LTN areas	<i>They cause congestion and pollution.</i>
East Oxford resident outside 3 LTN areas	<i>This would not work.there need to be traffic flow. Kid/ parent will run late for work and school.</i>
East Oxford resident outside 3 LTN areas	<i>To be possible to cycle with my young children from Iffley Fields towards St Clements/Headington</i>

East Oxford resident outside 3 LTN areas	<i>We need Road to open or time</i>
East Oxford resident outside 3 LTN areas	<i>Will be safer for my kids</i>
Local business / school / employer	<i>Easy traffic flow and get electric cars</i>
Local business / school / employer	<i>Fully object</i>
Local business / school / employer	<i>I don't support LTN</i>
Local business / school / employer	<i>It will create a better environment for both residents and businesses.</i>
Local business / school / employer	<i>none of these</i>
Local business / school / employer	<i>Our school would likely close if we cannot have some parking for key members of staff, teachers etc</i>
Local business / school / employer	<i>Strongly object</i>
Local business / school / employer	<i>Supportive of concept, but only need to be as wider Connecting Oxford project for bus priority</i>
Local business / school / employer	<i>Take LTNS AWAY PLEASE</i>
Local business / school / employer	<i>The LTN , cause only longer rout and waste of time for people</i>
Local business / school / employer	<i>The LTN is not helping any of traffic or air pollution!!!</i>
Local business / school / employer	<i>We need these roads kept open</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>I do not support any disruption in any form</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Keep roads open. For all</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Residents will get fitter walking and cycling - reducing deaths from inactivity</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Targets for modal shift to cycling & walking are unambitious. Modal shift essential.</i>
Resident of another part of Oxford	<i>Allow the roads open</i>
Resident of another part of Oxford	<i>Cars kill more of our children than anything else!</i>
Resident of another part of Oxford	<i>Cycling and walking in/out of Oxford with children is a nightmare and anything that can help.</i>
Resident of another part of Oxford	<i>Do not support</i>

Resident of another part of Oxford	<i>Don't agree with any of your reasons why these should be installed, more pollution & chaos on main r</i>
Resident of another part of Oxford	<i>Don't move problem from one area to another</i>
Resident of another part of Oxford	<i>Epecially important for children's independence</i>
Resident of another part of Oxford	<i>Get Rid a waste of tax paers oney</i>
Resident of another part of Oxford	<i>I do not support</i>
Resident of another part of Oxford	<i>I do not support at all!</i>
Resident of another part of Oxford	<i>I strongly object. It's a stupid idea. It will only create congestion</i>
Resident of another part of Oxford	<i>If we can't mitigate climate change on this tiny local level, what hope is there for the planet?</i>
Resident of another part of Oxford	<i>Im fully against the LTN as the current Cowley Trail is already causing Chaos for travel</i>
Resident of another part of Oxford	<i>Improved public health and with that a less burdened local health system</i>
Resident of another part of Oxford	<i>It makes no sense to close roads to traffic</i>
Resident of another part of Oxford	<i>It will make taxi driver life hell</i>
Resident of another part of Oxford	<i>It will not do anything for climate change - and make difficult for people with disabilities etc.</i>
Resident of another part of Oxford	<i>Make it easier to meet friends in the area</i>
Resident of another part of Oxford	<i>N/A</i>
Resident of another part of Oxford	<i>Needs our roads open and not like third world countries where everyone block roads for road users</i>
Resident of another part of Oxford	<i>No</i>
Resident of another part of Oxford	<i>No LTN in east Oxford and. Cowley there will be less traffic ques and less pollution</i>
Resident of another part of Oxford	<i>No reasons whatsoever to have these in</i>
Resident of another part of Oxford	<i>No support</i>
Resident of another part of Oxford	<i>None I do not support</i>
Resident of another part of Oxford	<i>None of the above statements will be achieved through LTNs, it is unrealistic and statements biased!</i>
Resident of another part of Oxford	<i>Reduce dominance of cars and prioritise walking and cycling over cars</i>
Resident of another part of Oxford	<i>Reduce the risk of potential accidents, in particular from cars cutting across Cowley Rd</i>
Resident of another part of Oxford	<i>Roads would be safer (not just feel safer)</i>

Resident of another part of Oxford	<i>Safer for children</i>
Resident of another part of Oxford	<i>Safer for my 5 year old daughter to cycle</i>
Resident of another part of Oxford	<i>Should reduce the speed of local traffic. Cut through traffic tend to speed everywhere.</i>
Resident of another part of Oxford	<i>Stupid ill thought out ideas</i>
Resident of another part of Oxford	<i>The city is committed to zero emissions: people need to rethink how they travel</i>
Resident of another part of Oxford	<i>The roads must become more pedestrian and cyclist friendly so that local communities can thrive</i>
Resident of another part of Oxford	<i>There is pavement parking and this prevents the use of footways. There's not enough space remaining.</i>
Resident of another part of Oxford	<i>We have to start somewhere reducing dependency on cars. I live on Henley Av but am happy to take the</i>
Resident of another part of Oxford	<i>Works well in other areas (historic) and Cowley (new LTNs) so let's get that benefit more widely.</i>
Resident outside Oxford	<i>Closing roads will cause gridlock and high pollution, also damage local businesses by preventing acc</i>
Resident outside Oxford	<i>Concern is effect on bus routes on main roads</i>
Resident outside Oxford	<i>Founder of a cycling charity that recently a 2021 Queens Award for promoting healthy active travel</i>
Resident outside Oxford	<i>I do not support increasing journey times, creating more pollution with traffic jams due to road clo</i>
Resident outside Oxford	<i>There was not enough characters available in this box to reply</i>
St Clements resident	<i>Car damage. it happens every year; it's v costly as none of the offenders leaves a note. in 2010 my</i>
St Clements resident	<i>Children's safety</i>
St Clements resident	<i>I am often worried about my safety when cycling</i>
St Clements resident	<i>I am unsure if the balance will favour any of these admirable motives at all well, taking account of</i>
St Clements resident	<i>I do support this but am very ambivalent about how busy it is going to make the main roads.</i>
St Clements resident	<i>I want less Oxford traffic; I remain concerned about queues of idling traffic on the "quick" routes.</i>
St Clements resident	<i>Many of these streets don't have sufficient pavement space due to parked cars (e.g. divinity)</i>
St Clements resident	<i>More traffic on main roads Cowley area don't work causes delays and people get frustrated</i>
St Clements resident	<i>Not supporting at all</i>
St Clements resident	<i>Our car gets scratched - unsafe to park on Princes St. Lots of aggression from other drivers.</i>
St Clements resident	<i>Put a stop to our cars being destroyed by hit and run speeding through Princes Street.</i>
St Clements resident	<i>Reduce aggressive rat runs and road rage incidents.</i>
St Clements resident	<i>reduce damage to residents' vehicles by cut through traffic, reduce road rage arguments on street</i>
St Clements resident	<i>Reduce driver altercations</i>
St Clements resident	<i>reduce noise</i>
St Clements resident	<i>Safer for children</i>

St Clements resident	<i>safer for kids</i>
St Clements resident	<i>Safer place for children</i>
St Clements resident	<i>Stop the frequent shouting/horns/physical altercations when traffic meets in the street.</i>
St Clements resident	<i>There have been dangerous hit and run incidents on Princes Street (damage to many cars on the street</i>
St Clements resident	<i>To stop unnecessary car trips into Oxford.</i>
St Clements resident	<i>We need to act now to save the environment. We need strong leadership from local government</i>
St Mary's resident	<i>All above are already in place</i>
St Mary's resident	<i>Also improve the look of the roads, encourage care of front gardens.</i>
St Mary's resident	<i>Anything to reduce people turning to cars to travel a city is a benefit</i>
St Mary's resident	<i>Better environment for birds and wild life - eliminate vehicles running engines in congestion</i>
St Mary's resident	<i>But my section of James will NOT reduce pollution or traffic in my own road, but the opposite</i>
St Mary's resident	<i>But these things likely won't happen under current plans - all good aims, but please think again.</i>
St Mary's resident	<i>change priority away from cars and towards pedestrians</i>
St Mary's resident	<i>Children's safety. Crime prevention.</i>
St Mary's resident	<i>Combined with low emission zone in central oxford, I expect long-term changes in behaviour</i>
St Mary's resident	<i>Connect people with each other. Enable children to play on streets again.</i>
St Mary's resident	<i>Discouraging school runs</i>
St Mary's resident	<i>Disincentivise people from bringing cars into the area</i>
St Mary's resident	<i>Don't support LTN's</i>
St Mary's resident	<i>Encourage modal shift to active travel</i>
St Mary's resident	<i>Encourages us car users to cycle and walk more</i>
St Mary's resident	<i>Environment</i>
St Mary's resident	<i>extremely worried for emergency services blocking Magdalen Road</i>
St Mary's resident	<i>Force traffic to the roundabout. Prevent the frequent high-speed cut-thru from Cowley-Iffley</i>
St Mary's resident	<i>Hopefully in the long run it will reduce the overall amount of traffic.</i>
St Mary's resident	<i>hopefully reduce drug dealing & ASB, safer for my neighbours who use a wheelchair and forced in road</i>
St Mary's resident	<i>I avoid these routes by car anyway because of traffic 'tangles' going uphill</i>
St Mary's resident	<i>I don't agree there is a problem walking these roads now apart from school times + parked cars</i>
St Mary's resident	<i>I have given up cycling because the roads around me are so dangerous</i>
St Mary's resident	<i>I hope people will be able to cycle safely both ways on Howard St, not on the pavement</i>
St Mary's resident	<i>i hope that by making car driving less convenient people will choose a more responsible option</i>
St Mary's resident	<i>I object, do not support in any way</i>
St Mary's resident	<i>i was knocked into by a man on a bike on the pavement in the ltn so it did not help him use the road</i>
St Mary's resident	<i>I would support fully if the schemes were not creating such division. More work to be done!</i>
St Mary's resident	<i>I'd like private car ownership to reduce</i>
St Mary's resident	<i>Improve opportunities for play streets. Reduce streets being used as car parks by non-residents</i>

St Mary's resident	<i>Improved sense of community because of less traffic</i>
St Mary's resident	<i>In time, schemes like this will push people away from car ownership, towards car clubs/electric car</i>
St Mary's resident	<i>Increased traffic avoiding Florence Park LTN makes closing our road the only option to undo this</i>
St Mary's resident	<i>It will give me a low traffic and more pleasant cycle to work.</i>
St Mary's resident	<i>It will not make a material impact as the roads are not the key ones for traffic flows</i>
St Mary's resident	<i>it will reduce the speeding cars that fly through St Marys on their cut through.</i>
St Mary's resident	<i>It's unnecessary between Iffley and Cowley Rd. No issue with traffic. Will jam roundabout</i>
St Mary's resident	<i>Just very fed up of the inconsiderate driving in our hood and it's possibly way forward for climate.</i>
St Mary's resident	<i>LTNs are much safer for families, particularly children who are at high risk from traffic</i>
St Mary's resident	<i>Might encourage Park & ride from East Oxford? & public transport THRU to North Ox</i>
St Mary's resident	<i>Much safer for cyclists</i>
St Mary's resident	<i>No such thing S traffic evaporation, it just gets moved to the surrounding roads</i>
St Mary's resident	<i>ONLY SUPPORT TO ONE WAY ALL ROADS, Divinity RD & Southfield ONE WAY. Princess st make ONE WAY</i>
St Mary's resident	<i>people will not make better choices without encouragement so we need to test it</i>
St Mary's resident	<i>Personal security concerns -- safer cycling in the area means its safer to get to and from work</i>
St Mary's resident	<i>Promote alternative and/or active modes of transport</i>
St Mary's resident	<i>reduce confrontation between angry car drivers on narrow streets. witnessed on our street.</i>
St Mary's resident	<i>Reduce damage to parked cars by through traffic</i>
St Mary's resident	<i>Reduces the domination of cars in public streets</i>
St Mary's resident	<i>Reduction of crime and antisocial behaviour.</i>
St Mary's resident	<i>Safer streets for children</i>
St Mary's resident	<i>Safety for walking and cycling a key concern</i>
St Mary's resident	<i>Safety, especially for kids. Cars speed past our house despite speed bump, including lots of big tr</i>
St Mary's resident	<i>Shifting the balance away from cars will improve the city</i>
St Mary's resident	<i>Shops could benefit from more outdoor space</i>
St Mary's resident	<i>St Clements and Divinity road filters make sense. St Mary's filters in proposed position less so</i>
St Mary's resident	<i>Take advantage of changes to travel behaviours: report @ https://tinyurl.com/m7me4fs7</i>
St Mary's resident	<i>The area is not safe for bikes or for pedestrians !!!</i>
St Mary's resident	<i>The main roads will become more congested and polluted</i>
St Mary's resident	<i>The student are fine as is. pushing traffic onto main roads causes pollution and danger to cyclists</i>
St Mary's resident	<i>there are a lot of drivers who Slalom through on howard street, it would be great to stop this</i>
St Mary's resident	<i>There should be other way around.</i>
St Mary's resident	<i>This is causing huge devision in the community</i>
St Mary's resident	<i>This would increase safety for hundreds of children who cross these areas daily to get to school.</i>

St Mary's resident	<i>To improve physical and mental health / stress caused by increasing amounts of cut-through traffic</i>
St Mary's resident	<i>To make it safe for my children to cycle to school</i>
St Mary's resident	<i>We have to try SOMETHING to make a change.</i>
St Mary's resident	<i>We need something: the knock-on from Cricket road LTN's and onwards is endangering our lives</i>
St Mary's resident	<i>Worried that if only some parts of the scheme are implemented new rat runs will develop.</i>

Respondent type	Q9. If you object or strongly object which of the following best describes why? [Any other reasons]
Divinity Road area resident	<i>All streets have children living in them as well as the elderly, unfair</i>
Divinity Road area resident	<i>All traffic will be forced around The Plain roundabout. Tricky access to Donny Bridge.</i>
Divinity Road area resident	<i>Any breakdown or accident will cause gridlock.</i>
Divinity Road area resident	<i>Babies and children's brains need cleaner air to grow healthily</i>
Divinity Road area resident	<i>Ban the greengrocers' apostrophe.</i>
Divinity Road area resident	<i>Complete lack of thought about use of cameras or codes to allow residential access</i>
Divinity Road area resident	<i>Cowley Road is already a bus park. These measures will put peoples lives at risk!</i>
Divinity Road area resident	<i>Cowley road is not able to manage more traffic. Minster Road will become a run for frustrated driver</i>
Divinity Road area resident	<i>Cycle safety, particularly at The Plain, which is already a danger spot.</i>
Divinity Road area resident	<i>Dividing the local community in half. The proposal has already split the community.</i>
Divinity Road area resident	<i>Do not like online shopping so need car</i>
Divinity Road area resident	<i>Emergency access to my properties will be restricted</i>
Divinity Road area resident	<i>Filters half way up divides the community. A Cutterslow wall situation is likely to develop</i>
Divinity Road area resident	<i>Forcing traffic to use others routes, will increase emissions, traffic chaos, longer journey times.</i>
Divinity Road area resident	<i>Forcing traffic to use others routes, will increase emissions, traffic chaos, longer journey times.</i>
Divinity Road area resident	<i>High speed bumps similar to magdalen road would solve speeding and safe driving</i>
Divinity Road area resident	<i>Huge extra congestion and pollution for a very small benefit to side sts- start charging instead!</i>
Divinity Road area resident	<i>I also worry that the nearby golf club would suffer if LTNs are implemented</i>
Divinity Road area resident	<i>I am concerned for families who live on the arterial roads, eg Cowley Road</i>

Divinity Road area resident	<i>I am really concerned that it will make Morrell Ave even busier than now with extra traffic</i>
Divinity Road area resident	<i>I can't see where the traffic will go? The Cowley and Iffley Roads will be clogged!</i>
Divinity Road area resident	<i>I commute to wallingford and the buses are un reliable so have to use a car</i>
Divinity Road area resident	<i>I drive from East Ave to Oxford Rd most days as I regularly look after 4 grandchildren under 6</i>
Divinity Road area resident	<i>I have to take my children to school</i>
Divinity Road area resident	<i>I live on Morrell avenue - traffic is only going to increase on this residential road.</i>
Divinity Road area resident	<i>i need a car for my work</i>
Divinity Road area resident	<i>I need a car to carry out my work</i>
Divinity Road area resident	<i>i need my car to carry out my work</i>
Divinity Road area resident	<i>I see no justification for dividing the community as barriers at the top of Div Rd better</i>
Divinity Road area resident	<i>I'm a carpenter/joiner and cannot work from home or transport tools and materials by bicycle.</i>
Divinity Road area resident	<i>Increased air pollution, increased bus journey times, virtue signalling, no strategic plan</i>
Divinity Road area resident	<i>Increased traffic on Cowley Rd will make cycling a nightmare, especially past the police station.</i>
Divinity Road area resident	<i>Increased traffic on Iffley/Cowley main roads increase commute and pollution from stop/start</i>
Divinity Road area resident	<i>It is not the preferred option of Divinity Road Residents who wanted to filter at top of road</i>
Divinity Road area resident	<i>It is unreasonable to expect everyone to be able to just walk and use public services for several jo</i>
Divinity Road area resident	<i>It will cause far more pollution.The framing of this question forced me to change my answer to 8</i>
Divinity Road area resident	<i>It will increase congestion on the remaining roads in and out of city & increase air pollution</i>
Divinity Road area resident	<i>It will increasethe journey times and distances hence the pollution</i>
Divinity Road area resident	<i>LTNs will make the main roads in East Oxford busier and more dangerous for cyclists</i>
Divinity Road area resident	<i>Main roads are not equip to deal with the main traffic, these roads filter the heavy traffic</i>
Divinity Road area resident	<i>Main roads are not safe as too much traffic</i>
Divinity Road area resident	<i>Makes blameless lives of residents, their visitors and those who provide services very difficult. .</i>
Divinity Road area resident	<i>More petrol will be used diverting as journeys will be longer and stressful and we walk when able</i>
Divinity Road area resident	<i>Morrell Ave is already dangerous & polluted. We urgently filters, cycle lanes & traffic calming.</i>

Divinity Road area resident	<i>Morrell avenue will become a highway. I have to drive to work whether there is an LTN or not.</i>
Divinity Road area resident	<i>Mosque Access by car</i>
Divinity Road area resident	<i>Needs of those who have no alternative to car must be taken into account. But many could shift mode</i>
Divinity Road area resident	<i>Parental concern for children should be key for supporting LTNs not to reject them</i>
Divinity Road area resident	<i>People have a freedom of commuting. Slowly engine driven vehicles will be outnumbered by electric</i>
Divinity Road area resident	<i>Placing a bollard near a 200+ student residence will create increasing opportunities for night noise</i>
Divinity Road area resident	<i>Poor placement of the bollards</i>
Divinity Road area resident	<i>Proposed scheme is low budget and crude. I'd support a cameras & permits system.</i>
Divinity Road area resident	<i>Reduces capacity, lengthens journeys, further privileges those with central address</i>
Divinity Road area resident	<i>Since LTN March East Oxford is gridlock. With removal of W/c access to EVERY bus leaves no options</i>
Divinity Road area resident	<i>split halfway up Southfield rd will be divisive for the local community</i>
Divinity Road area resident	<i>The proposals send an awful lot of traffic via the Plain, which is already congested and unsafe</i>
Divinity Road area resident	<i>The road closures increase pollution due to more fuel consumed travelling further</i>
Divinity Road area resident	<i>The traffic jams the closures that have already been put in place cause pollution on the main roads</i>
Divinity Road area resident	<i>This proposal just benefits a few on behalf of a lot of people who are going to be affected every day</i>
Divinity Road area resident	<i>Traffic much worse and takes longer on main roads for personal and community work reasons</i>
Divinity Road area resident	<i>Warneford Rd will become v busy as drivers will avoid doing 3xpoint turn to access Cowley Road</i>
Divinity Road area resident	<i>Warneford Road will be a rat run for cars that have to turn back. It will be noisy and polluting.</i>
Divinity Road area resident	<i>Warneford Road will become a thoroughfare for traffic unable to go up Southfield and Divinity.</i>
Divinity Road area resident	<i>What happened to the original plan to have bollards at the top of Divinity rd and Stone Street?</i>
Divinity Road area resident	<i>Will seriously divide the neighbourhood.</i>
Divinity Road area resident	<i>With nearby main roads congested I will feel claustrophobic - no way in or out.</i>
Divinity Road area resident	<i>Work</i>
East Oxford resident outside 3 LTN areas	<i>(There's no need for an apostrophe in 'reasons' - it's just a plural.) Also, just 100 characters!?</i>
East Oxford resident outside 3 LTN areas	<i>Access to the Doctors' surgery in Manzil Way</i>

East Oxford resident outside 3 LTN areas	<i>Additional traffic on Iffley Road will be a hazard to large numbers of cyclists</i>
East Oxford resident outside 3 LTN areas	<i>Affects work and increases travelling time</i>
East Oxford resident outside 3 LTN areas	<i>Air pollution on Church Cowley Road</i>
East Oxford resident outside 3 LTN areas	<i>All you are doing is displacing traffic onto other roads!</i>
East Oxford resident outside 3 LTN areas	<i>As much as you tweak you cannot change the road layout of Oxford. All you will do is cause Chaos and</i>
East Oxford resident outside 3 LTN areas	<i>Causes more pollution to the houses near the main roads due to congestion</i>
East Oxford resident outside 3 LTN areas	<i>Causing division within the community</i>
East Oxford resident outside 3 LTN areas	<i>Causing too much congestion on Oxford road adding to my well being and mental health sitting in traf</i>
East Oxford resident outside 3 LTN areas	<i>Chaos already in place on Cowey road. My 5 mins to ring road for work now takes 30 mins</i>
East Oxford resident outside 3 LTN areas	<i>Congestion will create more air pollution / LTNS create "Privileged Gate Residences" and Ghettos</i>
East Oxford resident outside 3 LTN areas	<i>Consider other options</i>
East Oxford resident outside 3 LTN areas	<i>Cowley and Iffley Rds already congested with current LTN traffic and making air pollution worse.</i>
East Oxford resident outside 3 LTN areas	<i>Cowley Road is clogged, this will make it more so. There's Oxford Health site on Cowley Road</i>
East Oxford resident outside 3 LTN areas	<i>Cowley road is currently dangerous and congested enough (especially with loading vehicles & buses)</i>
East Oxford resident outside 3 LTN areas	<i>Create pollution in other main streets which is worse because traffic is at standstill</i>
East Oxford resident outside 3 LTN areas	<i>Creates more road range. Increases car pollution because vehicles have to travel further</i>
East Oxford resident outside 3 LTN areas	<i>Current LTN cause extra milage, pollution as I can't get home, sit stationary in more traffic...</i>
East Oxford resident outside 3 LTN areas	<i>current LTN's don't solve the problem, they end up blocking arterial roads with displaced traffic</i>
East Oxford resident outside 3 LTN areas	<i>Customers sitting at road side venues (eg Cowley road) are exposed to much more traffic pollution</i>
East Oxford resident outside 3 LTN areas	<i>Disruptions to community nursing through delays so we are seeing fewer patients</i>
East Oxford resident outside 3 LTN areas	<i>Every journey is longer due to roads with LTNs</i>
East Oxford resident outside 3 LTN areas	<i>Existing LTN's causing extra unnecessary travel, traffic and air pollution on all main roads.</i>
East Oxford resident outside 3 LTN areas	<i>Friction between residents- one could argue people living in LTNs are being treated preferentially</i>
East Oxford resident outside 3 LTN areas	<i>Grammar - why the apostrophe? Push traffic onto a few roads, less likely to use businesses in areas</i>
East Oxford resident outside 3 LTN areas	<i>Have bad back so wouldn't be able to walk everyday. Child's school is three miles from here.</i>

East Oxford resident outside 3 LTN areas	<i>How LTN will make less pollution???</i> That's very stupid thinking!!! more driving more pollution
East Oxford resident outside 3 LTN areas	<i>Howard Street filter will cause more chaos as only access route for those who live in Temple Cowley</i>
East Oxford resident outside 3 LTN areas	<i>I am a disabled person, these measure will make it very difficult for me.</i>
East Oxford resident outside 3 LTN areas	<i>I can remember when cutting off the side streets in East Oxford were done in the 90s, total disastee</i>
East Oxford resident outside 3 LTN areas	<i>I do not agree that LTNs will meet the stated aims of reducing emissions and it is NIMBY driven</i>
East Oxford resident outside 3 LTN areas	<i>I do not feel this reduces pollution, people are stuck in traffic, driving further creating more pol</i>
East Oxford resident outside 3 LTN areas	<i>I live on a main road and it is total hell. No peace or safe space for me. And cyclists still using.</i>
East Oxford resident outside 3 LTN areas	<i>I live on church Cowley road we already have a massive increase in traffic. It will be much worse.</i>
East Oxford resident outside 3 LTN areas	<i>I need access to the golf club for exercise and mental health.</i>
East Oxford resident outside 3 LTN areas	<i>I see here a proposed wholesale disconnecting of Oxford neighbourhoods</i>
East Oxford resident outside 3 LTN areas	<i>I will lose so much time going around and sat in traffic I lose time to work thus income</i>
East Oxford resident outside 3 LTN areas	<i>I'm concerned that it will make car journeys very difficult, especially without better buses</i>
East Oxford resident outside 3 LTN areas	<i>If both Magdalen Rd and Howard St are closed, no easy way to reach Donnington bridge from Cowley</i>
East Oxford resident outside 3 LTN areas	<i>If you do what you are proposing then East Oxford will be totally gridlocked</i>
East Oxford resident outside 3 LTN areas	<i>Iffley and Cowley road are already congested as it is, this is not going to help!SM1</i>
East Oxford resident outside 3 LTN areas	<i>Iffley Rd already v busy at Donnington Br Rd. Closing Howard & Magdalen Rds will make it awful</i>
East Oxford resident outside 3 LTN areas	<i>Iffley Road is already at a standstill most days</i>
East Oxford resident outside 3 LTN areas	<i>I'm taxi drive ? how to get other side to pick customers</i>
East Oxford resident outside 3 LTN areas	<i>Increased air pollution because of stationary traffic on main roads</i>
East Oxford resident outside 3 LTN areas	<i>Increased miles driven and exhaust gases despite your stupid assumptions about 'Evaporation'</i>
East Oxford resident outside 3 LTN areas	<i>It causes deadlock on main roads to visit shops, places of worships and work. Add miles and pollutio</i>
East Oxford resident outside 3 LTN areas	<i>It is too soon to introducing this now. There is already mayhem where I live . One change at a time.</i>
East Oxford resident outside 3 LTN areas	<i>It is unfair to deny access that facilitates travel from one part of city to another.</i>
East Oxford resident outside 3 LTN areas	<i>It will cause huge pollution, increase overall emissions, impact negatively on local businesses</i>
East Oxford resident outside 3 LTN areas	<i>It will cause more congestion, pollution on the main roads, longer travel times, more fuel, roadrage</i>

East Oxford resident outside 3 LTN areas	<i>it will create more traffic on the main roads,</i>
East Oxford resident outside 3 LTN areas	<i>It will create physical and mental health issue which are not always part of the study.</i>
East Oxford resident outside 3 LTN areas	<i>It will effect my work the journey time will be much longer</i>
East Oxford resident outside 3 LTN areas	<i>It will force traffic from the main roads into side roads not covered by the LTN displacing the prob</i>
East Oxford resident outside 3 LTN areas	<i>It will increase commute times to and from work</i>
East Oxford resident outside 3 LTN areas	<i>It will increase traffic journeys to Oxford Golf Club and other places for weekly shop.</i>
East Oxford resident outside 3 LTN areas	<i>it will make all proposed streets with blockades, ghost streets. People wont bother to visit oxford</i>
East Oxford resident outside 3 LTN areas	<i>It will make cycling on Iffley and Cowley Roads very dangerous and intensify pollution there.</i>
East Oxford resident outside 3 LTN areas	<i>It will make it even more difficult to cross / turn at the through routes / delay buses</i>
East Oxford resident outside 3 LTN areas	<i>It will make most car journeys to anywhere in the area take considerably longer and add to traffic</i>
East Oxford resident outside 3 LTN areas	<i>It will make pollution so much worse on other roads lives could be put at risk.</i>
East Oxford resident outside 3 LTN areas	<i>It's a blunt instrument.. And will cause so many issues! Blunt instrument for complex problem</i>
East Oxford resident outside 3 LTN areas	<i>Journeys by bus are becoming a nightmare for my daughter's journey to school</i>
East Oxford resident outside 3 LTN areas	<i>Living on the Cowley Rd, there is already high pollution, why increase it here</i>
East Oxford resident outside 3 LTN areas	<i>LTN pollute main roads it benefit a few and is not productive to many</i>
East Oxford resident outside 3 LTN areas	<i>LTN's causing more traffic on main roads and high pollution where most people walk</i>
East Oxford resident outside 3 LTN areas	<i>Mental health well being sitting in traffic</i>
East Oxford resident outside 3 LTN areas	<i>more chaos on the narrow Cowley road traffic is not great now.</i>
East Oxford resident outside 3 LTN areas	<i>more costly to get to places, it is not reducing pollution it is creating more as cars are stuck</i>
East Oxford resident outside 3 LTN areas	<i>More traffic means customers will not shop at our store.</i>
East Oxford resident outside 3 LTN areas	<i>My daughter goes to school over 5 miles away. She has to be taken by car or it means her catching 2</i>
East Oxford resident outside 3 LTN areas	<i>My mum is unwell, getting to her quickly is essential</i>
East Oxford resident outside 3 LTN areas	<i>Need Car for heavy / bulky equipment, not possible to carry on Bicycle or walking</i>
East Oxford resident outside 3 LTN areas	<i>Not enough through roads</i>
East Oxford resident outside 3 LTN areas	<i>Not sure about making Howard Street, Magdalene Road and Rectory Road two way</i>

East Oxford resident outside 3 LTN areas	<i>Other measures are needed to speed up buses and enable access on other routes to those who need to d</i>
East Oxford resident outside 3 LTN areas	<i>People worry about taking bus especially after the covid.</i>
East Oxford resident outside 3 LTN areas	<i>Pollution on the London Road is already dangerously high and this will make it worse</i>
East Oxford resident outside 3 LTN areas	<i>Pollution was a key driver to this and the LTNS cause more pollution as people are in there cars lon</i>
East Oxford resident outside 3 LTN areas	<i>Proposals will lead to more traffic on Iffley/Cowley Rds - more dangerous/slower 4 cycling</i>
East Oxford resident outside 3 LTN areas	<i>Public transprot is now a bad idea with Covid. This shouldn't happen now.</i>
East Oxford resident outside 3 LTN areas	<i>Remember the disaster at the Plain last time? Oh, and it is "reasons" - no'</i>
East Oxford resident outside 3 LTN areas	<i>Ridiculous idea - just displacing the problem to create traffic chaos and increased pollution</i>
East Oxford resident outside 3 LTN areas	<i>Ridiculous to just "shut roads". Couldn't both Divinity and Southfield Roads be made one way?</i>
East Oxford resident outside 3 LTN areas	<i>Safety on the plain and the main roads with hugely increased traffic and air pollution</i>
East Oxford resident outside 3 LTN areas	<i>Sitting in traffic hours on end as there will be only one road available for all mental well being</i>
East Oxford resident outside 3 LTN areas	<i>So unfair for people who are lucky enough to live in quiet neighbourhoods force traffic elsewhere</i>
East Oxford resident outside 3 LTN areas	<i>Someone has already died due to ambulance access. My mother is disabled and can't walk.</i>
East Oxford resident outside 3 LTN areas	<i>St Clements is already very busy, Morrell Avenue busy. Both will get much busier.</i>
East Oxford resident outside 3 LTN areas	<i>St Clements St is the most polluted St in the area and the LTNs will increase traffic on this Street</i>
East Oxford resident outside 3 LTN areas	<i>Stand still traffic will cause more pollution and damages to the earth and will not become clean air</i>
East Oxford resident outside 3 LTN areas	<i>Stop complicating things, you've already messed up the Cowley rd</i>
East Oxford resident outside 3 LTN areas	<i>Taking golf clubs and trolleys to a golf club is only possible by car, bus or cycle is a non starter</i>
East Oxford resident outside 3 LTN areas	<i>The blockages will just mean Iffley and Cowley road will be more busy</i>
East Oxford resident outside 3 LTN areas	<i>The build up of cars will create more CO2 as their will be longer traffic jams</i>
East Oxford resident outside 3 LTN areas	<i>the expected evaporation of traffic has not happened yet due to covid, need to show success & data</i>
East Oxford resident outside 3 LTN areas	<i>The money spent on this should be put towards social care</i>
East Oxford resident outside 3 LTN areas	<i>The nature of the barriers give no access for emergency vehicles or refuse collection.</i>
East Oxford resident outside 3 LTN areas	<i>The other roads in cowley cannot handle the traffic and have not been designed well enough.</i>
East Oxford resident outside 3 LTN areas	<i>The plain is so dangerous as a pedestrian or cyclist I'm worried.</i>

East Oxford resident outside 3 LTN areas	<i>The schemes force traffic onto the main roads which are unable to cope thereby increasing pollution.</i>
East Oxford resident outside 3 LTN areas	<i>The traffic and longer routes will only serve to move the vehicle pollution to other area unfairly</i>
East Oxford resident outside 3 LTN areas	<i>The views of Church Cowley Rd residents are ignored. Our health will suffer from increased pollution</i>
East Oxford resident outside 3 LTN areas	<i>There are better methods than blocking access to people who need to use the roads.</i>
East Oxford resident outside 3 LTN areas	<i>These are vital connecting roads or potential alternatives if other options are blocked.</i>
East Oxford resident outside 3 LTN areas	<i>These proposals will have a serious effect on the amount of traffic on the main roads.</i>
East Oxford resident outside 3 LTN areas	<i>They are an abject fare elsphere.</i>
East Oxford resident outside 3 LTN areas	<i>This is how I get to work and you're creating more traffic, I have no idea how people will travel</i>
East Oxford resident outside 3 LTN areas	<i>This plan was tried in the 1980s and caused chaos so was abandoned. This is worse. I am particularly</i>
East Oxford resident outside 3 LTN areas	<i>this will disperse pollution and traffic elsewhere as are the ltns being trialled already.</i>
East Oxford resident outside 3 LTN areas	<i>Traffic chaos everywhere, makes driving unbearable</i>
East Oxford resident outside 3 LTN areas	<i>Traffic flow / support for local business</i>
East Oxford resident outside 3 LTN areas	<i>Traffic is already very bad on the main roads due to already installed LTNs. Road works doesnt help</i>
East Oxford resident outside 3 LTN areas	<i>Unclear evidence from the Cowley LTNs to know if this will lead to modal shifts and traffic evaporat</i>
East Oxford resident outside 3 LTN areas	<i>Very few roads left for me to drive out of the local area</i>
East Oxford resident outside 3 LTN areas	<i>Very poorly devised scheme: a poor use of government funds. Very closely reproduces the failed 1980s</i>
East Oxford resident outside 3 LTN areas	<i>What about access to the vet or dentist or a business when needed by car? Will that be possible?</i>
East Oxford resident outside 3 LTN areas	<i>Will cause major congestion on Cowley, Iffley and Oxford roads</i>
East Oxford resident outside 3 LTN areas	<i>Will create massive congestion, destroy sense of community in Cowley & Iffley rds. Try 10-3 weekdays</i>
East Oxford resident outside 3 LTN areas	<i>Will create more pollution & expenses due to traffic on main roads</i>
East Oxford resident outside 3 LTN areas	<i>Women's safety - I was recently followed home by an agressive male and want to park close to my home</i>
East Oxford resident outside 3 LTN areas	<i>Work. Plenty of cycle lanes which they dont use and just cycle on roads anyway.</i>
East Oxford resident outside 3 LTN areas	<i>You are just concentrating pollution on the so called perimeter roads</i>
East Oxford resident outside 3 LTN areas	<i>You don't need an apostrophe on the reason's :)</i>
Local business / school / employer	<i>Access restrictions will have a negative impact on our business and recruitment</i>

Local business / school / employer	<i>Access to Oxford Golf Club is only possible by car with equipment required</i>
Local business / school / employer	<i>Affects taxi industry</i>
Local business / school / employer	<i>As a driving instructor i have to use my car. These proposals will increase my mileage and journey</i>
Local business / school / employer	<i>as a taxi business, this will put me out of business</i>
Local business / school / employer	<i>As an estate agent I need access to these roads</i>
Local business / school / employer	<i>Bad for the climate as people are rerouting and having to take longer journeys.</i>
Local business / school / employer	<i>Businesses losing valuable time stuck in traffic.</i>
Local business / school / employer	<i>By creating these filters the traffic is not going to be reduced it's just going tone moved to the m</i>
Local business / school / employer	<i>concerns to being done in isolation to connecting Oxford proposals ,</i>
Local business / school / employer	<i>delay deliveries for 30 minutes</i>
Local business / school / employer	<i>Due to heavy traffic people will avoid cowley road and businesses will effect big time</i>
Local business / school / employer	<i>Existing LTNs has already created traffic chaos so NO MORE LTNs</i>
Local business / school / employer	<i>For the survival of the business.</i>
Local business / school / employer	<i>Higher pollution on main roads due to increased traffic.</i>
Local business / school / employer	<i>I am lettings agent and will not be able to conduct viewings should this go ahead.</i>
Local business / school / employer	<i>I am self employed, pick up and drop off in this area and will now sit in traffic all day</i>
Local business / school / employer	<i>I have a car of dogs I can't just park up and leave them and then walk</i>
Local business / school / employer	<i>I have psoriatic arthritis, auto immune disease, struggle with distance walking, severe asthma</i>
Local business / school / employer	<i>I work as a delivery driver and I need easy access</i>
Local business / school / employer	<i>Iffley Road and Cowley Road a nightmare at peak times without the additional traffic caused by LTN's</i>
Local business / school / employer	<i>Impact on Customers getting to appointments on time, customers trying to use their time effeective!</i>
Local business / school / employer	<i>It is going to be difficult for ambulance and taxi driver and others</i>
Local business / school / employer	<i>It will effect ability to go to site meetings and work appointment, also taking family to doctors</i>
Local business / school / employer	<i>Itvs! safer to travel by car, in your own personal space. Traffic will get worse, business will suff</i>
Local business / school / employer	<i>My business will suffer to the extent that I may close. I live 32 miles away - no bus to my village</i>

Local business / school / employer	<i>Need to ensure the reliability of bus service are not adversely impact to prevent modal shift to car</i>
Local business / school / employer	<i>Prevents reasonable access to school site by car</i>
Local business / school / employer	<i>Sat in traffic is not good for the working man, unfortunately my job doesn't allow my to sit behind</i>
Local business / school / employer	<i>Staff have to drive here, company has been on Magdalen for over 60 years, deliveries and visitors</i>
Local business / school / employer	<i>Take ltn away please</i>
Local business / school / employer	<i>The "cut through" routes ease traffic and reduce idling which is considerably worse to environment</i>
Local business / school / employer	<i>the current Cowley LTN is evidence the this will not work, it is causing utter carnage on the roads</i>
Local business / school / employer	<i>We're a letting/selling agent large number of houses in the area to visit.</i>
Local business / school / employer	<i>Work meetings have me going from site to site. This will not be able to be done!!</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>access to the golf club - cannot walk or cycle this blocks my route.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Additional miles in alternative route will increase carbon footprint x 500 members</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Carrying equipment, Age, Steep hills prevents cycling.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Keep.all open. To. All</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Need proper access to the Golf Club. My journey is long enough with all the traffic.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>The roads mentioned for LTN are main roads to excess other main highway roads, not used for rat runs</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>We object to the possible delay in implementing EO scheme - trial is flawed without it</i>
Resident of another part of Oxford	<i>A ridiculous proposal don't do it</i>
Resident of another part of Oxford	<i>Adverse effects on businesses, may give rise to feelings of no go areas, (fortresses).</i>
Resident of another part of Oxford	<i>All of the above statements are correct and I strongly object for many other reasons too</i>

Resident of another part of Oxford	<i>All that is happening is traffic is being pushed into heavily congested areas without a solution.</i>
Resident of another part of Oxford	<i>Alot of people use the main roads so there will be more pollution and dangerous with more traffic</i>
Resident of another part of Oxford	<i>And you missed the main one, LTN cause more pollution not less! It is common sense!</i>
Resident of another part of Oxford	<i>As a cyclist I think there are sufficient quiet cycle routes already I</i>
Resident of another part of Oxford	<i>Causes more pollution from stationery vehicles</i>
Resident of another part of Oxford	<i>Cloesure keeps cars on the street due to a traffic and it's make more pollution.</i>
Resident of another part of Oxford	<i>Closing off essential routes (not rat runs) forcing cars to be on roads for longer causes more harm</i>
Resident of another part of Oxford	<i>closing roads with stationary vehicles everywhere increases pollution, congestion and travel times</i>
Resident of another part of Oxford	<i>Direct access to streets as a community health care worker</i>
Resident of another part of Oxford	<i>Disabled people I drive are late for services and meds in queues.n</i>
Resident of another part of Oxford	<i>Don't make people life hell by installing LTN</i>
Resident of another part of Oxford	<i>From the ltms installed in cowley you can see the problems they cause</i>
Resident of another part of Oxford	<i>Have you been on Oxford road, hollow way or between towns road lately?</i>
Resident of another part of Oxford	<i>Headington is going to be cut off from East Oxford</i>
Resident of another part of Oxford	<i>I am disabled and have severe mobility issues which require me to take a taxi to and from work work</i>
Resident of another part of Oxford	<i>I am extremely unhappy about this, i am already affected and it is a problem</i>
Resident of another part of Oxford	<i>I have to use my car for work & my commute & the LTNs will cause massive congestion.</i>
Resident of another part of Oxford	<i>I need my car as I am usually carrying tools and equipment to manage and maintain my houses.</i>
Resident of another part of Oxford	<i>I need to have access to be able to do my work</i>
Resident of another part of Oxford	<i>I often give lifts to an 86 yr old friend, these changes will make it much much harder</i>
Resident of another part of Oxford	<i>I pay road tax I want to use the roads</i>
Resident of another part of Oxford	<i>Improve the size of roads</i>
Resident of another part of Oxford	<i>It cause more pollution, more traffic congestion</i>
Resident of another part of Oxford	<i>It is badly designed and will make The Plain impossible, Morrel Ave and Cowley Rd very bad.</i>
Resident of another part of Oxford	<i>It is hugely divisive to citizens. I resent breathing extra pollution another live in a "paradise."</i>

Resident of another part of Oxford	<i>It is producing much more pollution and creating a lot more unnecessary traffic. This project = Fail</i>
Resident of another part of Oxford	<i>It makes no sense to close roads as they were built for vehicles</i>
Resident of another part of Oxford	<i>It moves the problem from one area to another</i>
Resident of another part of Oxford	<i>It moves traffic from one area of pollution to another that is already congested and highly polluted</i>
Resident of another part of Oxford	<i>It will affect negatively my physical and mental health</i>
Resident of another part of Oxford	<i>It will cause chaos to already busy traffic</i>
Resident of another part of Oxford	<i>It will cause overflow traffic onto main roads causing delays for me to get to my passengers</i>
Resident of another part of Oxford	<i>It will make air pollution worse not better as there will be so much congestion.</i>
Resident of another part of Oxford	<i>it will move traffic to other roads increasing journey times and adding to pollution</i>
Resident of another part of Oxford	<i>it won't be pleasant to live in this town, creation of stressful life to business.</i>
Resident of another part of Oxford	<i>it would make deliveries hard & longer to do.</i>
Resident of another part of Oxford	<i>It's turning the main roads into a living hell. You are compromising public transport!</i>
Resident of another part of Oxford	<i>journeys taking much longer and taxis more expensive. Difficult for delivery drivers too</i>
Resident of another part of Oxford	<i>Long covid</i>
Resident of another part of Oxford	<i>Make Divinity Rd and Southfield Rd -- One way, this will reduce traffic and make it more pleasant</i>
Resident of another part of Oxford	<i>More cars leading to jams and therefore more pollution on other roads.</i>
Resident of another part of Oxford	<i>More pollution on the streets the through traffic has been pushed onto</i>
Resident of another part of Oxford	<i>No</i>
Resident of another part of Oxford	<i>No alternative to using my car to get to the golf club.</i>
Resident of another part of Oxford	<i>No other solution is feasible other than car</i>
Resident of another part of Oxford	<i>none of the above are achieved by closing roads with stationary vehicles else ware</i>
Resident of another part of Oxford	<i>One journey to cowley road will take half hour with more LTN's at the moment it takes 20 due to LTN</i>
Resident of another part of Oxford	<i>Our family business rely's on the area and to continue making money we need access.</i>
Resident of another part of Oxford	<i>Proposals will create absolute traffic chaos</i>
Resident of another part of Oxford	<i>PUBLIC TRANSPORT VIA BUS OR TAXI ARE TOO AND EXPENSIVE FOR MY PERSONAL INCOME, REDUCE USES</i>

Resident of another part of Oxford	<i>Ridiculous traffic in other areas, difficulties for business, taxi drivers, deliver drivers, elderly</i>
Resident of another part of Oxford	<i>Stop penalising drivers for no good reason - electric vehicles, not LTNs!</i>
Resident of another part of Oxford	<i>Such a dumb thing to put in place I swear to god.</i>
Resident of another part of Oxford	<i>Tha other LTNs have caused pandemonium for refuse drivers, taxi, & people, using more fuel</i>
Resident of another part of Oxford	<i>the current Cowley LTN is evidence the this will not work, it is causing utter carnage on the roads</i>
Resident of another part of Oxford	<i>The historical road layout cannot cope with additional traffic at pinch points like major junctions.</i>
Resident of another part of Oxford	<i>The impact on small local businesses. Without my car, there isn't an easy way for me to get between</i>
Resident of another part of Oxford	<i>The LTN which are currently in place has caused more traffic which has caused more pollution on main</i>
Resident of another part of Oxford	<i>These roads are used frequently for the right reasons, causing this disruption will cause havoc</i>
Resident of another part of Oxford	<i>Time added to journey and congestion on mane roads. leading to more air polution.</i>
Resident of another part of Oxford	<i>Traffic is already bad, why block off routes and make it worse?</i>
Resident of another part of Oxford	<i>Traffic to the Golf Club will need to use Divinity Road or Parallel Streets</i>
Resident of another part of Oxford	<i>Traffic will flow fluently hence very less pollution</i>
Resident of another part of Oxford	<i>Will create longer tailbacks on Iffley Road to Donnington bridge and more congestion at the Plain ro</i>
Resident of another part of Oxford	<i>You are creating traffic for no reason, there's not been a need for change so leave it as it is.</i>
Resident of another part of Oxford	<i>You have not given a thought to the people that live on the roads where all the extra traffic will g</i>
Resident of another part of Oxford	<i>you have not presented any modelling of the likely consequences of the proposals</i>
Resident of another part of Oxford	<i>Your causing more pollution by having cars wait in longer queues</i>
Resident outside Oxford	<i>1) Reason does NOT need an apostrophe 2) These barriers make the place like an effing maze</i>
Resident outside Oxford	<i>Access to the golf club from Cowley road will be impossible</i>
Resident outside Oxford	<i>concern for older frailer more vulnerable and disabled residents</i>
Resident outside Oxford	<i>Congestion for busier roads that are frequented by cyclists. Massively impacts safety risk</i>
Resident outside Oxford	<i>Divinity Road is too steep to cycle</i>
Resident outside Oxford	<i>I can't get my children to school in anything other than a car</i>
Resident outside Oxford	<i>I will not be able to get to work if this happens.</i>
Resident outside Oxford	<i>It creates more pollution!</i>
Resident outside Oxford	<i>It will make my journeys to Hilltop Road from Abingdon much longer</i>
Resident outside Oxford	<i>It's going to extend my long journey to work by a further hour.</i>
Resident outside Oxford	<i>Large vehicles such as vans cross this area between HMOs</i>
Resident outside Oxford	<i>Length of commute already challenging</i>

Resident outside Oxford	<i>Main roads will be dangerous with large amounts of traffic. Emergency vehicles will be slow to atten</i>
Resident outside Oxford	<i>Oxford is at the forefront of the county for active travel and set and example for the county.</i>
Resident outside Oxford	<i>Pollution is in the air and carried by wind so will still carry to side streets</i>
Resident outside Oxford	<i>The over zealous nature of these schemes will lead to traffic congestion and pollution more than exi</i>
Resident outside Oxford	<i>There is no public transport in Little Milton so car is my only option</i>
Resident outside Oxford	<i>This will increase Oxford's overall carbon emissions</i>
Resident outside Oxford	<i>Visiting the Churchill for work.</i>
St Clements resident	<i>A car is an absolute neccessity for this disabled and financially poor driver</i>
St Clements resident	<i>Air pollution on main roads will get worse, as an asthmatic this is a big concern</i>
St Clements resident	<i>Air Quality: pollution & emissions are far higher from idling queuing cars than at steady speeds</i>
St Clements resident	<i>blocking off Princes Street and Rectory Road will cause unnecessary round traffic by residents</i>
St Clements resident	<i>Changes in traffic problems: car's turning, continued access to Food outlets, dentist & doctor.</i>
St Clements resident	<i>Closing Rectory Road from Cross Street will cause chaos</i>
St Clements resident	<i>Gridlocked stationary traffic does not reduce air pollution.</i>
St Clements resident	<i>I am a builder and work in the local area the traffic is bad enough</i>
St Clements resident	<i>I can't tick 'it will', but I certainly fear that some of these may come true.</i>
St Clements resident	<i>I Need full and unobstructed vehicular access for work and bulky/heavy materials.</i>
St Clements resident	<i>I need my car to carry my tools and/or white goods/ furniture</i>
St Clements resident	<i>I rent a car every 2 weeks to do shopping, the proposal would add unnecessary mileage and time</i>
St Clements resident	<i>I worry that the quickways will become immediate bottle-necks and so increase pollution.</i>
St Clements resident	<i>Invest in public transport to future proof against global warming.</i>
St Clements resident	<i>It will increase congestion and pollution on St Clements which is already over permitted limits.</i>
St Clements resident	<i>It will increase traffic in all the main roads and damage valued businesses there</i>
St Clements resident	<i>It won't make walking any easier. Traffic and buses will be slower.</i>
St Clements resident	<i>Local businesses will go under</i>
St Clements resident	<i>Money should be spent creating properly safe cycle lanes on Iffley and Cowley, as on Donnington Brir</i>
St Clements resident	<i>Need to enforce current resident parking restrictions. Turning circle at the end of our street is fr</i>
St Clements resident	<i>No proof of environmental benefits, haven't seen the data published 'polution numbers during the loc</i>
St Clements resident	<i>On narrow side roads it will be difficult to turn around and may lead to bad tempers & damage cars</i>
St Clements resident	<i>Rectory Road traffic closed. So more traffic on Jeune Street, where I live. So bad.</i>
St Clements resident	<i>Residents in LTN areas are very selfish. LTN will make lives far worse for everyone else.</i>
St Clements resident	<i>restrictions on cars are assuming people are young and fit and ignore the needs of older people</i>
St Clements resident	<i>Rid the streets of junkies and alcoholics. This scheme does not help the poor either.</i>
St Clements resident	<i>There will be more traffic sat stationary causing increased pollution.</i>

St Clements resident	<i>these barriers will make my commute to my job (key worker) further (more pollution) and more complex</i>
St Clements resident	<i>This can't be done in isolation. I want integrated plans with better public transport & park & ride.</i>
St Clements resident	<i>Will cause congestion as the road is only wide enough for one car, this will only increase pollution</i>
St Mary's resident	<i>Mainly people pay a lot to live here and you shouldn't want to take away</i>
St Mary's resident	<i>2day at just 3:30pm SE bound IffleyRd traffic backed up to James St! Don't make it worse!</i>
St Mary's resident	<i>Access to the hospitals will be much harder from East Oxford</i>
St Mary's resident	<i>Alternatives are needed - gas works on cowley road and accident on iffley road - gird lock</i>
St Mary's resident	<i>Anyone who objects is one a selfish, unsafe driver.</i>
St Mary's resident	<i>As a taxi driver, it'll heavily impact my job. Also, will hinder access to family.</i>
St Mary's resident	<i>Bullington Rd from SM6, Hurst St & Catherine St will be worse rat runs than at present</i>
St Mary's resident	<i>Catherine St and Hurst St is going to become a run-through. Its a BAD DESIGN.</i>
St Mary's resident	<i>Concern that some diversions will increase journey length times esp to the hospitals</i>
St Mary's resident	<i>Construction and maintenance trade and deliveries access to and through the areas.</i>
St Mary's resident	<i>Cowley and Iffley Roads are already full from 3pm onwards so Oxford would be gridlocked if you block</i>
St Mary's resident	<i>Current LTNs causing chaos already. Speed bumps would help reduce speeds on through roads.ds</i>
St Mary's resident	<i>Delays to fire & rescue/ambulance/police vehicles could result in deaths/failure to reach scene of</i>
St Mary's resident	<i>Despite what some people our street has very little traffic during the day, but we need speed bumps.</i>
St Mary's resident	<i>Easy access to Cowley AND Iffley Roads is important for residents in St Marys, especially for work.</i>
St Mary's resident	<i>Emergency services, school runs, Dr's access, hospital runs, weekly shopping runs, all disrupted</i>
St Mary's resident	<i>Every little journey will involve the Cowley or Iffley Roads - longer drives and more pollution</i>
St Mary's resident	<i>Everyday there is congestion on Iffley Road.... this will get much worse. Try tackling the real pro</i>
St Mary's resident	<i>Far from improving anything, this will create more frustration & chaos for many for the benefit of</i>
St Mary's resident	<i>Far too many roads closed to cars.</i>
St Mary's resident	<i>Financial impact due to inevitable repair costs to damaged parked cars made by reversing cars</i>
St Mary's resident	<i>Forcing cars onto Iffley Rd/Cowley/St Clements or out to ring road will cause more pollution.</i>
St Mary's resident	<i>Gridlocked cars will cause pollution.</i>
St Mary's resident	<i>Have kids i must drive</i>
St Mary's resident	<i>having to go via (very busy) Cowley Road when my main car journeys need Iffley Rd!</i>
St Mary's resident	<i>How would I access the Co-Wheels car sharing scheme eg in Hertford St. Is there access?</i>

St Mary's resident	<i>I already use bike/ walk whenever it is safe and appropriate. Use cameras for control</i>
St Mary's resident	<i>I always cycle myself but am often transporting the disabled and the very young.</i>
St Mary's resident	<i>I am concerned about the additional traffic on Iffley Rd and Cowley Rd - they are already congested</i>
St Mary's resident	<i>I believe Howard St should remain a one-way street.</i>
St Mary's resident	<i>I can not cycle or walk due to agoraphobia</i>
St Mary's resident	<i>I can't carry tools and materials any other way</i>
St Mary's resident	<i>I commute out of town. Also will increase travel distances and congestion on Cowley and Iffley roads.</i>
St Mary's resident	<i>I do not think that the case for change has been properly researched to provide solid data.</i>
St Mary's resident	<i>I do worry that when cycling where the fast routes cant be avoided it will be more dangerous.</i>
St Mary's resident	<i>I don't believe that transferring traffic to main roads is an answer. They will become highly conjes</i>
St Mary's resident	<i>I don't want to go by car, I have to go by car! It is a necessity, not an option.</i>
St Mary's resident	<i>I dont want to push the traffic onto the other, outer areas - this isn't a comprehensive plan.</i>
St Mary's resident	<i>I have regular hospital appointments, new system will not enable easy travel by car, bus, or taxi</i>
St Mary's resident	<i>I have to use a car a few times a week for work</i>
St Mary's resident	<i>I need my car for transporting goods and it makes pollution worse. School busses much better option</i>
St Mary's resident	<i>I need my car for work visits , every journey will be longer</i>
St Mary's resident	<i>I only use my car for necessary journeys. The barriers make these longer on congested roads.</i>
St Mary's resident	<i>I use my car for beekeeping at two sites (lots of heavy kit), will make it harder</i>
St Mary's resident	<i>I walk, cycle and drive in St Mary's. I do not think the roads here are congested or unsafe.</i>
St Mary's resident	<i>I want to be able to drive to work in Didcot and not have to go via Cowley Rd.</i>
St Mary's resident	<i>I work in mental health, going between schools. I will not be able to keep appointments</i>
St Mary's resident	<i>I work in rural areas and I need to use my car without the mad chaos of oxford roads. Cut through ..</i>
St Mary's resident	<i>I work outside Oxford & need the car to commute; these plans will cut me off from route to work.</i>
St Mary's resident	<i>I worry the buses on Iffley and Cowley will become even less convenient than they are now.</i>
St Mary's resident	<i>I'm carer for my elderly and disabled mother and require quick and easy access</i>
St Mary's resident	<i>Idling traffic on Iffley Road will cause massive pollution for residents here.</i>
St Mary's resident	<i>If residents park in Temple St they will need to enter from Iffley Road. And reverse out too?</i>
St Mary's resident	<i>Impact on people who need to travel to deliver care/ services</i>
St Mary's resident	<i>In principle I am in favour but I don't think this design is going to traffic/ congestion</i>
St Mary's resident	<i>Increased difficulty for residents' parking</i>
St Mary's resident	<i>Increased journey times, grid lock and pollution. More research required as to LTN effects</i>
St Mary's resident	<i>Increased pollution and journey times; no resolution to problem of traffic, just displacement</i>

St Mary's resident	<i>Increased pollution and traffic buildup on key roads, such as Iffley road</i>
St Mary's resident	<i>Increased pollution caused by more slow traffic on remaining open roads nearby</i>
St Mary's resident	<i>Increased pollution on main roads. Doesn't address issue of too many cars. Other streets effected.</i>
St Mary's resident	<i>Increased traffic to Hurst Street which is currently a very quiet road. Chose to purchase on quiet rd</i>
St Mary's resident	<i>It is a very divisive solution, which will benefit some residents at the expense of many others.</i>
St Mary's resident	<i>It is divisive and pushing the problem elsewhere, not solving it.</i>
St Mary's resident	<i>It will be difficult to reach my house from Donnington bridge without going on a mad circuitous route</i>
St Mary's resident	<i>It will be impossible to turn around in say Temple street. There is a dentist and medical surgery</i>
St Mary's resident	<i>It will block up the so-called 'quickways' of Cowley Rd, Iffley Rd, and St Clements</i>
St Mary's resident	<i>It will cause more pollution as every trips from my house will take long diverted routes</i>
St Mary's resident	<i>It will create more traffic on main roads</i>
St Mary's resident	<i>It will increase grid lock and make fumes worse!</i>
St Mary's resident	<i>it will increase journey time and length of unavoidable journeys increasing pollution .</i>
St Mary's resident	<i>it will not stop men cycling on pavements as shown in temple cowley</i>
St Mary's resident	<i>It'll negatively affect businesses, and everyone except the young, fit and healthy</i>
St Mary's resident	<i>Lack of parking for residents. Illegal parking by non residents.</i>
St Mary's resident	<i>Law of unexpected consequences. Leave it alone. It will not reduce car journeys.</i>
St Mary's resident	<i>local roads are currently fine only iffley and cowley are bad this will make it worse</i>
St Mary's resident	<i>Local roads are good for cycling and walking. Main roads already too busy- not enough cycle lanes</i>
St Mary's resident	<i>Longer car journeys will result in more pollution not less.</i>
St Mary's resident	<i>LTN restricts freedom of movement. Also many other ways to achieve aim of LTN without closing roads.</i>
St Mary's resident	<i>LTNs wont improve Cycling routes down the Cowley road in the winter - poor lighting, narrow roads</i>
St Mary's resident	<i>Main roads not big enough and also residential. The Plain will be jammed. Delivery vans.</i>
St Mary's resident	<i>More pollution & traffic chaos will be directed to residential Iffley Road, causing more gridlock.</i>
St Mary's resident	<i>More traffic on the Iffley and Cowley roads, long queues and delays , more pollution.</i>
St Mary's resident	<i>Most of the roads now designated for two-way use are insufficiently wide and will lose parking.</i>
St Mary's resident	<i>much of my volunteer work needs car to get to sites, travel time is important</i>
St Mary's resident	<i>my section of the road will become busier as drivers will try to avoid Cowley's traffic jams</i>
St Mary's resident	<i>My street will gt busier. Increased traffic on already unpleasant busy main rds when I have to cycle</i>
St Mary's resident	<i>Need car access as Disabled. (don't own car, need access from other people cars and taxis)</i>
St Mary's resident	<i>Need easy access for residents to get out of area via both iffley and Cowley rds and not be blocked</i>
St Mary's resident	<i>No objections to current proposals; will object if the number of filters is reduced.</i>

St Mary's resident	<i>Other measures should be trialled first: extended CPZs, cheaper & better networked bus routes</i>
St Mary's resident	<i>Oxford Hockey Club will become a nightmare to travel to and from for families</i>
St Mary's resident	<i>Parents hospital appointments will become nightmare to attend</i>
St Mary's resident	<i>People taking short cuts do reduce emissions.</i>
St Mary's resident	<i>Pollution from idling traffic on main roads. I need car to get out of Oxford sometimes.</i>
St Mary's resident	<i>Pollution increase outside my house with backed up traffic. Already bad but will worsen Iffley Rd.</i>
St Mary's resident	<i>Pollution will increase on the Cowley Rd and Iffley Rd.</i>
St Mary's resident	<i>Pushing traffic onto other roads increases journey times and therefore pollution.</i>
St Mary's resident	<i>Re "traffic chaos". There currently is traffic chaos on Howard Street.</i>
St Mary's resident	<i>Simple, direct communication routes are a vital public resource; rat runs = bogeyman argument</i>
St Mary's resident	<i>Some concerns for people with disabilities</i>
St Mary's resident	<i>Some people are not able to commute to work via public transport!</i>
St Mary's resident	<i>Strongly object as more traffic CARNAGE on main roads. Make proposals ONE WAY on all mentioned roads</i>
St Mary's resident	<i>The changes are too far-reaching, too quickly. Not enough alternative provision is offered</i>
St Mary's resident	<i>The changes will create more traffic pollution</i>
St Mary's resident	<i>The current plans just block traffic with no apparent thought about the resultant routes</i>
St Mary's resident	<i>The current situation is not particularly congested nor dangerous in this area so not needed</i>
St Mary's resident	<i>The filters will substantially increase the length of car journeys I need to take (eg to OX1 4XG)</i>
St Mary's resident	<i>The issue is not the through roads, it is Iffley and Cowley roads. These are the ones unsafe.</i>
St Mary's resident	<i>The lack of free-form responses in this survey makes it impossible to do justice to this question.</i>
St Mary's resident	<i>the LTN cuts off my direct access to Iffley rd which is unhelpful. This is my main route out</i>
St Mary's resident	<i>The maps do not include a legend.</i>
St Mary's resident	<i>The plain roundabout will be affected by too much traffic dangerous for cyclist and outdoor cafes</i>
St Mary's resident	<i>The proposals could effectively trap me in my part of East Oxford</i>
St Mary's resident	<i>The roads are not dangerous now; I use my bike as much as I can; proposals will lengthen car trips</i>
St Mary's resident	<i>These areas are supposed to be STNs (slow traffic neighbourhoods) created at high cost: 20mph ?</i>
St Mary's resident	<i>These changes affect carers, workers and will have a huge impact on lives; they will cause chaos</i>
St Mary's resident	<i>This survey is very bad; designed the questions 8 and 9 should be per response to each of the 3 LTNs</i>
St Mary's resident	<i>This will not improve pollution problems</i>
St Mary's resident	<i>Traffic calming measures already in place. Moving traffic to arteries just shifts the problem</i>
St Mary's resident	<i>Traffic on Iffley rd will be worse - pollution in my house will increase- cyclists at further risk.s</i>

St Mary's resident	<i>two way traffic on Magdalen Road and Howard street will not work as roads are not wide enough.</i>
St Mary's resident	<i>Unnecessary traffic will be diverted onto cowley road increasing traffic jams and thus pollution</i>
St Mary's resident	<i>Unprotected right turn onto Iffley Road; already near impossible to enter the Plain from Iffley Road</i>
St Mary's resident	<i>Use of "sleeping policeman" on Bullingdon Road would be more effective to control any nuisance.</i>
St Mary's resident	<i>What do your feasibility studies show re effect on buses and cycling in Cowley Road?</i>
St Mary's resident	<i>Why is there a huge car park outside the Westgate in the centre of town? We didnt need either</i>
St Mary's resident	<i>Will cause inconvenience, restricted access and impositions on freedom of choices and movement.</i>
St Mary's resident	<i>Without additional measures to reduce motor traffic, vehicles will be moved to areas of congestion a</i>
St Mary's resident	<i>Worried about traffic; kids football training otherside of Oxford too far too cycle+unsafe route</i>
St Mary's resident	<i>Yes</i>
St Mary's resident	<i>you are closing up the city without providing a solution to traffic, LTN is not traffic managment</i>
St Mary's resident	<i>Your questions are loaded: you are dividing communities, damaging people who need mobility</i>

Respondent type	Q10. Looking at the plans, Is there ONE filter that you strongly OPPOSE?
Divinity Road area resident	<i>All</i>
Divinity Road area resident	<i>All</i>
Divinity Road area resident	<i>All</i>
Divinity Road area resident	<i>All</i>
Divinity Road area resident	<i>All filters</i>
Divinity Road area resident	<i>All LTN oppose</i>
Divinity Road area resident	<i>All of them</i>
Divinity Road area resident	<i>All of them</i>
Divinity Road area resident	<i>All of them</i>
Divinity Road area resident	<i>All streets ie St Mary's, Divinity, St Clements</i>
Divinity Road area resident	<i>All Of them</i>
Divinity Road area resident	<i>At top of Divinity Road</i>

Divinity Road area resident	DR1
Divinity Road area resident	DR1
Divinity Road area resident	DR1
Divinity Road area resident	DR1
Divinity Road area resident	<i>DR1 - This is more about detail, as a resident of Divinity Road directly affected by its positioning and potential access issues to my property and off street parking.</i>
Divinity Road area resident	<i>DR1 and DR2 (no point having one without the other so have included both) equally lamentable.</i>
Divinity Road area resident	<i>DR1 Divinity Road</i>
Divinity Road area resident	<i>DR1 Divinity road and Mayfair road</i>
Divinity Road area resident	<i>DR1 DR2</i>
Divinity Road area resident	<i>DR1 DR2 SM8</i>
Divinity Road area resident	<i>DR1 DR2</i>
Divinity Road area resident	<i>DR1/ 2. Vehicle owners that need to commute to anywhere in or out of Oxford that live below the blockages will ultimately park their cars in the upper section to avoid the Cowley Road. Thus making the difficult parking situation in this area a much worse one. Emergency vehicles will be greatly delayed around the whole area due to these blockages and lives will be put at risk. This and the parking issues may leave the council tax paying residents of this area with little option but legal action.</i>
Divinity Road area resident	<i>DR1/2</i>
Divinity Road area resident	<i>DR2</i>
Divinity Road area resident	<i>Filters in best location</i>
Divinity Road area resident	<i>Howard Street</i>
Divinity Road area resident	<i>Howard street and Divinity road, St Clements already can't deal with the current traffic flow</i>
Divinity Road area resident	<i>Howard Street and Magdalen Road. These provide vital access between Cowley and Iffley Roads and directly onto the Donnington Bridge. Traffic is dispersed from main routes on these interconnecting roads. The existing one way system is safe and flows well. Short queues observed only at peak commuting times. Displaced traffic will be squeezed onto the dangerously congested St Clements and Between Towns Roads. Unfair to others. Needlessly increases distances travelled, congestion, pollution.</i>

Divinity Road area resident	<i>I believe it is important to stop through traffic 'rat-running' but oppose the proposed locations cutting across the middle of the community. Cutting roads in half are very confusing and difficult for deliveries having to access from both ends. I feel strongly that the original proposal was diverted by a campaigning group in the top of the area whose members live in large houses in cul de sacs protected from the traffic.</i>
Divinity Road area resident	<i>I do not strongly oppose, however I would suggest that in the interests of Health & Safety that DR1 and DR2 are sited so that Minster Rd can be used to filter traffic that has entered Divinity Rd from either Morrell Ave or Stone Street to go on to Southfield and then Hill Top Rd's, and thus leave the area. Divinity Rd from Stone St (down hill) could be made one-way to encourage the use of Minister Rd. rather than have traffic trying to turn around to go back up Divinity Rd.</i>
Divinity Road area resident	<i>I don't strongly oppose DR2 but it will have a negative impact on parking in the lower part of Southfield Road where there is high% of HMOs and all students have cars.</i>
Divinity Road area resident	<i>I oppose all</i>
Divinity Road area resident	<i>I oppose every single one Even the ones that are already in place It has created so much more traffic and takes longer to get somewhere because you can not go any other way!</i>
Divinity Road area resident	<i>I oppose the all the the filters especially on Divinity Road</i>
Divinity Road area resident	<i>I oppose the Southfield road filter being in the middle rather than at the top</i>
Divinity Road area resident	<i>I strongly oppose all Filter</i>
Divinity Road area resident	<i>I strongly oppose both DR1 & DR2. I am in favour of the original plan to have bollards at the top of Divinity rd and Stone st. Why is this plan no longer here for discussion?</i>
Divinity Road area resident	<i>I strongly oppose the option for divinity road that is not currently being considered (i.e. traffic filters at the top of Divinity road and Stone Street. I am writing this because I anticipate there will be people and the non-representative DRARA group responding to this survey voicing support to reconsider that option.</i>
Divinity Road area resident	<i>I strongly OPPOSED option A for Divinity Rd -----but SUPPORT->Option B which is under consideration.</i>
Divinity Road area resident	<i>I strongly support the DR LTN plan, but I do not support the positioning of the DR1 filter. It will divide the community and leave residents on the lower half of the surrounded by HMOs occupied by short term residents. We have high levels of ASB on this end of the road and the positioning of DR1 will cut us off from the majority of long term residents further up the road. That being said, I strongly support the scheme overall and support it even with the DR1 filter positioned where it is.</i>
Divinity Road area resident	<i>I think the whole scheme is underfunded and poorly conceived.</i>
Divinity Road area resident	<i>I would prefer the rejected filter at the top of Divinity Rd, and Stone St</i>

Divinity Road area resident	<i>I'm FULLY in support of the LTN schemes and am happy (delighted!) with all the filters. My only question is about the placement of DR1 and my slight worry that where I live (Parsons Place) may see slightly more traffic coming down Stone St / Tawney St / Parsons Pl. But perhaps it will be fine - I'm more than happy to try it out!</i>
Divinity Road area resident	<i>It seems all traffic will be forced round The Plain roundabout and up Cowley, Oxford Road to the ring road. Traffic will surely be at a stand still? The only way to get to Donny Bridge will be The Plain or Inbetween Towns Road.</i>
Divinity Road area resident	<i>It will make Morrell Av a much busier road. The speeding needs much better controlling. More dangerous to cross and it will become much busier and noisier. The shadows of the trees make seeing a child crossing really difficult. This is a domestic road not a throughway. Traffic calming essential.</i>
Divinity Road area resident	<i>Magdalen Road</i>
Divinity Road area resident	<i>midway up southfield/divinty rd - much better to put at top of divinity rd. will cause chaos and split the drara community</i>
Divinity Road area resident	<i>No, I am strongly in favour of piloting this to assess how it works.</i>
Divinity Road area resident	<i>On Divinity Road</i>
Divinity Road area resident	<i>Planned Divinity Rd LTN road closures</i>
Divinity Road area resident	<i>Rectory road</i>
Divinity Road area resident	<i>SC1</i>
Divinity Road area resident	<i>SC2</i>
Divinity Road area resident	<i>SM1 and SC1</i>
Divinity Road area resident	<i>SM10</i>
Divinity Road area resident	<i>SM10</i>
Divinity Road area resident	<i>Sm10</i>
Divinity Road area resident	<i>SM10</i>
Divinity Road area resident	<i>SM10</i>
Divinity Road area resident	<i>SM10 - Howard Street. Very useful when travelling along Iffley road past the Donnington bridge to not have to sit in Iffley traffic, can be used to easily join at the junction from the Cowley road side. In rush hour there is a backup of cars queuing on the Iffley road to turn right onto the bridge which blocks traffic continuing straight towards the Rose Hill. Without the Howard street cut through all traffic would have to pass along Iffley road or Cowley road past the Temple square retail park.</i>
Divinity Road area resident	<i>SM10 - I simply don't believe that through traffic in the St. Mary's area is an issue. There are so many potential streets for cars to go through that it doesn't suffer from the sheer weight of traffic as other areas. And, in that area, I feel the proposed filter on Howard St. will do most damage in terms of cutting off Cowley Rd. and Iffley Rd. from each other.</i>

Divinity Road area resident	<i>SM10 stops flow from Cowley road to Iffley road and I worry that it will push traffic to the Plain, which would be very bad.</i>
Divinity Road area resident	<i>SM8 (and 10) Magdalen Road and Howard street should remain as they are. This creates huge segregation between Iffley/Cowley, and to Grand Pont.</i>
Divinity Road area resident	<i>SM8 and SM10</i>
Divinity Road area resident	<i>SM8, SM10</i>
Divinity Road area resident	<i>Southfield Road</i>
Divinity Road area resident	<i>St Clements</i>
Divinity Road area resident	<i>We also need a filter on Stone Street if we are to make Divinity Road safe, and free from illicit drop offs and night time speeding.</i>
Divinity Road area resident	<i>Whilst i support in principle the need to reduce traffic on Divinity I can only see it increasing on Morrell avenue. Already no-one obeys the speed limit (supposedly 20mph) - buses, taxis and cars are constantly speeding up and down the road. There is no speed calming measures at all on this road. Where is the provision to improve the safety on this road in these plans. I have 3 children and can only imagine how much worse it's going to get with increased traffic on this road.</i>
Divinity Road area resident	<i>Yes, the bollard near Sinnet Court on Southfield road (DR2). We already are subjected to lots of antisocial behavior and night noise - a cul de sac bang in the middle of a student area is going to exacerbate that. Let alone all the traffic from taxis running on idle. Oxford Brookes themselves have advised against it. Going ahead with a plan that is seriously going to reduce the quality of living of the neighbour(s) living near the bollard is highly unfair. Disappointing.</i>
Divinity Road area resident	<i>Yes. Your survey is stupid and heavily biased in favor of one option. I fully support the idea of traffic filters for Divinity Road, but not the proposed placement of them. The bollards should be placed at the top of the hill, not partway down Southfield Rd. The option you have presented is not the option preferred by DRARA.</i>
East Oxford resident outside 3 LTN areas	<i>All</i>
East Oxford resident outside 3 LTN areas	<i>ALL</i>
East Oxford resident outside 3 LTN areas	<i>All</i>
East Oxford resident outside 3 LTN areas	<i>All</i>
East Oxford resident outside 3 LTN areas	<i>All</i>
East Oxford resident outside 3 LTN areas	<i>All</i>
East Oxford resident outside 3 LTN areas	<i>All filters</i>
East Oxford resident outside 3 LTN areas	<i>All filters proposed and installed.</i>
East Oxford resident outside 3 LTN areas	<i>ALL OF IT</i>
East Oxford resident outside 3 LTN areas	<i>All of them</i>

East Oxford resident outside 3 LTN areas	<i>All of them</i>
East Oxford resident outside 3 LTN areas	<i>all of them</i>
East Oxford resident outside 3 LTN areas	<i>ALL OF THEM</i>
East Oxford resident outside 3 LTN areas	<i>All of them</i>
East Oxford resident outside 3 LTN areas	<i>All of them</i>
East Oxford resident outside 3 LTN areas	<i>All of them</i>
East Oxford resident outside 3 LTN areas	<i>All of them</i>
East Oxford resident outside 3 LTN areas	<i>All of them</i>
East Oxford resident outside 3 LTN areas	<i>All of them but SC1 is not practical at all</i>
East Oxford resident outside 3 LTN areas	<i>All of them especially Divinity road and St clements</i>
East Oxford resident outside 3 LTN areas	<i>all of them. Keep Oxford Free and stop killing our city.q</i>
East Oxford resident outside 3 LTN areas	<i>All off them</i>
East Oxford resident outside 3 LTN areas	<i>All roads that are currently blocked for access especially near barthlemowe</i>
East Oxford resident outside 3 LTN areas	<i>All St Mary's filters</i>
East Oxford resident outside 3 LTN areas	<i>All streets</i>
East Oxford resident outside 3 LTN areas	<i>Better sense of community - this will divide people by its very nature</i>
East Oxford resident outside 3 LTN areas	<i>Completely oppose about LTN PLAN it make more inconvenient for local residents.</i>
East Oxford resident outside 3 LTN areas	<i>Creating more traffic on nearby roads</i>
East Oxford resident outside 3 LTN areas	<i>Crescent Road. This simply makes the already busy Hollow Way much worse.</i>
East Oxford resident outside 3 LTN areas	<i>Div Road - so many cars use that to cut through. It is going to cause huge jams on Cowley, on London Road - massive massive queues and CONGESTION</i>
East Oxford resident outside 3 LTN areas	<i>Divinity & Southfield Road. Howard street & Magdalene Road Cornwallis Road Little Hay Road.</i>
East Oxford resident outside 3 LTN areas	<i>Divinity and St clements</i>
East Oxford resident outside 3 LTN areas	<i>Very important main used roads direct links from two areas of Oxford. I live on a road where the road has been blocked off and find it extremely difficult to get to places. They are two routes i use regularly and our a vital part of my journey everyday!</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Rd</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Rd Area</i>

East Oxford resident outside 3 LTN areas	<i>Divinity road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road</i>
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East Oxford resident outside 3 LTN areas	<i>Divinity road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road / southfield Road, magdalen Road / Howard Street.</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road and st clements</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road DR1</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road Magdalen Road Howard Street Princes Street Cross Street Southfield Road And the rest</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road.</i>
East Oxford resident outside 3 LTN areas	<i>Divinity/Southfield is insane. Just make it one way (Divinity up, Southfield down) with cycle lanes and parking on one side of the street. My kids travel to school this way, and I fear the aggression from angry drivers stuck in traffic as an outcome.</i>

East Oxford resident outside 3 LTN areas	<i>DR and SM</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
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East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1 - Divinty Road is the only way to get from East Oxford to Cheney School and health services on the Churchill site. The desires of residents should not take priority over other citizens, and certainly should not cause the dreadful traffic conditions we have recently experienced. Effective traffic calming such as currently in use in Howard Street is a much better and more effective use of resources.</i>
East Oxford resident outside 3 LTN areas	<i>DR1 - putting this filter in place will ensure that all traffic between different sections of the city (e.g. Cowley and Headington) will have to go via Hollow Way, a road which is already vastly overused, or The Plain, which is similarly congested. Given that the distances involved are too far to walk, and the lack of good public transport links on these routes, introducing an LTN here will not reduce car use, but will simply push it onto other routes.</i>
East Oxford resident outside 3 LTN areas	<i>DR1 all SMS</i>
East Oxford resident outside 3 LTN areas	<i>DR1 and</i>

East Oxford resident outside 3 LTN areas	<i>DR1 and DR2</i>
East Oxford resident outside 3 LTN areas	<i>DR1 and DR2</i>
East Oxford resident outside 3 LTN areas	<i>DR1 and DR2</i>
East Oxford resident outside 3 LTN areas	<i>DR1 DR2</i>
East Oxford resident outside 3 LTN areas	<i>DR1 is probably the worst of those proposed here - disconnecting Headington from the Cowley Road. But there is strong competition for the title of 'least appropriate'.</i>
East Oxford resident outside 3 LTN areas	<i>DR1, DR2, DR3</i>
East Oxford resident outside 3 LTN areas	<i>Dr1,dr2,sm1,sm2,sm3,sm4,sm5,sm6,sm7,sm8,sm9,sm10,sc1,sc2</i>
East Oxford resident outside 3 LTN areas	<i>DR2</i>
East Oxford resident outside 3 LTN areas	<i>Hospital Rd.</i>
East Oxford resident outside 3 LTN areas	<i>Howard street</i>
East Oxford resident outside 3 LTN areas	<i>Howard street</i>
East Oxford resident outside 3 LTN areas	<i>Howard Street</i>
East Oxford resident outside 3 LTN areas	<i>Howard Street</i>
East Oxford resident outside 3 LTN areas	<i>Howard Street</i>
East Oxford resident outside 3 LTN areas	<i>Howard street</i>
East Oxford resident outside 3 LTN areas	<i>Howard Street</i>
East Oxford resident outside 3 LTN areas	<i>Howard street</i>
East Oxford resident outside 3 LTN areas	<i>Howard street and Magdalen Rd as near impossible to travel by car from Cowley road to Iffkey without causing congestion at the cape of good hope roundabout at the top of Cowley/iffley road and again at the temple Cowley ends of each roads. Congestion is already extremely bad on Cowley road and with cars parked and cyclists and delivery scooters it is already hazardous to be a pedestrian up and down Cowley road with things as it stands. These plans will only increase traffic down this road.</i>
East Oxford resident outside 3 LTN areas	<i>HOWARD STREET MAGDALEN ROAD</i>
East Oxford resident outside 3 LTN areas	<i>Howard Street, Magdalen Road, Divinity Road. So to leave my road I need to crawl to cowley and go around to leave the city, and get back in?</i>
East Oxford resident outside 3 LTN areas	<i>I am concerned that current filters between Morrell Ave and Cowely rd are planters, some of these should be bus gates to allow emergency services and taxi, minibuses to go through, but stops other car traffic. The same applies to filters between Cowley road and Iffley road, all are planters. Some of these should be bus gates to allow emergency services and taxis, and minibus to go through but stops other car traffic.</i>

East Oxford resident outside 3 LTN areas	<i>I am ok with filters, but the ones that cut a neighbourhood are going to cause friction in that area. It really needs a system whereby the residents can come and go either way especially in Divinity Road. It is through traffic that needs to be tackled initially.</i>
East Oxford resident outside 3 LTN areas	<i>I am very concerned about increased traffic along Hertford Street right next to the school playground. The proposed "quiet route" is very narrow and wiggly for two way traffic and risks increasing exposure to pollution to the youngest children in the area attending our local school. I'm also seriously concerned about difficulty crossing the Iffley Road for children on their way to school on both sides of Iffley Road. The zebra crossings are inadequate as cars do not stop.</i>
East Oxford resident outside 3 LTN areas	<i>I oppose all</i>
East Oxford resident outside 3 LTN areas	<i>I oppose all as the current LTNs have caused considerable traffic on Cowley Rd, these will make it worse</i>
East Oxford resident outside 3 LTN areas	<i>I oppose all filters</i>
East Oxford resident outside 3 LTN areas	<i>I oppose all filters by closing street will increase traffic and pollution on main roads</i>
East Oxford resident outside 3 LTN areas	<i>I oppose all filters, I believe other traffic calming measure which do not block the road a more viable solution.</i>
East Oxford resident outside 3 LTN areas	<i>I oppose all this will be the worst decision pushing all the traffic on the the main roads creating longer journey times the best way is to lower speed limits</i>
East Oxford resident outside 3 LTN areas	<i>I oppose cutting off side streets as it will merely replace congestions areas.</i>
East Oxford resident outside 3 LTN areas	<i>I oppose to them all.</i>
East Oxford resident outside 3 LTN areas	<i>I strongly object all street closer as all streets are being shut off. Some will need to be opened for traffic flow. All side street can't be shut. Eg Dvinity road and Southfield road have to become one way. One have go from Cowley road and other comes down.eg there two schools on Cricket how can Shelly road be used for two way traffic when others will be shut. Parents getting kids /staff getting to work is a nightmare. All getting late every day because of these closed roads.</i>
East Oxford resident outside 3 LTN areas	<i>I strongly object ltn</i>
East Oxford resident outside 3 LTN areas	<i>I strongly oppose all filters</i>
East Oxford resident outside 3 LTN areas	<i>I strongly oppose all LTNs in East oxford. It's ridiculous!</i>
East Oxford resident outside 3 LTN areas	<i>I strongly oppose all of them.</i>
East Oxford resident outside 3 LTN areas	<i>I strongly oppose all the filters</i>
East Oxford resident outside 3 LTN areas	<i>i strongly oppose because it only benefit a certain group of people, and those people think they are living in the 60's, times are different , and we need modern ideas inclusive ideas. LTN excludes the working people whose jobs involve driving, excludes members of the community who lives in the main roads which now are noise and polluted just for the benefit of few people</i>
East Oxford resident outside 3 LTN areas	<i>I strongly oppose the council making a mess of the roads, they're bad enough already</i>

East Oxford resident outside 3 LTN areas	<i>I strongly oppose the suggested plans. The problem in the area is due to all traffic diverted to Cowley Road. Instead of spread out on other roads or options.</i>
East Oxford resident outside 3 LTN areas	<i>I work for nhs In community it is not always possible to cycle due to carrying equipment</i>
East Oxford resident outside 3 LTN areas	<i>It is rigging the question to limit it to a single filter. It is all too easy to imagine a report offering something like, 'only 2% of respondents opposed the installation of filter AB1' but given the survey design, that level of opposition should not characterised as an endorsement of of the scheme overall</i>
East Oxford resident outside 3 LTN areas	<i>it will create more traffic on the main roads, nothing has been done to relief traffic on the main road</i>
East Oxford resident outside 3 LTN areas	<i>Magdalen</i>
East Oxford resident outside 3 LTN areas	<i>Magdalen Rd - the plan suggests that more traffic will be turning down Hertford Street in front of Comper Foundation School which should not be encouraged. There is very little pavement space there which is exacerbated when families have to queue on the pavement.</i>
East Oxford resident outside 3 LTN areas	<i>Magdalen road</i>
East Oxford resident outside 3 LTN areas	<i>Magdalen Road</i>
East Oxford resident outside 3 LTN areas	<i>Magdalen road, Howard street, divinity road</i>
East Oxford resident outside 3 LTN areas	<i>main road congestion</i>
East Oxford resident outside 3 LTN areas	<i>Most. The filters will brock helpful cut through road that business and customers rely on. Traffic in oxford is already a nightmare, this will just make it worse. You can't go on foot to collect family shopping you have to go by car.</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No filter in Jeune st. Traffic here regularly makes a right turn into St Clements - the turn left only signs are routinely ignored. This junction needs sorting out as part of the implementation. Also - where is the option to object to/support Quietways or Quickways? these routes haven't been mentioned in this survey so far. I have views on the implementation of these that I wish to convey.</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>On all through roads. We pay road tax and council tax.</i>
East Oxford resident outside 3 LTN areas	<i>on both Magdalen road and Howard street as they are already fully traffic calmed and one way only.the speed bumps prevent cars doing more than 15 mph.</i>
East Oxford resident outside 3 LTN areas	<i>Oppose all</i>
East Oxford resident outside 3 LTN areas	<i>rather than DR1 and DR2; these should be made one way system</i>
East Oxford resident outside 3 LTN areas	<i>Road will still be congested with parked cars due to residents living on these roads.</i>
East Oxford resident outside 3 LTN areas	<i>SC1</i>
East Oxford resident outside 3 LTN areas	<i>SC1</i>
East Oxford resident outside 3 LTN areas	<i>Sm 10</i>

East Oxford resident outside 3 LTN areas	<i>SM1</i>
East Oxford resident outside 3 LTN areas	<i>Sm1</i>
East Oxford resident outside 3 LTN areas	<i>SM1 to SM7</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10 Howard Street</i>
East Oxford resident outside 3 LTN areas	<i>SM6</i>
East Oxford resident outside 3 LTN areas	<i>SM8</i>
East Oxford resident outside 3 LTN areas	<i>Sm8</i>
East Oxford resident outside 3 LTN areas	<i>SM8 and SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM8 and SM10 - have to take both into account because they are one-way</i>
East Oxford resident outside 3 LTN areas	<i>SM8 and SM10 (which are a pair of filters, one without the other makes no sense). Actually this question makes no sense - most of the filters are problematic</i>
East Oxford resident outside 3 LTN areas	<i>SM8 and SM10: As I live just off Cowley Road, most of our access roads have already been blocked by the Florence Park LTN. If these two roads are blocked, then any journeys to other parts of Oxford or to neighbouring towns e.g. Abingdon will be much much longer as I will need to go via Cowley Road, then around the Ring Road. Cowley Rd is now super congested near Between Towns Rd due to the Florence Park LTN. Also strongly oppose DR1 and DR2 as that again cuts off vital access roads for us.</i>

East Oxford resident outside 3 LTN areas	<i>Sm8 Magdalen & SM10 Howard St</i>
East Oxford resident outside 3 LTN areas	<i>SM8, SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM8, SM10, DR1 & DR2- surely it makes more sense to turn Divinity & Southfield Rds into one way (ie one up & one down) streets?</i>
East Oxford resident outside 3 LTN areas	<i>Southfield Road and Divinity Road</i>
East Oxford resident outside 3 LTN areas	<i>St Mary's sm2 sm8 sm10</i>
East Oxford resident outside 3 LTN areas	<i>St Mary's</i>
East Oxford resident outside 3 LTN areas	<i>St Marys LTN</i>
East Oxford resident outside 3 LTN areas	<i>St Mary's LTN</i>
East Oxford resident outside 3 LTN areas	<i>St. Clement's</i>
East Oxford resident outside 3 LTN areas	<i>Strongly oppose</i>
East Oxford resident outside 3 LTN areas	<i>strongly oppose closing roads</i>
East Oxford resident outside 3 LTN areas	<i>Strongly opposed all LTNs in oxford</i>
East Oxford resident outside 3 LTN areas	<i>The Magdalene road and Howard Street filters</i>
East Oxford resident outside 3 LTN areas	<i>There is no need to add a filter. Consider one way streets rather than a filter.</i>
East Oxford resident outside 3 LTN areas	<i>there were too many cut off roads around Florence Park - we were forced to drive on the busy main rd and increase car time. I don't want car journeys to be longer in Oxford. A journey that should have taken a few minutes took 25 minutes - that's not good for the environment. The road management should work for everyone. The speed of cars through residential rds is more important than number.</i>
East Oxford resident outside 3 LTN areas	<i>These plans are complete madness! I strongly oppose LTNs and believe there are other options that should be explored before closing off all these roads.</i>
East Oxford resident outside 3 LTN areas	<i>We need load open</i>
East Oxford resident outside 3 LTN areas	<i>Yes</i>
Local business / school / employer	<i>ALL</i>
Local business / school / employer	<i>All</i>
Local business / school / employer	<i>All</i>
Local business / school / employer	<i>All</i>
Local business / school / employer	<i>All</i>

Local business / school / employer	<i>All</i>
Local business / school / employer	<i>ALL</i>
Local business / school / employer	<i>All of it.</i>
Local business / school / employer	<i>All of tgrm6</i>
Local business / school / employer	<i>All of the proposed road closures</i>
Local business / school / employer	<i>ALL OF THEM</i>
Local business / school / employer	<i>All of them</i>
Local business / school / employer	<i>All of them</i>
Local business / school / employer	<i>ALL OF THEM</i>
Local business / school / employer	<i>all of them</i>
Local business / school / employer	<i>All of them</i>
Local business / school / employer	<i>All of them.</i>
Local business / school / employer	<i>All plans which will impact my route to work and my job during on a daily basis.</i>
Local business / school / employer	<i>Divinity rd</i>
Local business / school / employer	<i>Divinity Rd</i>
Local business / school / employer	<i>Divinity Road</i>
Local business / school / employer	<i>Divinity Road</i>
Local business / school / employer	<i>Divinity Road</i>
Local business / school / employer	<i>Divinity Road</i>
Local business / school / employer	<i>Divinity Road.</i>
Local business / school / employer	<i>DR1</i>
Local business / school / employer	<i>DR1</i>
Local business / school / employer	<i>DR1</i>
Local business / school / employer	<i>DR1</i>
Local business / school / employer	<i>DR1</i>

Local business / school / employer	<i>DR1/Divinity Road</i>
Local business / school / employer	<i>Howard street</i>
Local business / school / employer	<i>Howard Street and move the one on Rymers lane so we can access the school from both main tributary roads.</i>
Local business / school / employer	<i>I oppose all current filters</i>
Local business / school / employer	<i>I strongly oppose all filters. This will only serve to cause traffic on the main roads. They are bad enough at the moment and this will only cause total gridlock at rush hour. With the increased traffic on the main roads the pollution will be much higher and with cars having to sit in traffic they will use more fuel therefore creating worse air quality. This is only going to create more problems than it solves.</i>
Local business / school / employer	<i>In all areas</i>
Local business / school / employer	<i>in Magdalen Road</i>
Local business / school / employer	<i>Lack of bus priority</i>
Local business / school / employer	<i>Ltn</i>
Local business / school / employer	<i>Magdalen Road</i>
Local business / school / employer	<i>No LTN</i>
Local business / school / employer	<i>none</i>
Local business / school / employer	<i>Sc1</i>
Local business / school / employer	<i>SC1</i>
Local business / school / employer	<i>SC1 Rectory Road and SC2 Princes Road</i>
Local business / school / employer	<i>Sc1/sc2</i>
Local business / school / employer	<i>SM1</i>
Local business / school / employer	<i>SM1 Making Magdalen road is going to be chaos and sending all traffic down Hertford street where the street is narrow and there are schools on the road</i>
Local business / school / employer	<i>SM8</i>
Local business / school / employer	<i>SM8</i>
Local business / school / employer	<i>SM8</i>
Local business / school / employer	<i>st marys</i>
Local business / school / employer	<i>ST MARYS LTN</i>

Local business / school / employer	<i>Temple Road</i>
Local business / school / employer	<i>Temple Street</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>All filters are ridiculous. This will not produce QUICKWAYS in any shape or form</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>divinity and southfield road. Make each one way with speed bumps/cameras</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Divinity Road</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Divinity Road!</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>DR1</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>DR1 SM1</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Keep all roads open. For. All</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Southfield road and divinity</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>This can only relate to the exact location of a filter, not whether there is a filter or not. If there is no filter the LTN no longer exists.</i>
Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All</i>

Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All 3</i>
Resident of another part of Oxford	<i>All as it will make my life hell</i>
Resident of another part of Oxford	<i>All of the filters</i>
Resident of another part of Oxford	<i>All of the filters</i>
Resident of another part of Oxford	<i>All of the filters in the St Marys area: the traffic travels slowly here due to the number of parked cars/width of roads. Traffic going down to turn round will cause more vehicle movements. I find it difficult to envisage creating enough space for delivery vans to turn in several of these roads</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>all of them</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>All of them as they will push more traffic onto Cowley road. The Plain will seize up being the only way to cross town. People in East Oxford will not be able to cross Magdalen bridge because the traffic will be ridiculous.</i>
Resident of another part of Oxford	<i>All of them!</i>
Resident of another part of Oxford	<i>All of them! DR1 SC1 SM1</i>
Resident of another part of Oxford	<i>All of them, reopen other previously closed roads in order to reduce jams and the increased overall pollution levels closing roads causes. Traffic gently filtering through these 20 mph zones offers the lowest pollution levels overall. Vehicles doing 0 miles per gallon helps nobody, trade will suffer as people like me have stopped trying to go to the shops in Cowley. Its two many miles to walk, several bus changes, and to far to cycle with bags of shopping.</i>
Resident of another part of Oxford	<i>All of them, they have not been successful in the eyes of many</i>

Resident of another part of Oxford	<i>All of them.</i>
Resident of another part of Oxford	<i>All of them.</i>
Resident of another part of Oxford	<i>All of them. Stop this now.</i>
Resident of another part of Oxford	<i>All the cowley LTNs.</i>
Resident of another part of Oxford	<i>All this is causing chaos confusion pollution and stress to residents</i>
Resident of another part of Oxford	<i>Appose all</i>
Resident of another part of Oxford	<i>Closing the roads</i>
Resident of another part of Oxford	<i>Divinity</i>
Resident of another part of Oxford	<i>Divinity rd</i>
Resident of another part of Oxford	<i>Divinity rd</i>
Resident of another part of Oxford	<i>Divinity Rd all making Cowley Rd even worse</i>
Resident of another part of Oxford	<i>Divinity Road</i>
Resident of another part of Oxford	<i>Divinity Road</i>
Resident of another part of Oxford	<i>Divinity road</i>
Resident of another part of Oxford	<i>Divinity road</i>
Resident of another part of Oxford	<i>Divinity road</i>
Resident of another part of Oxford	<i>Divinity road</i>
Resident of another part of Oxford	<i>Divinity Road</i>
Resident of another part of Oxford	<i>Divinity Road</i>
Resident of another part of Oxford	<i>Divinity road access to school</i>
Resident of another part of Oxford	<i>Divinity road and St Marys road will cause chaos and push traffic to cowley and iffley road (which are already congested)</i>
Resident of another part of Oxford	<i>Divinity road area and st marys</i>
Resident of another part of Oxford	<i>Divinity Road Southfield road</i>
Resident of another part of Oxford	<i>Divinity Road. You are dividing up neighbourhoods. You might as well put up a wall between Cowley and Headington.</i>
Resident of another part of Oxford	<i>DR1</i>

Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>dr1</i>
Resident of another part of Oxford	<i>Dr1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1 - This is the main route to the JR and Churchill Hospital from Cowley Road. A bigger diversion via the Plain will also add to more traffic in this area.</i>
Resident of another part of Oxford	<i>DR1 & DR2</i>
Resident of another part of Oxford	<i>DR1 Divinity Road and more so the Southfield Road</i>
Resident of another part of Oxford	<i>DR1 DR2 SM8</i>
Resident of another part of Oxford	<i>DR1: I work on Old Road Campus and think having 2 filters between Cowley Road and Warneford Lane means motorists approaching the campus, the Churchill and Warneford Hospitals from Cowley Road will travel up to the Plain then up Morrell Avenue quiet-way, so means it will not be a quiet-way. I'd favour a one-way system directing traffic from Warneford Lane/ top of Divinity Road along Hilltop Road and down Southfield Road, and the same from Cowley Road up Divinity Road. So safer but still direct.</i>
Resident of another part of Oxford	<i>DR2</i>
Resident of another part of Oxford	<i>DR2 Southfield Road</i>
Resident of another part of Oxford	<i>Every single one to do with LTN, you are increasing emission and traffic for no reason</i>
Resident of another part of Oxford	<i>I don't like LTN at all</i>
Resident of another part of Oxford	<i>I oppose all of the LTNs</i>
Resident of another part of Oxford	<i>I oppose all of them</i>

Resident of another part of Oxford	<i>I oppose them all. Take the away.</i>
Resident of another part of Oxford	<i>I oppose to all of them it does not make any sence for all this ltn.</i>
Resident of another part of Oxford	<i>I strongly condemn not just east Oxford but the cowley Ltn also it is causing so much congestion, longer journeys, a 5 minute journey now takes 45 minutes so we are using more fuel and causing more pollution parked in traffic. I work from home to home in Oxford and now I hate working in oxford. I am spending around 3 hours a day in traffic where before it would be maximum 20 minutes! In oxford the council talks so much about the environment yet you are damaging the environment your.</i>
Resident of another part of Oxford	<i>I strongly oppose</i>
Resident of another part of Oxford	<i>I strongly oppose LTN on all road</i>
Resident of another part of Oxford	<i>I strongly oppose to all as it is life threatening to people with medical issues and disability issues</i>
Resident of another part of Oxford	<i>Magdalen Road will make car trips to Cowley Road garage/MOT from Grandpont a real chore (Abingdon Rd, Donnington Bridge, Iffley Road, Plain, Cowley Road). But I still think it's a good idea.</i>
Resident of another part of Oxford	<i>Maybe Divinity Road as for many it is access up towards hospitals etc and minima other routes. I wonder whether measures to reduce speeding and prioritise walking and cycling on these roads would work better. Rectory Road is also a useful road from St Clements and Cowley Road and if blocked will cause a lot of traffic at the Plain Roundabout.</i>
Resident of another part of Oxford	<i>Not</i>
Resident of another part of Oxford	<i>Ox4</i>
Resident of another part of Oxford	<i>Princes Street</i>
Resident of another part of Oxford	<i>Rectory Road</i>
Resident of another part of Oxford	<i>rectory road and princes street</i>
Resident of another part of Oxford	<i>SC1</i>
Resident of another part of Oxford	<i>Sc2</i>
Resident of another part of Oxford	<i>SC2</i>
Resident of another part of Oxford	<i>SM1</i>
Resident of another part of Oxford	<i>SM1 cuts off the essential roads magdalen and howard street. Being a carer my route from OX1 to Churchill hospital would be completely blocked off increasing my travel time and increasing the time my vehicle is running on the road as well as every single other car in Oxford. This is creating more pollution!</i>
Resident of another part of Oxford	<i>SM10</i>
Resident of another part of Oxford	<i>Sm1-sm10</i>

Resident of another part of Oxford	<i>Sm3</i>
Resident of another part of Oxford	<i>SM9</i>
Resident of another part of Oxford	<i>Southfield Rd</i>
Resident of another part of Oxford	<i>Southfield road</i>
Resident of another part of Oxford	<i>St Clements</i>
Resident of another part of Oxford	<i>St Mary's primarily but all of them</i>
Resident of another part of Oxford	<i>Strongly object for this whole concept</i>
Resident of another part of Oxford	<i>Strongly oppose all of it. It delays access for care workers who are already severely underfunded and under pressure. The LTN increase cost of delivery of care and brings unnecessary inefficiencies. It means a longer journey, more cost to LA, less wages for flexible care workers. It's a very bad idea.</i>
Resident of another part of Oxford	<i>To Divinty Road</i>
Resident of another part of Oxford	<i>Why not try, more one way systems, on the proposed roads, i.e. you drive down one way only and up the road another. Traffic will flow better, less congestion, ease of traffic, and pollution from standing traffic. Residents won't feel trapped on their own little Islands, and others won't feel like I can't go there, unfriendly territory. I'd hate to see more, them and us sentiments.</i>
Resident outside Oxford	<i>All</i>
Resident outside Oxford	<i>All East Oxford filters are damaging for local residents and businesses and cause gridlock on main roads. Access will become difficult for emergency services. Journey times will increase and prevent access to businesses and the mosque . After lockdown, this will kill trade for restaurants, specialty food shops and damage will be unbearable. Cowley road is a diverse area of Oxford and people travel here from all over the county to use it's unique facilities. LTN's must not happen, I object strongly</i>
Resident outside Oxford	<i>All filters already implemented have caused chaos. Littlehay road being worst</i>
Resident outside Oxford	<i>ALL OF THEM</i>
Resident outside Oxford	<i>All of them & the existing ones should be removed.</i>
Resident outside Oxford	<i>Bullington Road</i>
Resident outside Oxford	<i>Divinity rd</i>
Resident outside Oxford	<i>Divinity road</i>
Resident outside Oxford	<i>Divinity Road</i>
Resident outside Oxford	<i>Divinity road</i>
Resident outside Oxford	<i>Divinity Road</i>
Resident outside Oxford	<i>Divinity Road</i>
Resident outside Oxford	<i>Divinity Road/ Southfield road</i>
Resident outside Oxford	<i>DR1</i>
Resident outside Oxford	<i>DR1</i>
Resident outside Oxford	<i>DR1</i>
Resident outside Oxford	<i>DR1 & DR2</i>
Resident outside Oxford	<i>DR1 and all St Mary's and st Clement's area filters</i>
Resident outside Oxford	<i>DR1</i> <i>It will create extra traffic on already very busy roads.</i>

Resident outside Oxford	DR2
Resident outside Oxford	DR2
Resident outside Oxford	DR2
Resident outside Oxford	DR2
Resident outside Oxford	<i>DR2. This impacts emergency service access. I believe it to be self-motivated and not in any way advantageous to the general public. South Park, the university and hospital facilities as well as the golf course are all frequented social areas and to reduce access will cause increased congestion for traffic but more importantly emergency services on a narrow cowley road with many cyclists. The blockades are a safety concern for the surrounding areas and the problems far outweigh the benefits.</i>
Resident outside Oxford	<i>Magdalen Road</i>
Resident outside Oxford	SC1
Resident outside Oxford	SC2
Resident outside Oxford	<i>Southfield road</i>
St Clements resident	All
St Clements resident	<i>all filters</i>
St Clements resident	<i>All. If you do some you create rat runs. Sort out the buses - make public transport cheaper . Bike lanes on main roads - but our roads are narrow so it's a huge infrastructure change. LTNs will be hell for tradesmen, emergency, refuse, deliveries. Those who don't need to drive for work will have a shock when the prices of building works, plumbers, deliveries all go up because of the extra time it will take to get anywhere- the main roads will be stuffed full.</i>
St Clements resident	<i>Circus Street</i>
St Clements resident	<i>Circus street</i>
St Clements resident	<i>Circus Street</i>
St Clements resident	<i>Divinity Road LTN</i>
St Clements resident	DR1
St Clements resident	<i>Having both Rectory Road AND Princes Street. Residents on these and Cross Street will be trapped and any journeys out of the area will be forced to take a much longer route. We need to be able to travel out of our area to go to supermarkets/medical appointments etc. With these two and Divinity Road, there is no route through to Cowley Centre, which is the closest area with the amenities we lack. Not all journeys can be walked.</i>
St Clements resident	<i>I am concerned about spillover effects from site SC1 onto my street (from Rectory Road to Jeune Street). I am concerned about endless fumes/pollution from backed-up traffic on Cowley/Iffley roads. More attention should go to: reduced costs for Park & Ride, bus routes that get people where they want to go, and universal/cheaper bus tickets. Given incentives, people will leave their cars. Oxford should emulate European cities that make buses free. People ride them there!</i>
St Clements resident	<i>I am in favour of closing some cross roads to through traffic. But closing ALL the roads between Iffley and Cowley will just send through traffic down to Plain, or up to Between Towns Rd; the existing congestion on those roads will be hugely exacerbated, and net pollution will probably increase. I suggest at least a couple of the cross roads should be left open, with calming measures rather than a full blockade to cars. e.g Stockmore and Magdalen Rd and Howard St remain open to through traffic.</i>
St Clements resident	<i>I oppose all of them.</i>

St Clements resident	<i>I strongly oppose blocking ALL the cross roads between Cowley and Iffley, at least 3 should be left open, to avoid ALL traffic having to go long way round, increasing congestion, mileage and hence overall pollution Also: the real need is make cycling on Iffely and Cowley safe, by putting in proper protected cycle lanes. Most of the cross sts are mainly student-occupied, not families. Traffic calming measures slow traffic, no need to block completley. This will create chaos on Cowley and Iffley</i>
St Clements resident	<i>I strongly oppose the Rectory Road filter.</i>
St Clements resident	<i>I worry that residents and non residents cars will not be able to turn around in Circus Street. Not clear how Alhambra Lane will work. It may damage cars and lead to frustration</i>
St Clements resident	<i>I would like a barrier at the end of cross street at the junction with rectory road, otherwise the current system means that cross street becomes the natural short cut between st clements and morrell avenue in heavy traffic, and traffic will increase in cross street although decreasing in princes street. Other than this I support the LTN fully</i>
St Clements resident	<i>In Princes Street and Rectory road as it would close access to Morrell Avenue from the Cowley Road and add to traffic in St Clements</i>
St Clements resident	<i>No stupid barriers in the road</i>
St Clements resident	<i>Princes Road</i>
St Clements resident	<i>Princes St</i>
St Clements resident	<i>Princes Street - at the end of Princes Street at the Cowley Road end</i>
St Clements resident	<i>Rectory road</i>
St Clements resident	<i>Rectory Road</i>
St Clements resident	<i>Rectory road</i>
St Clements resident	<i>Rectory Road</i>
St Clements resident	<i>Rectory Road</i>
St Clements resident	<i>Rectory Road</i>
St Clements resident	<i>SC1</i>
St Clements resident	<i>SC1 and SC2 are blocking off too much. It would be better to make Princes Street and Rectory Road one way with speed bumps</i>
St Clements resident	<i>SC1 Rectory Road</i>
St Clements resident	<i>SC2</i>
St Clements resident	<i>SC2 and SC1, Princes Street needs to be one way, opposite way to Rectory Road</i>
St Clements resident	<i>Site SM5</i>
St Clements resident	<i>SM1, SM2, SM3, SM4 filters should be half way down the street. Therefore residents can access the road either from Cowley Rd or Iffley Rd rather than filtering them all down Iffley Rd.</i>
St Clements resident	<i>St Clemments</i>
St Clements resident	<i>They are not needed in oxford as it's a small city</i>
St Mary's resident	<i>All</i>
St Mary's resident	<i>All</i>
St Mary's resident	<i>all</i>
St Mary's resident	<i>All between Cowley and Iffley rd.</i>
St Mary's resident	<i>All filters</i>
St Mary's resident	<i>All 'filters' (aka road blocks)</i>

St Mary's resident	<i>ALL filters proposed I strongly object to. Make all roads with filters ONE WAY, this will help all road users. If ONE WAY then less disruption to all users and fewer cars will drive down them unless absolutely necessary thus reducing traffic and pollution. ONE WAY roads will enable Emergency services, Refuge trucks, delivery drivers wether large or small vehicles. No need to any vehicle to make a turn in the road. Much safer for ALL road users. Everyone will win.</i> <i>LTN's cause Chaos</i>
St Mary's resident	<i>all in St Mary's</i>
St Mary's resident	<i>All of it</i>
St Mary's resident	<i>All of main roads like Howard Street magdalen Road in my area and bartholomew Road, Cornwallis Road little hay Road and Florence Park. The smaller ones fine. But the closures are adding more miles and time to journeys thus not reducing pollution but increasing it. I go daily to my mother's in rose Hill most days it takes 5 mins with the proposed and it will take almost 15 provided there is no traffic. But since the start of these measures traffic had I creased massively.</i>
St Mary's resident	<i>All of them</i>
St Mary's resident	<i>all of them</i>
St Mary's resident	<i>All of them,</i>
St Mary's resident	<i>All of them. It's a very shortsighted idea: bad for the environment, creates unsafe air on main roads where people walk and shop, punishes people who live on main roads/need cars for work/who sometimes travel outside of East Oxford.</i>
St Mary's resident	<i>All the filters</i>
St Mary's resident	<i>at Florence Park and on Crowell Road</i>
St Mary's resident	<i>At Mary's</i>
St Mary's resident	<i>Barnet/Essex Street</i>
St Mary's resident	<i>between st Clements and Cowley as leading to dangerous congestion at pinch point of The Plain</i>
St Mary's resident	<i>Bullington Road - almost every car journey I make from my house on st Mary's road will be longer as I will have to go via Cowley and then Iffley Road. Cowley road traffic is already bad. I am a social worker, I need to use my car for work as I visit people all over the county, and I am based from home as the office is shut. I anticipate ending up with increased amounts of time stuck in traffic on Cowley and iffley road as a result of these changes.</i>
St Mary's resident	<i>D1, D2, SM1, SM2, SC1, SC2</i>
St Mary's resident	<i>Divinity Road</i>
St Mary's resident	<i>Divinity Road</i>
St Mary's resident	<i>DR1</i>
St Mary's resident	<i>DR1</i>
St Mary's resident	<i>DR1</i>
St Mary's resident	<i>DR1 SM8</i>
St Mary's resident	<i>DR1, SC2, SM4, SM5, SM6, SM7</i>
St Mary's resident	<i>Howard street</i>
St Mary's resident	<i>Howard Street</i>
St Mary's resident	<i>Howard street</i>
St Mary's resident	<i>Howard street - should make it a through road to allow access to donnington bridge</i>

St Mary's resident	<i>Howard Street and Magdalen Road filters will make it impossible for me to return to my house on Percy Street from the Cowley Road. The massive congestion that is already resulting from these ill judged measures causes inconvenience and frustration to residents and tradesmen and increased emissions for pedestrians. If you have to spend money on these streets please put in speed reduction measures such as those that already work very efficiently in Howard Street, and mend the potholes.</i>
St Mary's resident	<i>Howard Street and Magdalene Road</i>
St Mary's resident	<i>Howard street p</i>
St Mary's resident	<i>Howard Street. Please see issues highlighted below and emergency access. Divinity Road-emergency access.</i>
St Mary's resident	<i>I don't think all streets need a filter. Temple street DOES though. Lots of bumps and even doors taken out by speeding cars</i>
St Mary's resident	<i>I don't 'strongly oppose' but I really wish the filter on Leopold St was at the Cowley Road end, as we most commonly go down Iffley Road (to my son's childminder and swimming class) and it will add time to our journey, taking us onto already busy Cowley Rd. Note I already go by foot for all journeys I could do that way! I'm also concerned, with the closure of the Cowley Road Tesco plus Covid risks of public transport, that people round here need to use their cars more rather than less right now.</i>
St Mary's resident	<i>I oppose all of them, since the LTn have been introduced it's been utter chaos It states ltn will Create less pollution I'm in my car longer because of all the diversions and since when did the county council care about people's well being. It's an idiotic scheme that's been devised by some lunatics who obviously don't operate in the same world I do. Why doesn't the oxford concentrate on the gaping potholes the size that elephants could fall into, the roads round oxford are a shambles.</i>
St Mary's resident	<i>I oppose Magadalen road being a two-way road. The evening rat runner on iflley rd will enter bullingdon rd and shortcut up to magdalen rd.</i>
St Mary's resident	<i>I oppose none of them</i>
St Mary's resident	<i>I strongly oppose all of the filters. I am primarily a cyclist and a pedestrian, and I think that the traffic in all of the streets that are going to be affected by all of these filters is not high enough to justify their introduction, because I've never encountered any problems cycling or walking in these streets - they always seem relatively calm to me. Also, if I was driving a car, it would just create a massive, unjustified inconvenience for me, so I am totally against these proposals.</i>
St Mary's resident	<i>I strongly oppose all the filters</i>
St Mary's resident	<i>I STRONGLY OPPOSE EVERYTHING HERE. FIND ANOTHER SOLUTION THERE IS ONE. I CAN SEE IT MYSELF - YOU SHOULD BE ABLE TO</i>
St Mary's resident	<i>I strongly oppose the filters on Magdalen and Howard street. These roads are suitably designed as through roads with one way systems and traffic calming measures. Magdalen road has less residents than Iffley road. Yet these filters would create more traffic on the Iffley road and long environmentally unfriendly diversions for us when we do need to drive to the cowley road. Apart from that I am supportive of the LTNs.</i>
St Mary's resident	<i>I would rather see one way streets, cycle lanes and restrictions on school traffic rather than blocked roads. People should only have one parking permit for single occupancy houses, a 2nd permit per house should be at a much higher price. You need to have a bigger plan to reduce traffic coming into the city via Iffley and Cowley Roads to encourage more cycling and better integrated bus services. Getting a bus to the hospital is not good in Oxford for workers and service users.</i>
St Mary's resident	<i>in James street SMR5</i>

St Mary's resident	<i>james street</i>
St Mary's resident	<i>James street.</i>
St Mary's resident	<i>Leopold Street (and others)</i>
St Mary's resident	<i>M10</i>
St Mary's resident	<i>M8 Magdalen Rd</i>
St Mary's resident	<i>Magdalen raod</i>
St Mary's resident	<i>Magdalen Rd</i>
St Mary's resident	<i>Magdalen Road</i>
St Mary's resident	<i>Magdalen Road</i>
St Mary's resident	<i>Magdalen Road</i>
St Mary's resident	<i>Magdalen Road and Howard Street</i>
St Mary's resident	<i>Magdalen Road one.</i>
St Mary's resident	<i>Magdalen Street and Howard Street at the moment are one way with trees and traffic humps. If these streets become two way, please do not remove the trees, but do remove the humps as they are really bad for pedestrians as they do not meet the pavements and the gullies collect rubbish and water and are really dangerous for the disabled.</i>
St Mary's resident	<i>My only concern is SM10 - the street doesn't seem right for 2-way traffic without removing parking and that would be unfair on residents</i>
St Mary's resident	<i>On Howard street and magdalene road which are very important for residents' movement</i>
St Mary's resident	<i>Oppose all</i>
St Mary's resident	<i>Oppose all LTN's</i>
St Mary's resident	<i>Opposite: MUST NOT lose any of SM5, SM6, SM7 and SM8. If one of these filters is NOT installed, then a new Iffley Rd - Cowley Rd rat run will develop, which would lead me to oppose the whole project.</i>
St Mary's resident	<i>Originally the filter in James St was going to be at the junction of Hurst St and James St. It has now moved to St Mary's Road and James St. I wonder why. We have just lost the equivalent of two parking spaces because of bike racks right in front of our house. I am in favour of the LTN to make the area more pleasant for pedestrians and cyclists. However, I do also need good access to a car given that i am a 92 year old mother and a 2 year old grandson. Both need ferrying with equipment.</i>
St Mary's resident	<i>Please DO NOT do anything to send more traffic down Hertford Street in front of Comper school. It is already so incredibly dangerous for the little ones. So many parents insist on driving down there including at speed, mounting the kerb, parking on double yellow lines with no consideration for those walking and cycling with little ones. We need to be part of the school streets scheme and block the road entirely during school drop off and pick up. DO NOT use Hertford Street as a through way.</i>
St Mary's resident	<i>Rectory Road - this road, while a cut-through provides a link between St Clements and Cowley Road and would reduce the amount of traffic at the St Clements roundabout</i>
St Mary's resident	<i>SC1</i>
St Mary's resident	<i>Site SM5: move it before St Mary's Road to stop drivers using James St / St Mary's Road / Magdalena Road as an alternative road to avoid what will become a very congested Cowley Rd. Our corners James St - Cowley Rs already is very busy and disruptive. The proposed location of this filter will make it worst</i>
St Mary's resident	<i>Site SM6</i>
St Mary's resident	<i>Site SM6</i>

St Mary's resident	<i>SM1 Circus Road, SM2 Temple Street, SM3 Stockmore Street, SM4 Marston Street, SM5 James Street, SM6 Bullington Road, SM7 Leopold Street, SM8 Magdalen Road (proposed two way), SM9 Barnet Street and SM10 Howard Street</i>
St Mary's resident	<i>SM1 Because very difficult to U-turn in Circus St</i>
St Mary's resident	<i>SM1, SM2, SM3, SM4, SM5, SM6, SM7, SM8, SM9, SM10</i>
St Mary's resident	<i>SM1/2/3/4 all appear propose the blocking right at end of the road at the point where they meet Cowley Road. These should be inset slightly in so that it is possible for delivery vehicles to safely turn in and away away - as such, should the test for these streets having the block in-set a few doors down rather than right on the junction. Otherwise, the rest of the road will be heavily used by large, polluted, loud delivery vehicles driving along and park on quiet residential streets to deliver</i>
St Mary's resident	<i>SM10</i>
St Mary's resident	<i>SM10</i>
St Mary's resident	<i>SM10</i>
St Mary's resident	<i>SM10</i>
St Mary's resident	<i>SM10</i>
St Mary's resident	<i>SM10</i>
St Mary's resident	<i>SM10</i>
St Mary's resident	<i>SM10 - traffic will use Silver Road and Essex Street unnecessarily out of habit but because they get "caught". I could see this being a problem for many months after initially being installed. I have seen cars still coming up against the Rymers lane modal filter even months after it was put there. It takes a long time for drivers to discover changes and in the meantime traffic flow will be "odd". I feel this filter would be better closer to Cricket Road.</i>
St Mary's resident	<i>SM10 & SM9 move these towards Cowley Road. I live in Silver Road and wish to exit via Iffley Road. Cowley Road has been a disgrace since the redesign 10/12 years ago.</i>
St Mary's resident	<i>SM2 (is this "divide and conquer"!!!)</i>
St Mary's resident	<i>SM3 Stockmore Street and neighbouring streets - Circus, Temple and Marston Street. These will all be blocked at the Cowley Road end, which means that cars will need to turn round every time they want to leave the street. This will reduce safety on the street. Could these streets not be one way so that it is possible to enter and exit without having to turn round?</i>
St Mary's resident	<i>SM5</i>
St Mary's resident	<i>SM5</i>
St Mary's resident	<i>SM5 (& SM6)</i>
St Mary's resident	<i>SM5 James St filter - traffic will be forced down Hurst St and there are no plans for speed restrictions on Hurst St which becomes a straight run all the way down to Magdalen Rd especially for delivery vans and mopeds or at times when Iffley Rd is solid from Greyfriars and drivers think they can come out onto Iffley Rd higher up at Howard St. Hurst St will become less safe for cyclists and pedestrians.</i>
St Mary's resident	<i>SM5 James Street. Currently this is the only route from Iffley to Cowley road avoiding the congestion at The Plain</i>
St Mary's resident	<i>SM6</i>
St Mary's resident	<i>SM6</i>
St Mary's resident	<i>SM6</i>
St Mary's resident	<i>SM6</i>
St Mary's resident	<i>SM6</i>
St Mary's resident	<i>SM7</i>

St Mary's resident	SM7
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8
St Mary's resident	SM8 and SM9. But actually the whole scheme. This survey is badly designed, with leading questions and no opportunity to properly express dissenting views.
St Mary's resident	SM8 This will cause safety issues for children at the school - I thought the purpose was make it safer - his will increase the traffic . And effect local businesses.
St Mary's resident	SM8, SM9, SM10
St Mary's resident	SM8/SM10
St Mary's resident	SM9
St Mary's resident	SM9
St Mary's resident	SM9 and SM10
St Mary's resident	SM9 on Barnet Street. It should be moved to between the top of Silver Road and the bottom of Essex Street. The residents of Silver u are being particularly penalised in terms of accessing Howard Street.
St Mary's resident	St Clement's
St Mary's resident	St Mary's road
St Mary's resident	St Mary's.
St Mary's resident	St Marys
St Mary's resident	St Mary's
St Mary's resident	ST Mary's - because this will affect me most - by closing or limiting use of side streets we will significantly increase traffic on Iffley Rd, Cowley Rd, St Clements - with longer queues, stationary vehicles, creating more pollution -
St Mary's resident	st mary's as it will just push traffic onto hurst st as a cut through
St Mary's resident	St Marys, will cause chaos on Charles Street, Percy Street, Magdalen Road and other smaller streets, people commuting for work out of Oxford will need to add an extra hour onto journey times. - Longer queues on main roads - more pollution - more risk of accidents on main roads - trraffic bottlenecks on main roads - smaller streets being used as rat runs - access for emergency vehicles from main roads to smaller roads will be longer, risk to life, - no smooth traffic flow - increase in road rage
St Mary's resident	Temple Street

St Mary's resident	<i>The James street filter is right outside our house we have already lost parking due to the bike racks and we were promised we would not lose more. It is really difficult to park near enough so that we can fetch and carry the elderly and babies which we have to do most days I would prefer the other proposal by the Conservative club which was what I thought had been agreed and where we would not lose parking.</i>
St Mary's resident	<i>The whole scheme.</i>
St Mary's resident	<i>These LTN plans do not take into account the jams already occurring on Cowley and Iffley Rd. Morrell avenue is already tricky for cyclists. I worry that you will take out the trees on Morrell in the name of safety but these are good for air! If you displace traffic onto main roads- how does the air quality improve and cyclists be safer? People who cant go straight down Bullingdon Rd already often charge down Crown St. I know, because they turn left into St M's road.</i>
St Mary's resident	<i>They combine to divide communities</i>
St Mary's resident	<i>whole scheme is wildly counter-productive: traffic gets displaced onto the remaining roads. So increases congestion and CO2 emissions. What hope then for any emergency vehicles/ dust carts, ... ? Extra time spent sitting in traffic will mean that nobody can commit to doing any healthy/sociable activity in the mornings or evenings.</i>
St Mary's resident	<i>Wonder about the Magdalen Rd filter effects</i>

Respondent type	Q11. Looking at the plans, Is there ONE filter that you strongly SUPPORT?
Divinity Road area resident	<i>At mid Divinity Road</i>
Divinity Road area resident	<i>Divinity and Southfield Roads</i>
Divinity Road area resident	<i>Divinity and Southfield Roads</i>
Divinity Road area resident	<i>Divinity and Southfield Roads</i>
Divinity Road area resident	<i>Divinity Area</i>
Divinity Road area resident	<i>Divinity Road</i>
Divinity Road area resident	<i>Divinity Road</i>
Divinity Road area resident	<i>Divinity Road</i>
Divinity Road area resident	<i>Divinity Road</i>
Divinity Road area resident	<i>Divinity Road</i>
Divinity Road area resident	<i>Divinity road</i>
Divinity Road area resident	<i>Divinity road</i>

Divinity Road area resident	<i>Divinity Road</i>
Divinity Road area resident	<i>Divinity Road</i>
Divinity Road area resident	<i>Divinity Road</i>
Divinity Road area resident	<i>Divinity Road area</i>
Divinity Road area resident	<i>Divinity road area</i>
Divinity Road area resident	<i>Divinity road area</i>
Divinity Road area resident	<i>Divinity Road as this is where I live but also it will have the most transformative impact which is what is needed and in line with the city objectives as I understand and support them. Having lived on St Mary's rd before I don't see that traffic is as big an issue as on Divinity rd and it is certainly less of a link road.</i>
Divinity Road area resident	<i>Divinity Road plan because I live on Hill Top Road</i>
Divinity Road area resident	<i>Divinity Road Southfield Road</i>
Divinity Road area resident	<i>Divinity Road, as I am personally affected by this one.</i>
Divinity Road area resident	<i>Divinity Road. We have 6,000 vehicles a day, and traffic grew by 40% between 2014 and 2019. It will only keep growing. Div Road is one of the two busiest residential roads in Oxford, used by 99% of traffic as a cut-through. The traffic is dangerous for students cycling to Brookes and Cheney. My daughter (aged 12) is too scared to cycle. At night, cars use Div Rd as a race track. Road rage is frequent (I have to contact the police on several occasions). Parked cars are often damaged. Etc.</i>
Divinity Road area resident	<i>DR 1</i>
Divinity Road area resident	<i>DR 1 and 2</i>
Divinity Road area resident	<i>DR 1; DR 2</i>
Divinity Road area resident	<i>DR1</i>
Divinity Road area resident	<i>DR1</i>
Divinity Road area resident	<i>DR1</i>
Divinity Road area resident	<i>Dr1</i>
Divinity Road area resident	<i>DR1</i>
Divinity Road area resident	<i>DR1</i>
Divinity Road area resident	<i>DR1</i>
Divinity Road area resident	<i>DR1</i>

Divinity Road area resident	<i>DR1 - It will mean most inconvenience for me personally, as I live above the barrier, but I feel like the traffic on Divinity Road is unmanageable -- and particularly the area at the bottom of the hill where cyclists hurtle into a chicane on a blind bend. My younger daughter can't ride a bike because we're so worried about this particular section of the journey.</i>
Divinity Road area resident	<i>DR1 - this will make a huge difference to the area in which we live.</i>
Divinity Road area resident	<i>DR1 & DR2</i>
Divinity Road area resident	<i>DR1 & DR2 as a resident in these areas are my priority, but I want all to be considered so most can benefit from these</i>
Divinity Road area resident	<i>DR1 (I live there)</i>
Divinity Road area resident	<i>DR1 and DR2</i>
Divinity Road area resident	<i>DR1 and DR2</i>
Divinity Road area resident	<i>DR1 and DR2</i>
Divinity Road area resident	<i>DR1 and DR2</i>
Divinity Road area resident	<i>DR1 and DR2</i>
Divinity Road area resident	<i>DR1 and DR2</i>
Divinity Road area resident	<i>DR1 and DR2</i>
Divinity Road area resident	<i>DR1 and DR2 - both are needed to be effective</i>
Divinity Road area resident	<i>DR1 and DR2 (both have to be implemented together to eliminate through traffic in the area).</i>
Divinity Road area resident	<i>DR1 and DR2 as I believe this will significantly reduce the through traffic leading to overall safer, quieter, healthier roads. It will encourage me and my family to walk and cycle more which will be good for our health. And walking you bump into other locals so helps build a sense of belonging and community in the area. I really hope the pilot works all across Oxford as the whole impact will be amazing in the long run.</i>
Divinity Road area resident	<i>DR1 Divinity Road and DR2 Southfield Road</i>
Divinity Road area resident	<i>DR1 DR2</i>
Divinity Road area resident	<i>DR1 should reduce cut through journeys</i>
Divinity Road area resident	<i>DR1&2</i>
Divinity Road area resident	<i>DR1, DR2</i>
Divinity Road area resident	<i>DR1, DR2</i>
Divinity Road area resident	<i>DR2</i>

Divinity Road area resident	<i>Dr2</i>
Divinity Road area resident	<i>DR2</i>
Divinity Road area resident	<i>DR2</i>
Divinity Road area resident	<i>DR2</i>
Divinity Road area resident	<i>DR2</i>
Divinity Road area resident	<i>DR2</i>
Divinity Road area resident	<i>DR2</i>
Divinity Road area resident	<i>DR2 - As its position does not directly affect residents compared to DR1</i>
Divinity Road area resident	<i>DR2 I strongly support the filter, DR1 I strongly support the filter. Both would be needed to make the area work</i>
Divinity Road area resident	<i>DR2 on Southfield Road</i>
Divinity Road area resident	<i>I can't open the file here, but it's either divinity road option (the link gives an error and asked me to login to view)</i>
Divinity Road area resident	<i>I love them all and am so excited for the transformation of St Mary's in particular.</i>
Divinity Road area resident	<i>I oppose all</i>
Divinity Road area resident	<i>I preferred the option at the top of Divinity Road and Stone Street.</i>
Divinity Road area resident	<i>I strongly support both filters</i>
Divinity Road area resident	<i>I strongly support installing bollards as proposed in Divinity & Southfield Roads Option "B".</i>
Divinity Road area resident	<i>I strongly support LTNs or strong traffic calming in general</i>
Divinity Road area resident	<i>I strongly support the Divinity Road plans</i>
Divinity Road area resident	<i>I strongly support the plans for Divinity Road - at last!</i>
Divinity Road area resident	<i>I support all, but for my area especially DR1 and DR2, which cannot work without SC1 and SC2: the aim is not only to reduce cut through traffic and dangerous speeding in Divinity Rd area, but also cut through traffic that want to move from the Cowley Rd to Morrell Ave to bypass London Rd. Morrell Ave is especially problematic for speeding and race-car machismo, but also everyday negligent speeding from taxis and commuters. Lack of police speed checks in past few years has exacerbated situation.</i>
Divinity Road area resident	<i>I would prefer that the Divinity Road Area filter is at the top of Divinity Road.</i>
Divinity Road area resident	<i>If you have to have filters at all (which I think is a crude and problematic solution), then I ONLY support filter in Middle of Divinity Rd/Southfield Road DR1 & DR2.</i>
Divinity Road area resident	<i>In Divinity and Southfield Rd. If these are imposed it will reduce traffic in the St Mary's area too</i>

Divinity Road area resident	<i>In principal I support them all</i>
Divinity Road area resident	<i>No</i>
Divinity Road area resident	<i>No</i>
Divinity Road area resident	<i>No. I only support bollards at the top of Divinity rd and Stone st.</i>
Divinity Road area resident	<i>Non</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None</i>
Divinity Road area resident	<i>None of them</i>
Divinity Road area resident	<i>Nothing</i>
Divinity Road area resident	<i>Option B - filters at midpoint of Divinity and Southfield Road</i>
Divinity Road area resident	<i>SC1</i>
Divinity Road area resident	<i>SC2</i>
Divinity Road area resident	<i>SM10 will help continue the safer route from BBL via Rymers Lane towards the city.</i>
Divinity Road area resident	<i>SM9</i>
Divinity Road area resident	<i>Southfield abd divinity road area. The speed and quantity of traffic is now so dangerous</i>
Divinity Road area resident	<i>Southfield Rd</i>
Divinity Road area resident	<i>Southfield Road</i>

Divinity Road area resident	<i>Southfield Road</i>
Divinity Road area resident	<i>Southfield Road</i>
Divinity Road area resident	<i>Southfield Road</i>
Divinity Road area resident	<i>Southfield Road</i>
Divinity Road area resident	<i>Southfield Road</i>
Divinity Road area resident	<i>Southfield road</i>
Divinity Road area resident	<i>Support leave as it is now . Stop playing around</i>
Divinity Road area resident	<i>The ones currently in place are fine. They do their job but cowley road is still accessible via divinity. Closing divinity would be chaos elsewhere and restrict traffic to one option.</i>
Divinity Road area resident	<i>The roads might feel safer</i>
Divinity Road area resident	<i>very pleased the Divinity Road block is in the middle and not at the top of Div Road. That will lessen the strain on Cowley Road.</i>
East Oxford resident outside 3 LTN areas	<i>All of them</i>
East Oxford resident outside 3 LTN areas	<i>All of them the amount of air pollution in cowley is horrendous!</i>
East Oxford resident outside 3 LTN areas	<i>All of them. None of them will work unless they're all put in.</i>
East Oxford resident outside 3 LTN areas	<i>Are you for real</i>
East Oxford resident outside 3 LTN areas	<i>Being a NIMBY, I am in support of the Divinity Road and Howard St filter, it seems to me that having both roads open to through traffic encourages it.</i>
East Oxford resident outside 3 LTN areas	<i>Divinity / Southfield</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Rd</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Rd - will have a major impact by removing that rat run to Headington</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Rd -it's dangerous and unuseable for bikes as it is, which means bikes can't really get to Headington (Brookes and Cheney and JR etc) from Cowley Rd.</i>
East Oxford resident outside 3 LTN areas	<i>Divinity road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road</i>
East Oxford resident outside 3 LTN areas	<i>Divinity Road - i often avoid cycling this route as I feel unsafe with the cars speeding through</i>
East Oxford resident outside 3 LTN areas	<i>Divinity road DR1</i>
East Oxford resident outside 3 LTN areas	<i>Divinity road feels unsafe to use and I always avoid it even if it makes the journey quicker. People drive too quickly and aggressively along this road and I strongly agree that traffic should be controlled along here.</i>

East Oxford resident outside 3 LTN areas	<i>do not support proposed LTN</i>
East Oxford resident outside 3 LTN areas	<i>Don't support Any</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1</i>
East Oxford resident outside 3 LTN areas	<i>DR1 - Divinity Road. Please stop the taxis on this rat run - completely dangerous and polluting!!!!</i>
East Oxford resident outside 3 LTN areas	<i>DR1 - the worst rat run for cars</i>
East Oxford resident outside 3 LTN areas	<i>DR1 & DR2</i>
East Oxford resident outside 3 LTN areas	<i>DR1 and DR2 must be applied together or the scheme will not work. I strongly support both of these - both Divinity Road and Southfield Road are inhospitable at the moment due to traffic. I fear for my life cycling up these roads due to the hostility of drivers in their current state. Filters on each of these streets would make a huge difference.</i>
East Oxford resident outside 3 LTN areas	<i>DR1/DR2</i>
East Oxford resident outside 3 LTN areas	<i>DR1: Make Divivnity Road quiet enough to be safely cycle-able with my children would be fantastic</i>
East Oxford resident outside 3 LTN areas	<i>DR2</i>
East Oxford resident outside 3 LTN areas	<i>DR2</i>

East Oxford resident outside 3 LTN areas	<i>Howard Street</i>
East Oxford resident outside 3 LTN areas	<i>I do not support filters or denying access through roads at all.</i>
East Oxford resident outside 3 LTN areas	<i>I don't suppose any</i>
East Oxford resident outside 3 LTN areas	<i>i dont support the LTN's at all i believe is an old fashion idea, also</i>
East Oxford resident outside 3 LTN areas	<i>I object all road closures because traffic will not flow respectfully and will be a nightmare. It's not fair on people. People have different needs. Some people just want peaceful roads. Some road will have become one if they are two way already this will help traffic flow smoothly from one area to the other. To get to Tesco took me one hour where it used take me ten minutes to get to. In one hour you can get to Heathrow airport why should it take one hour to get to Tesco when you live near it.</i>
East Oxford resident outside 3 LTN areas	<i>I oppose all</i>
East Oxford resident outside 3 LTN areas	<i>I strongly oppose the suggested plans. The problem in the area is due to all traffic diverted to Cowley Road. Instead of spread out on other roads or options.</i>
East Oxford resident outside 3 LTN areas	<i>I strongly support all the filters</i>
East Oxford resident outside 3 LTN areas	<i>I strongly support the creation of LTNs, but don't have a strong view about the exact placement of filters - I think this is for the residents of each LTN to comment on.</i>
East Oxford resident outside 3 LTN areas	<i>I support none of them</i>
East Oxford resident outside 3 LTN areas	<i>I would like to also see howard street and cowley road to become pedestrianised. Cowley road was so nice without cars when we didnt had traffic!</i>
East Oxford resident outside 3 LTN areas	<i>James Street, Princes Street</i>
East Oxford resident outside 3 LTN areas	<i>Magdalen Rd</i>
East Oxford resident outside 3 LTN areas	<i>Marston Street SM4</i>
East Oxford resident outside 3 LTN areas	<i>N/A</i>
East Oxford resident outside 3 LTN areas	<i>N/a</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No</i>

East Oxford resident outside 3 LTN areas	<i>NO</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No</i>
East Oxford resident outside 3 LTN areas	<i>No i strongly disagree</i>
East Oxford resident outside 3 LTN areas	<i>No. Avoid filters please.</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>None</i>
East Oxford resident outside 3 LTN areas	<i>NONE OF IT</i>
East Oxford resident outside 3 LTN areas	<i>none of them</i>
East Oxford resident outside 3 LTN areas	<i>None of them</i>

East Oxford resident outside 3 LTN areas	<i>none of them</i>
East Oxford resident outside 3 LTN areas	<i>None of these... They are all stupid</i>
East Oxford resident outside 3 LTN areas	<i>Nope... but I'm fairly neutral about SM1 Circus Road, SM2 Temple Street, SM3 Stockmore Street, SM4 Marston Street, SM5 James Street, SM6 Bullington Road, SM7 Leopold Street, SM9 Barnet Street, SC1 Rectory Road and SC2 Princes Road</i>
East Oxford resident outside 3 LTN areas	<i>Princes st SC2</i>
East Oxford resident outside 3 LTN areas	<i>Princes Street</i>
East Oxford resident outside 3 LTN areas	<i>Rectory rd</i>
East Oxford resident outside 3 LTN areas	<i>Rectory Road. Leopold st. Southfield Road. Princess st. I mainly support those filters because there are already not many cars passing through and it may not create much traffic congestion on other roads. Also, those roads are small and it feels insecure for pedestrians when cars drive through.</i>
East Oxford resident outside 3 LTN areas	<i>Road will still be congested with parked cars due to residents living on these roads.</i>
East Oxford resident outside 3 LTN areas	<i>Salegate lane. This road is too narrow and coming out of it onto hollow way is potentially danterous.</i>
East Oxford resident outside 3 LTN areas	<i>SC1</i>
East Oxford resident outside 3 LTN areas	<i>SC1</i>
East Oxford resident outside 3 LTN areas	<i>SC1</i>
East Oxford resident outside 3 LTN areas	<i>SC1</i>
East Oxford resident outside 3 LTN areas	<i>SC2</i>
East Oxford resident outside 3 LTN areas	<i>SC2</i>
East Oxford resident outside 3 LTN areas	<i>SC2 Princes Street</i>
East Oxford resident outside 3 LTN areas	<i>SM</i>
East Oxford resident outside 3 LTN areas	<i>SM1 is the most sensible of those proposed here, and would have my support, along with those adjacent to it; they do little to disconnect neighbourhoods in the way that other problematic proposed filters do - they are an appropriate use of the feature.</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM10</i>
East Oxford resident outside 3 LTN areas	<i>SM6</i>
East Oxford resident outside 3 LTN areas	<i>SM8</i>

East Oxford resident outside 3 LTN areas	<i>SM8</i>
East Oxford resident outside 3 LTN areas	<i>SM8</i>
East Oxford resident outside 3 LTN areas	<i>SM8</i>
East Oxford resident outside 3 LTN areas	<i>SM8</i>
East Oxford resident outside 3 LTN areas	<i>SM8</i>
East Oxford resident outside 3 LTN areas	<i>Southfield Rd</i>
East Oxford resident outside 3 LTN areas	<i>St Clements</i>
East Oxford resident outside 3 LTN areas	<i>St Mary Street</i>
East Oxford resident outside 3 LTN areas	<i>St Marys</i>
East Oxford resident outside 3 LTN areas	<i>Support none</i>
East Oxford resident outside 3 LTN areas	<i>Support none</i>
East Oxford resident outside 3 LTN areas	<i>The divinity road one will have the biggest singular impact, but I support all the ST Mary's ones. However, it will only work if they are all implemented</i>
East Oxford resident outside 3 LTN areas	<i>The filter on James Street</i>
East Oxford resident outside 3 LTN areas	<i>there are too many of them.</i>
East Oxford resident outside 3 LTN areas	<i>We need load open</i>
Local business / school / employer	<i>Absolutely not! How can I walk to work with a can loads of tools & materials! Think about what you are doing to the local trade...</i>
Local business / school / employer	<i>I do not support this proposal at all</i>
Local business / school / employer	<i>I support nothing.</i>
Local business / school / employer	<i>Introduce more bike lanes Improve roads conditions</i>
Local business / school / employer	<i>Ltn</i>
Local business / school / employer	<i>No</i>
Local business / school / employer	<i>No</i>
Local business / school / employer	<i>No</i>
Local business / school / employer	<i>no</i>
Local business / school / employer	<i>No LTN</i>

Local business / school / employer	No.
Local business / school / employer	NONE
Local business / school / employer	None
Local business / school / employer	None
Local business / school / employer	None
Local business / school / employer	NONE
Local business / school / employer	None
Local business / school / employer	NONE
Local business / school / employer	None
Local business / school / employer	None
Local business / school / employer	None
Local business / school / employer	none
Local business / school / employer	None
Local business / school / employer	none
Local business / school / employer	<i>Only in support if part of a full plan to deliver connecting Oxford</i>
Local business / school / employer	<i>Rectory road</i>
Local business / school / employer	SC1
Local business / school / employer	Sm10
Local business / school / employer	SM9
Local business / school / employer	<i>Strongly object all</i>
Representative of a group, campaign group or organisation in the east Oxford area	DR1
Representative of a group, campaign group or organisation in the east Oxford area	<i>Each set of filters need to be delivered as an integrated plan to avoid by-passing.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Keep all roads open. For. All</i>

Representative of a group, campaign group or organisation in the east Oxford area	<i>None</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>None</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>St Clements</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>This can only relate to the exact location of a filter, not whether there is a filter or not. If there is no filter the LTN no longer exists.</i>
Resident of another part of Oxford	<i>All</i>
Resident of another part of Oxford	<i>All filters - and more, please.</i>
Resident of another part of Oxford	<i>All of them</i>
Resident of another part of Oxford	<i>Connecting Oxford</i>
Resident of another part of Oxford	<i>Divinity Road</i>
Resident of another part of Oxford	<i>Divinity Road</i>
Resident of another part of Oxford	<i>Divinity Road</i>
Resident of another part of Oxford	<i>Divinity road and Southfield road. These feel really unsafe cycling on due to through traffic often in a hurry but typically the motor vehicles hold each other up. I tend to avoid these roads for cycling due to this reason.</i>
Resident of another part of Oxford	<i>Divinity Road area</i>
Resident of another part of Oxford	<i>Divinity Road. That whole area is amazing but traffic blighted at high speed.</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1</i>
Resident of another part of Oxford	<i>DR1 and DR2 (have to go together)</i>

Resident of another part of Oxford	<i>DR1 and DR2, simply because my cycle commute is so stressful every day with the car and van traffic. I started work at the Churchill in January, sold my car trying to do the right thing, and started cycling. Since then I haven't had a single journey without some car coming too close or revving behind me as I cycle up the hill. I try to pull to the side as much as I can, I'm not trying to be a pain, but car drivers (like I used to be) just love speed. It's very stressful. I feel scared every time</i>
Resident of another part of Oxford	<i>DR1 and DR2. The traffic in Divinity Road and Southfield Road is particularly bad. Both roads are narrow with cars parked on both sides, and totally unsuitable for the level of motor traffic they have. Additionally, because of the gradient on these roads, it is very common to have impatient motorists complaining about people cycling up them.</i>
Resident of another part of Oxford	<i>DR1 on Divinity Road</i>
Resident of another part of Oxford	<i>DR1, DR2, SM5, SC1, SC2</i>
Resident of another part of Oxford	<i>DR1+DR2</i>
Resident of another part of Oxford	<i>I don't support any of them they will be a nightmare for all people</i>
Resident of another part of Oxford	<i>I don't support it</i>
Resident of another part of Oxford	<i>I'm particularly enthusiastic about the Divinity Road proposals as my families live in Southfield Road and Warneford Road. Currently cars go far too fast and with on-street parking on both sides it's incredibly dangerous if a young child suddenly darts out to fetch a ball etc. Wing mirrors of residents' parked cars are constantly getting broken. Far too much traffic for a narrow road in a highly residential area - it needs to be reduced URGENTLY.</i>
Resident of another part of Oxford	<i>Maybe St Mary's</i>
Resident of another part of Oxford	<i>Maybe those along st Mary's.</i>
Resident of another part of Oxford	<i>No</i>
Resident of another part of Oxford	<i>NO</i>
Resident of another part of Oxford	<i>No</i>
Resident of another part of Oxford	<i>No</i>
Resident of another part of Oxford	<i>No</i>
Resident of another part of Oxford	<i>No</i>
Resident of another part of Oxford	<i>No.</i>
Resident of another part of Oxford	<i>Non</i>
Resident of another part of Oxford	<i>Non of them</i>
Resident of another part of Oxford	<i>None</i>

Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None</i>
Resident of another part of Oxford	<i>None of the filters</i>
Resident of another part of Oxford	<i>None of them</i>
Resident of another part of Oxford	<i>none of them for reasons above</i>
Resident of another part of Oxford	<i>SM1 to SM8</i>
Resident of another part of Oxford	<i>SM8</i>
Resident of another part of Oxford	<i>Stop wasting funds</i>
Resident of another part of Oxford	<i>Strongly object for this whole concept</i>
Resident of another part of Oxford	<i>Yes</i>
Resident outside Oxford	<i>Divinity Road</i>
Resident outside Oxford	<i>Divinity road. I often feel intimidated by cars pushing their way past on this narrow street.</i>
Resident outside Oxford	<i>DR1</i>
Resident outside Oxford	<i>DR1 in Divinity Road would discourage Morrell Ave to Cowley Road rat run</i>
Resident outside Oxford	<i>No, both blockades impede traffic, cause congestion for surrounding roads frequented by cyclists and a major road for emergency services, negatively impacts surrounding facilities, increase criminal risk as police cannot pursue through those roads.</i>
Resident outside Oxford	<i>None</i>
Resident outside Oxford	<i>SM5</i>
St Clements resident	<i>Divinity road</i>
St Clements resident	<i>Divinity road</i>
St Clements resident	<i>Dr1</i>
St Clements resident	<i>DR1</i>

St Clements resident	<i>DR1 wins. My wife and I love walking down Divinity Road, but there is so little space on the pavement due to parked cars. The rat runners absolutely bomb it down to try to make progress to the next space on the cramped road. I avoid cycling it because it's a death trap. SC1 is a close second. Recently there were Thames Water works at the top of Rectory Road, closing the road to traffic and it was bliss. Within days people were happy to walk in the road, and I saw many more cyclists!</i>
St Clements resident	<i>DR2</i>
St Clements resident	<i>I strongly support a Jeune Street filter.</i>
St Clements resident	<i>I support the concept, but please see my concerns about the lack of implementation as part of a holistic vision for dealing with Oxford's traffic/pollution/climate problems.</i>
St Clements resident	<i>None</i>
St Clements resident	<i>None</i>
St Clements resident	<i>none in St Clements</i>
St Clements resident	<i>On princes street, the street is narrow with a bent, the other option will be to be one way only.</i>
St Clements resident	<i>Princes St</i>
St Clements resident	<i>Princes Street</i>
St Clements resident	<i>Princes Street</i>
St Clements resident	<i>Princes Street</i>
St Clements resident	<i>Princes Street</i>
St Clements resident	<i>Princes Street obviously because I live there and regularly see inconsiderate drivers speeding past, or hear people shouting at each other, and our cars have been damaged several times.</i>
St Clements resident	<i>Princes Street! SC2 - Please!!!</i>
St Clements resident	<i>Princes Street, Site SC2</i>
St Clements resident	<i>Princes Street. I live there, but it is a particularly important filter as it cuts the entire Headington-Morell-Cross St- Princes St-James St-Iffley Road-Donnington Bridge "southern inner ring road" equivalent to Longwall street etc.</i>
St Clements resident	<i>Rectory Road</i>
St Clements resident	<i>Rectory Road</i>
St Clements resident	<i>Rectory Road and Princes Street</i>
St Clements resident	<i>SC1</i>
St Clements resident	<i>SC1</i>
St Clements resident	<i>SC1</i>
St Clements resident	<i>SC1 and 2</i>
St Clements resident	<i>SC1 Rectory Road</i>
St Clements resident	<i>SC1 Rectory Road</i>
St Clements resident	<i>SC2</i>
St Clements resident	<i>SC2</i>
St Clements resident	<i>SC2</i>
St Clements resident	<i>SC2</i>
St Clements resident	<i>SC2</i>
St Clements resident	<i>SC2 - Princes Street . As a resident on the street with a family, I really welcome this.</i>
St Clements resident	<i>SC2 (Princes St)</i>
St Clements resident	<i>SC2 (Princes Street)</i>
St Clements resident	<i>SC2 Princes Street</i>
St Clements resident	<i>SC2 Princes Street</i>
St Clements resident	<i>SC2 Princes Street</i>

St Clements resident	<i>See above - I support some filters, but some cross roads must be left open, to avoid massive congestion on Cowley and Iffley Rds.</i>
St Clements resident	<i>SM7. Support to reduce cut through traffic (rat run)</i>
St Clements resident	<i>St clements</i>
St Clements resident	<i>St Clements</i>
St Clements resident	<i>St. Mary's road</i>
St Clements resident	<i>Stockmore Street</i>
St Clements resident	<i>Stockmore Street. It will be wonderful, my children will be so much safer. It would be so nice to have more trees and greenery too.</i>
St Clements resident	<i>strongly support James street and Princes street filters because these two road are rat runs</i>
St Mary's resident	<i>All</i>
St Mary's resident	<i>All of them</i>
St Mary's resident	<i>All the St Clements ones make sense</i>
St Mary's resident	<i>Another reason for this is hopefully less on pavement parking which will mean we don't have to walk on the road and dodge cars, as I see a local blond person do regularly</i>
St Mary's resident	<i>Barnet Road and Howard street. If we don't have them, my street will remain a speedy link between Iffley and Cowley roads</i>
St Mary's resident	<i>Divinity</i>
St Mary's resident	<i>Divinity rd</i>
St Mary's resident	<i>Divinity Rd</i>
St Mary's resident	<i>Divinity Road</i>
St Mary's resident	<i>Divinity road</i>
St Mary's resident	<i>Divinity Road</i>
St Mary's resident	<i>Divinity road one. It's impossible to cycle up this street due to traffic</i>
St Mary's resident	<i>Divinity road Howard street</i>
St Mary's resident	<i>DR1</i>
St Mary's resident	<i>DR1</i>
St Mary's resident	<i>DR1</i>
St Mary's resident	<i>DR1 and DR2 (can't do one without the other). Filtering Divinity Rd would open up a safe cycling route between East Oxford and Headington!</i>
St Mary's resident	<i>DR1 and DR2 will make most difference to road safety and pollution. I lived on Div Road from 2009-12 and traffic on Div and Southfield was always v scary for cycling, v angry and aggressive.</i> <i>The SM10 and SM8 filters are highly needed but I fear will be incredibly controversial. I think the council ought to fit CCTV to monitor vandalism at these sites (as has already happened at the Florence Park filter)</i>
St Mary's resident	<i>DR1/ DR2 barriers are wisely are set half way down to allow for residents to readily get to and from their homes</i>
St Mary's resident	<i>DR2</i>
St Mary's resident	<i>Howard Street</i>
St Mary's resident	<i>Howard Street</i>
St Mary's resident	<i>Howard Street</i>
St Mary's resident	<i>Howard Street</i>
St Mary's resident	<i>Howard Street</i>
St Mary's resident	<i>Howard Street</i>
St Mary's resident	<i>Howard street ! Please close it !</i>
St Mary's resident	<i>Howard Street SM10</i>

St Mary's resident	<i>Howard Street, though I would prefer it to be at Catherine Street as that might reduce the traffic queuing outside my house even more.</i>
St Mary's resident	<i>I 100% support all east oxford</i>
St Mary's resident	<i>I agree with all LTN for east oxford we have been living around here for a very long time and i would really like to see someone really for once do something about all the drivers using these roads as a rat race when its roads we live on everyday so i will fully support all LTN for east oxford area</i>
St Mary's resident	<i>i have been seeing more cars coming through my street as a result i don't feel safe when using my mobility scooter because whenever im out i have cars always behind and I feel very unsafe</i> <i>I will gladly support LTN for my street and all of east oxford</i> <i>Kind regards</i>
St Mary's resident	<i>I strongly support all 3</i>
St Mary's resident	<i>I strongly support SM10; rat run traffic on Howard Street is terrible, particularly since the introduction of the Florence Park LTN and the removal of Cornwallis Road as a through-way.</i>
St Mary's resident	<i>I support all of them</i>
St Mary's resident	<i>I would rather see one way streets and cycle lanes rather than roads blocked. Very concerned about emergency vehicles and the knock on effect on cycling and public transport on Cowley and Iffley Roads after these changes</i>
St Mary's resident	<i>in Howard Street but object to it being made a two way street.</i>
St Mary's resident	<i>James Street</i>
St Mary's resident	<i>James Street</i>
St Mary's resident	<i>James Street . Traffic has noticeably increased in the last month or so and traffic travels far to fast down this road which is one of the few wider ladder roads.</i>
St Mary's resident	<i>Leopold St. If there has to be a compromise then the blocking of this road will, alone, stop the issues of cabs, commuters and others using the route from Warneford Rd to the Iffley Rd and beyond as a cut through and vice versa, yet allow the residents between Iffley Rd and the Cowley Rd/East Oxford to be able to live, travel, support businesses, travel to and from work and reach local recreational sites etc within East Oxford. Questions 17-19 are particularly one dimensional & overly simplistic</i>
St Mary's resident	<i>Leopold Street</i>
St Mary's resident	<i>Leopold street</i>
St Mary's resident	<i>Leopold Street :)</i>
St Mary's resident	<i>Leopold street filter.</i>
St Mary's resident	<i>Lower speed limits are good</i>
St Mary's resident	<i>Magdalen Rd</i>
St Mary's resident	<i>Magdalen Rd</i>
St Mary's resident	<i>Magdalen Rd SM8.</i>
St Mary's resident	<i>Magdalen Road</i>
St Mary's resident	<i>Magdalen Road</i>
St Mary's resident	<i>magdalen road</i>
St Mary's resident	<i>Magdalan Road filter</i>
St Mary's resident	<i>no</i>
St Mary's resident	<i>No</i>
St Mary's resident	<i>No 'filters'</i>

St Mary's resident	<i>SM10. Since the LTNs were put into Florence park traffic has increased on Howard Street (where I live). If the Florence Park ones remain then we need ours too! But I am a little concerned that both Howard Street and Magdalen Road are too narrow to support two-way traffic flows. So I wonder why the existing one-way system will not be preserved - this strikes me as a better idea than making both two-way in the segments closest to Iffley Road.</i>
St Mary's resident	<i>SM2</i>
St Mary's resident	<i>SM2</i>
St Mary's resident	<i>SM2 - Temple Street</i>
St Mary's resident	<i>SM3</i>
St Mary's resident	<i>SM3</i>
St Mary's resident	<i>SM5</i>
St Mary's resident	<i>SM5</i>
St Mary's resident	<i>SM5</i>
St Mary's resident	<i>SM5 in St James Street</i>
St Mary's resident	<i>SM5, SM6, SM7 AND SM8. Need ALL these filters, or none at all.</i>
St Mary's resident	<i>SM6</i>
St Mary's resident	<i>SM6</i>
St Mary's resident	<i>SM6</i>
St Mary's resident	<i>SM7</i>
St Mary's resident	<i>SM7</i>
St Mary's resident	<i>SM7 (and SM8)</i>
St Mary's resident	<i>SM7 please add a filter in the middle of hurst st, real rat runners will use the paralell road to iffley to gain few minutes.</i>
St Mary's resident	<i>SM7, even though it will make my life harder</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>Sm8</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>SM8</i>
St Mary's resident	<i>SM8 and SM10</i>
St Mary's resident	<i>SM8 Magdalen Road</i>
St Mary's resident	<i>SM8 Magdalen Road</i>
St Mary's resident	<i>SM8 SM9 SM10</i>
St Mary's resident	<i>SM8 will improve the Magdalen rd area significantly, making the Magdalen arms, Missing bean and all the other places along there much better. Along with SM9 and SM10, it will significantly reduce traffic on Percy Street</i>
St Mary's resident	<i>Southfield and Divinity Road</i>
St Mary's resident	<i>St Clements</i>
St Mary's resident	<i>St Clements</i>
St Mary's resident	<i>St Mary's</i>

St Mary's resident	<i>St Marys, particularly Howard Street where I live. The cut through traffic is constant and the noise is awful. It can be hard to sleep at times. The large lorries that cut through are the worst- I can feel the house shake- these streets were never meant for large vehicles. Finally, the traffic makes it hard enough to cycle down this street as an adult, I actually cringe watching the parents cycling with their kids to school. The cars are aggressive and impatient. An LTN would be heaven.</i>
St Mary's resident	<i>Strongly support a test period for SM8 which will affect/inconvenience me most but may improve the street overall</i>
St Mary's resident	<i>support none</i>
St Mary's resident	<i>Temple street</i>
St Mary's resident	<i>The one in the middle of Magdalen Road that will remove the major cut through road in the area and create a lovely pedestrian space around the pubs and restaurants in the middle of the road.</i>
St Mary's resident	<i>You need to add a block somewhere on Catherine St, and somewhere on Hurst St. Or else it won't work as designed.</i>

Respondent type	Q13 Please use this space only to highlight any specific issues that need investigation
Divinity Road area resident	<ul style="list-style-type: none"> - Cowley Road will become even more dangerous and congested. - As a resident, I do not begrudge the rightful need of tradespeople and vital service providers such as hospital workers and school staff to travel through East Oxford from outside of the city. - Benefits a minority living on already well-favoured streets at the expense of many others. - Minimal reduction in car use outweighed by longer journeys. - Cheap and brutal scheme. - Southfield/Divinity could be made one way for safer flow.
Divinity Road area resident	<ol style="list-style-type: none"> 1) you cannot evaluate any 'trial' because you do NOT have valid 'before' data or modelling for the Divinity Road area. 2) You need to undertake strategic traffic modelling to understand the impact of one mini-LTN upon another. this is perfectly possible to do and has been done in other parts of the country. 3) you need to do a proper needs assessment and take into account of you local communities (which are highly nuanced) and the location.... See letter as no room.
Divinity Road area resident	<ol style="list-style-type: none"> 1. ANPR enforcement would satisfy much of the residential opposition to LTNs and the council would have a revenue stream. If the city really wants to be in forefront of environmental policy it should become the first outside London with ANPR LTNs 2. Proceeding with LTNs out of step with Connecting Oxford plan means they're likely to fail amid traffic chaos & internal contradictions eg encouraging more cycles onto Cowley/Iffley 'quickways' at same time as more cats as a consequence of LTNs
Divinity Road area resident	<i>Above I mentioned that I'm interested in the decision to place DR 1 below Stone St. As a resident of Parsons Place who is slightly concerned about cut-through traffic (and also desperate to slow / quieten the traffic on Morrell Ave</i>

Divinity Road area resident	<i>All you're doing is pushing the traffic onto other roads which causes more pollution because of longer queues</i>
Divinity Road area resident	<i>Already due to the existing LTNs I am travelling further distances to carry out my work . If these new ones are put into place it would add yet more distance and more pollution and time. A specific journey that used to 5 minutes now takes up to 15 minutes and is 3 times as long . If these ltns are out into place it could make a 5 minute journey take 25 minutes and have me drive almost 6 times the distance . That would be ridiculous</i>
Divinity Road area resident	<i>Although all of the houses on Stone St have off-road parking, it is full of parked cars, most on the pavement & owned by people who do not live on Stone St. This reduces pedestrian access, impedes access of residents to their properties, & unjustly penalises Stone St residents. Please investigate the feasibility of removing pavement parking from Stone St as part of the LTN trial – could be done easily & cheaply, removing minimum number of places and maintaining access for emergency vehicles.</i>
Divinity Road area resident	<i>Another debacle by Oxford City Council. Having grown up in East Oxford I have witnessed changes some not to bad . However this idea of pushing traffic on to main roads, will have the opposite affect. Some of have business and need to use vehicle's for transporting tools, equipment . Yes its find to walk and cycle if your on your own, and its a nice day. Most of the time its raining. Public transport is being muted, have checked the bus ticket prices lately? Ever try loading a fridge on to a bus?</i>
Divinity Road area resident	<i>Another debacle by Oxford City Council. Having grown up in East Oxford I have witnessed changes some not to bad . However this idea of pushing traffic on to main roads, will have the opposite affect. Some of have business and need to use vehicle's for transporting tools, equipment . Yes its find to walk and cycle if your on your own, and its a nice day. Most of the time its raining. Public transport is being moted, have checked the bus ticket prices lately? Ever try loading a fridge on to a bus?</i>
Divinity Road area resident	<i>As a local doctor, I have concerns about high pollution levels increasing health conditions and feel these LTN's especially the Divinity Road Plan because of the very high through-traffic in this zone, would contribute to improving respiratory and cardiovascular health and also improve mental wellbeing for residents.</i>
Divinity Road area resident	<i>As a resident of Morrell Ave I am concerned that the changes will not improve the cycling routes up and down Morrell Ave and may in fact make them worse if traffic reroutes along it, around new LTNs. The bus gates on Warneford Ave seem to be crucial to the long-term working of the scheme and should be instated ASAP. Serious consideration should be given to the road markings and road furniture on the 'Quietways' to make them attractive to cyclists, rather than merely nominal</i>
Divinity Road area resident	<i>At the moment, the lower end of Divinity Road has extremely difficult parking for residents, due to common non-resident parking (for shops/offices on Cowley Rd) and also multiple occupancies with several cars. I would strongly support the other option (blocking top of Divinity Road and Stone Street with barriers that would drop for emergency vehicles). The currently proposed option is better than nothing but I fear that I will be unable to park near my house on many more occasions.</i>
Divinity Road area resident	<i>Bad parking on the Cowley road, on pavements, double yellow lines that impedes bus and cycle traffic</i>

Divinity Road area resident	<i>Biggest worry is implementation will lead to heavy jams at first, particularly near the Plain - & that OCC will lose its nerve. There is huge support for these changes, and vast majority of people can and will adapt - especially when they experience lower traffic in their streets. I deliver for OX4 Food project across E Oxford and first 3 LTNs have made huge difference to ease and accessibility of cycling around those areas. Thankyou for your efforts!</i>
Divinity Road area resident	<i>Blocking Divinity Road will make it much more difficult to access the A40 and points North by car from the lower part of the proposed Divinity Road LTN</i>
Divinity Road area resident	<i>Bravo the county and its efforts: the physical living and the global environment are in crisis - people who object to tackling these problems, who wish things to remain unchanged are like climate deniers - but they will cry for the county & state's help when loved ones start dying of skin cancers, breathing difficulties and heat stroke. The County must not be diverted from doing what is right in the long run and must not bow to narrow self interest.</i>
Divinity Road area resident	<i>Carers have 10 mins travel between 17 clients, since LTN it now takes 25 mins for each or 5 mile detour, So each visit running late and miss lunch, Bus access w/c removed, so no option or means to get home if needed, my chair breakdown, my dog or I am ill or tired. The pavements cluttered, litter, glass wheelie bins no turning circle too narrow can't get on or off it's uneven, no drops and cars Then consider inclement weather, I had NO WAV last October, wet and cold everyday on my wheelchair,</i>
Divinity Road area resident	<i>Cars speeding along Hill Top Road, a straight road, to Southfield Golf Club. 20 mph limit is ignored by many members and visitors to the golf club</i>
Divinity Road area resident	<i>Chopping Divinity Rd and Southfield Rd in two with DR1 and DR2 is insane. There will be congestion in the dead ends and it will throw deliveries and garbage collection into chaos. I much prefer having traffic filters on stone street and the top of Divinity Road. With a one way system this will allow smooth flow of traffic around the neighbourhood.</i>
Divinity Road area resident	<i>Concern re access to parking nr home. The bottom half of Divinity Rd has many HMOs, mostly occupied by Brookes students. Many park their cars in Div Rd. Outside university terms, no problem. But in term time, it is sometimes impossible to park nr our house. We have to go up the road to where the density of HMOs declines steeply. What are we supposed to do when this solution is blocked? Drive miles to get to the top? Or what???</i>
Divinity Road area resident	<i>Could there be a change to the parking in Divinity Road area. Vehicles being parked on the pavement and cars driving onto the pavement to get out the way of oncoming vehicles is a real safety hazard for everyone but especially for kids. A pavement is for pedestrians and not for cars.</i>
Divinity Road area resident	<i>Cowley road is full of shops and pedestrians. Lots of landscaping has been done to make it feel like less of a highway. However it already has a lot of traffic chaos. I am concerned that making it a 'quickway' will worsen this.</i>
Divinity Road area resident	<i>Currently cycling network has very poor connections and provision to wider Oxford city eg there is no cycle path across warneford meadow to the hospitals. There is no cycle path across south park linking Brookes with Divinity / Hill Top. Very poor lighting, safety and cycle surface. The LTN proposals need to go in parallel with improved cycle network.</i>
Divinity Road area resident	<i>Cycle lane on St Clement's stops shortly before the Plain making it difficult to pass through safely.</i>

Divinity Road area resident	<i>Delivery of larger goods (building materials especially) will be considerably more difficult. There are some companies now that refuse to deliver when they are given the address. The Golf Club will loose members and business if DR1 is implemented. Sport and recreation are important, especially now after we've all been locked up over the past year. Cowley Road will become a car park!! The congestion will increase, it's already bad now!</i>
Divinity Road area resident	<i>Disable kids cannot sit in a car traffic for hours because of the diversion caused by this silly scheme of LTN. Kids need to be bought home quickly without being touched by you plans.</i>
Divinity Road area resident	<i>Diverting traffic to main road will increase the pollution and traffic. Its been a chaos in cowley centre area but council is ignoring it because of their ego.</i>
Divinity Road area resident	<i>Divinity Rd filter to be lower adjacent to Warneford Rd. Divinity rd is wide here and would afford more space for 3 point turning also fewer parking spaces are lost due to existing double yellow lines on the corner.</i>
Divinity Road area resident	<i>Divinity Road DR1 and DR2. I would support bollards at the top of Divinity Road not half way down, as the latter will funnel traffic through Warneford Rd and Minster Rd, divide the community and potentially increase drug dealing which is already a significant local problem. Any proposal will also concentrate traffic on Cowley Rd, exacerbating traffic congestion.</i>
Divinity Road area resident	<i>DR2 in takes all the parking away from the lower half - which desperately needs it - and gives it all to the upper half where it will not be needed. Totally bizarre placement which suggests the difference in parking between the two halves was not considered at all. DR1 should also be placed to limit the loss of parking to the lower half.</i>
Divinity Road area resident	<i>DV Rd bollards will reduce parking provision and create a division in the area. Deliveries will be difficult as will emergency access. I am very sorry that the bollards at the top were not offered as an option. I feel that a small number of people have been vociferous, and that as a result the less good option has been chosen.</i>
Divinity Road area resident	<i>DV1 prevents access to Cowley Rd for residents of DV area. Increased traffic through St Clements and Cowley Rd (no alternatives) will make car and bus journeys slower, and make cycling impossible. There are no viable (safe) cycle paths on Cowley Rd to business park. I have had too many near misses to consider restarting cycling on Cowley Rd, without a well designed, safe-width cycle lane.</i>
Divinity Road area resident	<i>For the question above as I already cycle and walk as my main modes of transport this is not applicable to me and it should have been an option to tick. I will however feel cycling with LTN measures on Divinity rd.</i>
Divinity Road area resident	<i>High soeed bumps on these road- similar to magdalen road would make these neighbourhoods safer including lower speed and safer driving.</i>
Divinity Road area resident	<i>How is traffic for the golf course on Hill Top Road in the Divinity Road area going to be slowed down? Is the golf course helping to pay to improve the community?</i>
Divinity Road area resident	<i>I already cycle and walk a lot. My strongest objection is to the Howard and Magdalen road barriers; Traffic MUST avoid the cowley road; it's already crowded and dangerous for cyclist. Keeping these open ensure that the less pedestrian-dense road of Iffle (and headington hill) can be used by majority of the traffic. I would also suggest that motorcycles should be given times of access; they are less polluting and less traffic-creating modes of transport.</i>

Divinity Road area resident	<i>I am a frequent and committed cyclist. I am concerned that Cowley & Iffley Roads & St Clements will all see more traffic & greater congestion, and increase congestion and risk - especially at The Plain (roundabout). Reduced private vehicle access to city centre will increase both need for more buses and demand for taxis - especially if taxis are allowed to pass through bus gates and use the city centre routes. This will actually increase hazard to pedestrians and cyclists.</i>
Divinity Road area resident	<i>I am concerned about reduction in parking spaces around the gates in Divinity and Southfield Roads. The lower ends of these roads have a large number of HMOs with lots of cars and parking is already a problem.</i>
Divinity Road area resident	<i>I am concerned about the effect of ALL the LTNs on the traffic on Cowley and Iffley Roads. I do not think it is fair that the residents of side streets benefit, to the detriment of residents on the main roads. There should be a citywide plan that prevents traffic entering the ringroad, combined with improved buses, to reduce traffic overall rather than just push from some roads onto others. I am concerned that significantly increased journeys round the ring road increase emissions and traffic ja</i>
Divinity Road area resident	<i>I am concerned about the possible lack of parking for the bottom of Divinity Road resident as we will not have access to park further up the road.</i>
Divinity Road area resident	<i>I am concerned that a six-month review is postponed as has happened elsewhere under this scheme. This does not generate trust in local road planning initiatives, which is key to effective implementation.</i>
Divinity Road area resident	<i>I am concerned that the positions of DR1 and DR2 will divide the DRA community and cause more traffic to filter back down Bartlemas Road onto Cowley Road. I would have preferred the filters to be placed at the top of Divinity Road and Stone Street.</i>
Divinity Road area resident	<i>I am concerned these LTNs will cause traffic chaos and unacceptably long journey times. One issue that needs addressing is what happens if there are roadworks on Cowley or Iffley Roads or St Clements? If people cannot easily get from one of these roads to another, there will be complete blockages. Occasionally, too, buses have had to cut through from Cowley to Iffley Road during roadworks. And Cowley Road is often full of delivery vehicles anyway.</i>
Divinity Road area resident	<i>I am extremely worried that emergency vehicles will have to take longer to reach their destinations and buses will be unable to keep to schedules as they will be stuck in traffic jams</i>
Divinity Road area resident	<i>I am interested to know if those on the bottom of divinity blockades can still have the same parking permits as the ones above, as this would (personally) help with my commute if I could park above. I realise that this needs to be balanced with other issues and amanged to avoid over crowding</i>
Divinity Road area resident	<i>I am not happy for stone street to be blocked I am happy for divinity rd but no for SM1 My parents are significant low mobility and I have two very young under 5s and need to take my parents regularly to hospital and doctors as they cannot walk and have disabled badge. I cannot put them all on a cycle or walking as they have medical reasons as they are old. Only concern is carers being detoured for alternative routes stuck in Cowley rd double time each time their is roadworks and causes delay</i>
Divinity Road area resident	<i>I can't cycle as I don't know how. I can't walk because I work very far from home and have childcare responsibilities too.</i>
Divinity Road area resident	<i>I commute to Wallongford and support let's in principle, even though it could cause problems getting to work. I have tried the x39/40 but on too many occasion the bus failed to turn up making me 30+ minutes late for work. I have to fit in taking children to school and picking them up.</i>

Divinity Road area resident	<i>I fail to see why rising bollards are not being considered. They work well on Aristotle Lane and The Turl and would make life easier for emergency services well as for the deliveries which have become so much a part of modern life.</i>
Divinity Road area resident	<i>I feel monitoring of traffic in any form is essential through out this process to prove impact. I also believe that implementation of Connecting Oxford PLUS is vital to coincide with the LTn implemnation, to ensure the wider aspects of traffic management can be progressed alongside the trial. Management of displaced traffic is a major concern. Finally, am not convinced that the lockable barriers will be workable solution for emergency services.</i>
Divinity Road area resident	<i>I have concerns about getting to my father on time</i>
Divinity Road area resident	<i>I have to drive to work on Harwell campus. Cowley road is going to become congested and it's going to be chaos</i>
Divinity Road area resident	<i>I like cycling but worry about traffic at The Plain. I am also slightly concerned about the build up of traffic on the main routes, which cyclists have to use to reach town. I know the theory is that traffic melts away, but to help that I think we need really good public transport too, and I hope this will be considered in tandem with the implementation of LTNs. Perhaps the Pick Me Up bus service could be reinstated.</i>
Divinity Road area resident	<i>I need to drive every day as my children school is not in Oxford. I live in Morrell Avenue and already there is a lot of traffic and pollution who is just going to increase if you block Divinity Road.</i>
Divinity Road area resident	<i>I still have a strong preference for Option A with bollards at top of Divinity Road rather than the divisive Option B but anything is preferable to the current traffic</i>
Divinity Road area resident	<i>I strongly opposed Option A (now abandoned) for DR1. I think the current proposal (Option B) would be good for the neighborhood. My wife has some serious health issues and my main priority is making sure that she has easy access to the JR. The current proposal will not impede her access, so I am willing to support it even though it will make life a bit less convenient for her (she drives and cannot cycle). Frankly, I think the filter will be improve, but not very much, overall welfare.</i>
Divinity Road area resident	<i>I support the Divinity Road area trial as it's shortcut traffic volumes are probably higher than other areas. But: It should be a standalone trial to assess affects on arterial routes. To have all 3 areas as LTNs at the same time will result in unacceptable major congestion, unless these are themselves improved. Nowhere do you define "quiet route"</i>
Divinity Road area resident	<i>I support this initiative. However, I think the benefits of the planters as providing additional green space can be overstated. The trial planters in other parts of Oxford are a crude intervention and not very attractive. Should the LTNs become permanent a more substantial and attractive installations should be developed.</i>
Divinity Road area resident	<i>I think closing the roads as proposed will split the community in Divinity Rd area, and would prefer the filter which was rejected</i>
Divinity Road area resident	<i>I think that clear signage is crucial to how the schemes work. Please will you investigate how this is best done.</i>
Divinity Road area resident	<i>I walk as much as I can and I'm full-time community carer. Too much traffic on the main roads and it's creating pollution and highly stressful atmosphere.</i>
Divinity Road area resident	<i>I want to be absolutely clear that Emergency vehicles will be able to go through the barriers easily. I had a cardiac arrest in Jan2020 and the ambulance arrived within seconds of my heart stopping. I was lucky. Any further delay and I would have been one of the 90% who have cardiac arrests at home and die.</i>

Divinity Road area resident	<i>I work around Oxford</i>
Divinity Road area resident	<i>I would have preferred option 1</i>
Divinity Road area resident	<i>I would like to understand why the emergency services objected to the alternative option for Divinity Road.</i>
Divinity Road area resident	<i>I wouldn't consider walking because I have school runs to do and then I have to get to work so I have to drive The barriers mean I am late to work every single day now</i>
Divinity Road area resident	<i>I'm in full support of LTN all over oxford</i>
Divinity Road area resident	<i>I'd strongly recommend that a zero-tolerance approach to unlawful parking along Cowley Road is adopted just ahead of the LTNs being trialled. Much of the gridlock is caused by vehicles abandoned along Cowley Rd in loading zones etc. Or it's shops getting deliveries during peak times... Side streets were not created nor intended to be cut-throughs for impatient motorists. Nor were the streets intended as storage locations for private property. Both these elements need addressed.</i>
Divinity Road area resident	<i>I'm 80 but not disabled enough to qualify for a parking permit but if I arrive home in the evening during term time I often have to park up by Sinnet Court, Minster or upper Southfield. These areas will not be accessible to me and other permanent residents living in lower Southfield with the bollards sited as shown. Voting in the DRARA survey options was heavily influenced by Hill Top Rd residents and the Golf Club in a campaign that was bullying in nature.</i>
Divinity Road area resident	<i>Increased traffic along Warneford Road as drivers use it to access Cowley Road and avoid doing 3-point turns on Divinity, Bartlemas or Southfield Road should be investigated.</i>
Divinity Road area resident	<i>Interested to see what the proposals are for Morrell Avenue as a quietway. The parking pattern at the moment often pushes bikes out into the road and creates pinch points. When this is coupled with fast cars, it makes cycling unpleasant.</i>
Divinity Road area resident	<i>It is ESSENTIAL that these LTNs go with plans for reinforcing the bus routes into town, not only on the Cowley Rd but also the former 4/4A-C on Morrel Avenue (the new 15 is worse), as well as a less roundabout connection between the Cowley Rd and the JR Hospital (now via Cowley). This would go a long way to allay the concerns of those who object for fear of congestions or inability to go to the hospitals.</i>
Divinity Road area resident	<i>It is unclear from the plans attached here what the proposals on Morrell Avenue will be. As that will be a necessary route to access properties above the bollards on Divinity and Southfield, it is hard to get a sense of how that will work for us.</i>
Divinity Road area resident	<i>It makes more sense to put a filter at the top of Divinity road. Otherwise there's a risk that the lower half of the road will not experience benefits. We don't get as much of a day due to the high number of students (who don't vote on it).</i>
Divinity Road area resident	<i>It will create massive traffic tail backs and pollution on the main roads and shopping areas, displacing the traffic will not improve matters what you need is more one way streets coming up and down. Also the mosque, the Health centre the shopping areas will be hugely impacted especially during Traffic Times.</i>

Divinity Road area resident	<p><i>It's a shame there isn't a restriction at the end of Stone Street as there have been several incidents over the years with cyclists being hit by speeding traffic turning right out of that road. It is also a tiny road which gets very traffic battered - definitely used as a short cut.</i></p> <p><i>I hope the quiet way will reduce traffic on Morrell Avenue as we have several new residents with small children the speed of the traffic makes it a very unsafe road for them.</i></p>
Divinity Road area resident	<i>I've selected 'definitely not' for both options in section 12 because I already cycle or walk when I go to these areas, and probably already cycle and walk more than other people. I am all for encouraging this more!</i>
Divinity Road area resident	<i>Landlords need to be able to access property to carry out maintenance work and for emergency's</i>
Divinity Road area resident	<i>LTNs are an absolutely ridiculous idea. Creates an obscene amount of traffic on main roads, while meaning residents on roads with filters have to drive further to go a short distance, meaning negative environmental impact. Disgrace they were ever considered.</i>
Divinity Road area resident	<p><i>LTNs are good only if they are proportional. This plan will create total chaos. As a cyclist I still greatly object to this.</i></p> <p><i>There are more creative ideas such as:</i></p> <ol style="list-style-type: none"> <i>1. Switching LTNs every year from one street to another</i> <i>2. Putting them only during weekdays and specific hours</i> <p><i>In addition:</i></p> <p><i>The LTN could work only if:</i></p> <ol style="list-style-type: none"> <i>1. There will be TWO lanes in each direction instead of parking spaces.</i> <i>2. Buses will get a designated lane so they won't be stuck with other traffic</i>
Divinity Road area resident	<i>Morrell Ave has extreme speeding. What will you do to stop it? LTN traffic will divert to Morrell making it more polluted & dangerous. Unless you can give a clear plan for how Morrell will be a 'quietway', I cannot support the local LTN. We have no road markings! Need to do more to catch and prevent speeding. Urgently need a bus gate. Speed camera. Light-up speed signs. 20mph painted on road surface. !Traffic calming before a child or cyclist is killed!</i>
Divinity Road area resident	<i>Mosque access for prayers particularly for tge elderly and the disabled.</i>
Divinity Road area resident	<i>Motor vehicles will become very clean and emit zero emissions</i>
Divinity Road area resident	<i>My carers, visit 17+ clients in their East Oxford homes every day, the LTN currently in place has caused congestion and access difficulties, they have 10 minutes allowed it takes 25 minutes on average to avoid congestion 5 miles sometimes, so getting to me on Hill Top Road late and they miss their lunch break as a result. The LTN's have not considered carers needs for access, Headington through to Abingdon road and all roads in between. Traffic is gridlocked, it's chaos already.</i>
Divinity Road area resident	<i>My concern has to do with antisocial behaviour by the Brookes accommodation block on Southfield near the proposed bollard. A Brookes rep said on DRARA consultation call that they were not sure they could monitor and manage such behaviour if the bollard was located there. Thus it's important for the area to be monitored and for arrangements to be made and/or measures taken to address any issues that arise.</i>

Divinity Road area resident	<i>No information has been provided on the baseline data that has been collected to make an objective evaluation of these schemes in terms of traffic volumes and air pollution. Without a baseline and a monitoring plan to objectively measure a decrease in motor vehicle traffic and corresponding improvement in NO2 levels and any increase in cycling/walking journeys how will the trial be judged? FOI requests on the Cowley LTNs suggest that no data was collected before or after the implementation.</i>
Divinity Road area resident	<i>None of these proposals consider that people may live in these areas but drive to work in other parts of the county - with awful public transport links.</i>
Divinity Road area resident	<i>Osteoarthritis</i>
Divinity Road area resident	<i>Our postman! It will make his life more difficult and his round longer. Access through the area just like refuse collection</i>
Divinity Road area resident	<i>Placing DR1 between Minster Road and Warneford Road will create a cut de sac next to Oxford Brookes accommodation. The university has said that they do not have the means to ensure that area does not become a hangout area for students, especially at night. It is possible that it will become an areas where drug users and deals congregate. If that happens, it would be extremely disruptive to residents on Southfield, parts of Minster and Warneford.</i>
Divinity Road area resident	<i>Please consider parking allocation in lower Div Rd which has high HMO population and more car owners (students have several) for fewer spaces. If I can't park in lower Div with my toddler I will have to drive right round to Warneford Lane and down. Same goes for my elderly and disabled neighbours. Unintended consequences may mean we all start entering from the top and using spaces higher up - maybe a good thing. The other bollard option was fairer to residents.</i>
Divinity Road area resident	<i>Quantification of the traffic expected to "evaporate". For example 40% of the traffic using Divinity Rd is LGVs and lorries i.e. commercial vehicles. None of this traffic will evaporate - it will use longer radial routes and lead to more pollution from that particular source of pollution. (Q12 - Definitely not - because I walk/cycle whenever possible)</i>
Divinity Road area resident	<i>Reassess whether additional car parking spaces can be provided to compensate for losses. Assess whether signage or partial barriers needed at the entrance to the new 'cul de sacs' on Divinity and Southfield Roads.</i>
Divinity Road area resident	<i>Reduce speed & reduce heavy traffic in these areas instead of blocking these roads. It will create more traffic & problems including time & fuel waisting etc</i>
Divinity Road area resident	<i>Why has there been seemingly no consideration towards putting in traffic filters which use number plate recognition or use of codes to allow access for only cars that should be going through them. This would prevent the roads being used as "rat runs" but would still allow good access to areas for residents. For example, DR1 will mean anyone living past No.99 will be unable to nip to the co-op at the bottom of the road and do a big shop.</i>
Divinity Road area resident	<i>Signage to say just road closed is not sufficient. For the Divinity Road area it should say from this date there will be no access to Cowley Road or no access to Headington.</i>
Divinity Road area resident	<i>Speed and quantity of traffic is so dangerous. My children are in danger when walking or biking</i>
Divinity Road area resident	<i>Speed is a major (unpoliced) problem, and the offenders are certainly not residents.</i>
Divinity Road area resident	<i>Speeding traffic</i>

Divinity Road area resident	<i>The 20mph speed limits in the Divinity Rd area are not observed by the majority of motorists, and motorists who do observe them are often subjected to abuse and intimidation by other drivers. The council needs to make its mind about enforcing these or abandoning them (I think they should enforce them). The streets in the Divinity Road area are frequently used by drug dealers in cars. Making ingress and egress more difficult would hopefully discourage this.</i>
Divinity Road area resident	<i>The constant use of speeding traffic by taxis and large delivery vehicles-</i>
Divinity Road area resident	<i>The council needs to look at traffic calming measures on Morrell avenue. It is already unsafe on this road - cars and vans constantly break the speed limit and endanger cyclists and pedestrians. Cars (and especially taxis) race up and down the road. I have 3 small children and I fear for their safety. You need to look at how traffic will increase on this residential street and ensure that measures are introduced ie speed bumps.</i>
Divinity Road area resident	<i>The exact locations of DR2 and DR1 need more thought - moving DR2 up to just below Minster/Southfield junction would mean parking spaces here can be used as necessary overflow for the lower half of DRARA area, as this section of Southfield has no residential properties on it. Is DR2 loc safe for clash between cars turning & bikes straight on? Wford/Div loc safer? I feel Stone St/top of Div Rd would have been a safer/less disruptive location option for DR1/DR2</i>
Divinity Road area resident	<i>The extra fuel and carbon waste that comes from the extra distance travelled. The value of time lost when travelling further.</i>
Divinity Road area resident	<i>The positioning of DR1 is critical as i am a resident of Divinity Road around the area it is indicated, i need to see the detail and exact positioning of the filter to understand any direct impact it will have on my property and access to my property. As a qualified Urban Designer & Architect i am involved in many public realm and place making projects - this type of active intervention into an residential area needs to be well designed, flower pots and bollards do not constitute this.</i>
Divinity Road area resident	<i>The reason Divinity and Southfield Roads are used as a rat run is because East Ave, Union St and Dawson St have all been closed off. The water always finds its way through the cracks, and that's what's happening. Open up these streets, and there'll be less rat-running through Divinity and Southfield Roads. The proposed LTN will force the traffic to seep through another crack.</i>
Divinity Road area resident	<i>The speed at which most cars travel on divinity road is jarring and dangerous.</i>
Divinity Road area resident	<i>there are bound to be objections to these radical proposals, since they will affect some people adversely- both residents and through drivers. But this is inevitable and should not put a stop to plans which are in part designed to encourage people to think and act differently. At the very least the trial period will teach something.</i>
Divinity Road area resident	<i>There are clearly some problems for local takeaways deliveries Taxi journeys could be longer./more expensive. An issue for those who don't have access to a car.</i>
Divinity Road area resident	<i>There are no shops, doctors etc. in the side streets, whether you are walking or cycling you always need to use the Cowley Road or Morrell Avenue and they are going to be a more dangerous than now. Open all street so the traffic disperses, East Avenue has been shut for decades. Why have we had their share of cars going up Divinity of Southfield Road all this time.</i>

Divinity Road area resident	<p><i>There is a speeding problem on Morrel Avenue. People regularly travel between x2 and x3 the 20 mph speed limit. The current strategy of using residents cars as bollards is immoral (we have lost 2 wing mirrors). Please explain how the East Oxford LTN will address this? I do not see any mention of any proposals for Morrell Avenue other than it being a "Quietway". This implies less traffic and less speeding. Please explain how the LTN will do this?</i></p>
Divinity Road area resident	<p><i>These are the wrong solutions to a complex problem. I have lived in this street since 1975. The issues are caused in part due to changes in the area. The size of Brooks(compared to Oxford Poly). The increased size of Cheney School, The size of Churchill Hospital and other hospitals and research units in Headington). All of these have taken place without any consideration of the impact on the residents. Most are good for the area. The other major change are the students with cars.</i></p>
Divinity Road area resident	<p><i>This is such an awful initiative, it is going to cause so much stress to so many people.</i></p>
Divinity Road area resident	<p><i>This scheme seems wrong from so many angles; congestion, pollution, inefficiency of car journeys, plus the sense of being trapped in your own street. But one issue seldom raised is what will happen with parking patterns if these barriers are erected. Some spaces will be lost, obviously, in an already over-populated area, but people will also start parking on spec in positions they feel might make their own next journey easier, i.e. not necessarily near their own homes. It will be very chaotic.</i></p>
Divinity Road area resident	<p><i>This will make my life very hard as tradesmen, have to work in local area and ltn in cowley has already add 1 hour of travel to my working day. There is alot more traffic on cowley rd and oxford road. I cannot understand what this will achieve.</i></p>
Divinity Road area resident	<p><i>Traffic along Iffley/ Cowley roads is backed up constantly during rush hour, often by cars traveling into the city centre, blocking routes out towards the ring road. Adding more LTNs above those already imposed will increase tailbacks on the only roads in/out of the city, massively increasing traffic and commute times, with this increasing pollution due to the idling/ stop/start traffic jams. One accident and the whole of S. Oxford will come to a standstill without through roads.</i></p>
Divinity Road area resident	<p><i>Traffic on Iffley and Cowley Road is likely to be overwhelming. The reasons for cars to come in needs to be removed. So, free bus services from park and ride to key areas of work and need, eg: hospitals, university, industrial parks inside ring road. Signage is crucial, its poor in the Temple Cowley and Florence Park areas. Notice needs to be visible early, eg A34 north and south, also on roads approaching current rat runs. Signs to help people navigate their way through the new arrangements.</i></p>
Divinity Road area resident	<p><i>Two of my grown-up children and their families live on Oxford Rd and Hollow Way. These roads are already polluted and congested and this will obviously become worse when there are no alternative routes. Also Cowley Road will lose what little character it has left. It would be better to spread traffic out and reduce speed by installing speed bumps and illuminated signs (as on Morrell Ave) to remind people to slow down. Reducing car use is a good idea; subsidising bus fares is a better solution</i></p>
Divinity Road area resident	<p><i>Unfortunately the LTN are already causing division in the community. Instead of the road rage people have claimed happens there is now neighbour rage and falling out with neighbours which is even worse</i></p>

Divinity Road area resident	<i>Very dangerous frequent speeding down Southfield Road</i>
Divinity Road area resident	<i>Very supportive of trial LTNs, but two small concerns, that emergency vehicles aren't delayed, and hoping traffic will be reduced everywhere as past experience is said to have shown in other areas that have LTNs. Thanks.</i>
Divinity Road area resident	<i>We also need a filter on Stone Street if we are to make Divinity Road safe, and free from illicit drop offs and night time speeding.</i>
Divinity Road area resident	<i>We need more 20mph signs, over even 15mph on Divinity Rd. Cars drive much too fast, and there should be more signage. Its scary to bike on the road, as room is very limited, and cars drive too fast.</i>
Divinity Road area resident	<i>Whereas these proposals are all very worth while, it is important to remember emergency services access and the congestion it will initially cause on other roads (Cowley Rd). Also with the proposed closing off points - what will happen to residents parking? More road space will be needed for turning and reversing vehicles.</i>
Divinity Road area resident	<i>Why has the original plan to have bollards at the top of Divinity rd and Stone st made no appearance here? If this has been scrapped, why have we not been consulted?</i>
Divinity Road area resident	<i>Yes, why was the Divinity Road preferred option from earlier consultation not offered -</i>
Divinity Road area resident	<i>You need to consult the residents of the Divinity Road Area for bollard placement. We strongly support an LTN, but not the plan proposed.</i>
East Oxford resident outside 3 LTN areas	<ul style="list-style-type: none"> • <i>as a new learner driver, I have had to make more dangerous turns and experience and increase in dangerous driving, especially from vans and trucks trying to navigate the filters</i> • <i>the filters will not encourage people to cycle or walk, it will encourage them to take longer routes to their work or recreational activities, resulting in more pollution, more traffic, meaning the roads are more dangerous</i> • <i>if you want to help cyclists and pedestrians, decrease speed limits on these streets</i>
East Oxford resident outside 3 LTN areas	<i>1. Poor consultation. I live on Morrell Avenue, which will be designated a "quietway", but there is NO information whatsoever explaining what changes will happen in the Avenue to implement this - will cycle lanes be made on the pavement? will residents' parking be changed? No one knows! I have discovered that DRARA, the Divinity Road residents association have been extremely actively involved in planning the trial LTN, but no one has consulted Morrell Avenue residents (one self-appointed WTF!</i>
East Oxford resident outside 3 LTN areas	<i>A justice perspective is missing. Who are people who live on the roads that will be heavily congested and more polluted like Cowley road and who needs to travel more by vehicle to get to places? Delivery drivers, taxi drivers etc i.e. people with higher levels of economic deprivation?</i>
East Oxford resident outside 3 LTN areas	<i>Access restrictions causing reduction in capacity to see and care for patients</i>
East Oxford resident outside 3 LTN areas	<i>Access to one of the oldest golf clubs in Oxford will be severely compromised. Traffic on Cowley Road will get even more ridiculous than it currently is. Why not introduce traffic calming measures (speed bumps, chicanes) than totally close roads? Seems to be the nuclear option...</i>
East Oxford resident outside 3 LTN areas	<i>Added costs, loss of trade, added pollution. There are no serious problems at present that couldn't be rectified by others traffic calming methods.</i>

East Oxford resident outside 3 LTN areas	<i>All LTN roads still have multiple parked cars potentially creating more hazards and issues for emergency services, refuse vehicles etc. Electric scooters will become more of an issue. All roads that are still able to be used will be far more congested and buses/ taxis, emergency services will take longer to get to where they are going or need to be.</i>
East Oxford resident outside 3 LTN areas	<i>As a resident of Headington who has been registered at St Bartholomew's Medical Centre for 35 years you are going to limit my access to my Doctor. You are cutting Headington and Cowley Road off from each other completely. You would be better off making Divinity and Southfield Roads one way in opposite directions and putting further traffic calming measures in</i>
East Oxford resident outside 3 LTN areas	<i>As previous 'other comment' boxes were 100 characters, there's no option but to abuse this slightly more generous one. It's clear that - by design - we'll see *much* heavier traffic on the Iffley and Cowley/London Roads, and an *increase* in noxious fumes in their immediate vicinity. How about much more traffic-calming - which presumably reduces flow to some degree, incentives for electric/discincentives for petro/diesel, and much better (ie more) and cheaper public transport and park-and-rides?</i>
East Oxford resident outside 3 LTN areas	<i>Ask the residents who are stuck in between these and how their travel is being added even like shopping up the road by car is a 45min journey. No consideration of residents mental well being, sitting in traffic and more stress!</i>
East Oxford resident outside 3 LTN areas	<i>At a certain age and prostate problems become an issue walking becomes a problem as toilet facilities are not available in the greater part of Oxford.</i>
East Oxford resident outside 3 LTN areas	<i>Better public transport routes so people can leave cars at home.</i>
East Oxford resident outside 3 LTN areas	<i>Blocking existing one way flow on Magdalen rd and Howard St removes any north / south access between Cowley Rd and iffley rd between the plain roundabout and between towns road. Traffic flows here enable east Oxford access as well as local business on these roads. This will improve with the other filters limiting through traffic from headington to donnington bridge. Closing these 2 roads will result in business deliveries blocking traffic flow, using other side roads to exit the area</i>
East Oxford resident outside 3 LTN areas	<i>By closing off 3 more neighbourhoods in East Oxford the only thing that will be created is traffic chaos. It won't stop people using their cars, but create more air pollution with stop-and-go traffic, more congestion on the main roads, and worse living condition for those on those roads. The best example is Oxford Rd where the traffic has exploded since the instruction of those 3 LTNs. Why not introduce traffic calming measures instead like more road bumps or islands?</i>
East Oxford resident outside 3 LTN areas	<i>Can you please make sure that motorcycles are not able to drive through the LTNs.</i>
East Oxford resident outside 3 LTN areas	<i>Children are later for school. Traffic is ridiculous</i>
East Oxford resident outside 3 LTN areas	<i>Closing road access makes it difficult to attend to patients in a timely manner. Trying to find other routes to get to them has been time-consuming and delays my visits to other patients</i>
East Oxford resident outside 3 LTN areas	<i>I am concerned that there will be no, or inadequate pre-trial and during/Post trial monitoring of increase / decrease of pollution in nearby roads, eg St Clements and Cowley road. The increase / decrease of Cycling traffic in certain roads eg Divinity Road; Southfield Road.</i>
East Oxford resident outside 3 LTN areas	<i>Concerned about Jeune St, seems plans will make that a major cut through. Traffic frequently ignores no right turn sign onto st clements</i>

East Oxford resident outside 3 LTN areas	<i>Consultation must be effective, it should properly engage with communities that will be affected. Existing LTN consultations did not engage properly. I use my car twice a week at the most. I walk to work every day and now walking down the length hollow way is unbearable as it is like a car park of fumes. There is no other walking route to my work. Ltns may work in big cities where there are options but I don't think it works for Oxford. Let the communities find the solution.</i>
East Oxford resident outside 3 LTN areas	<i>Cowley Road is already gridlock as it is, these new LTN's just going to make it impossible to drive. At the moment I'm taking 30 minutes to drive from Howard Street to Holloway, it used to be 10 minutes maximum.</i>
East Oxford resident outside 3 LTN areas	<i>Cowley road will be the main cycling route in and out of the city, and the traffic on it will be worse than before.</i>
East Oxford resident outside 3 LTN areas	<i>This is a good idea that has got out of hand. Modal filters have a place - but not on minor-to-medium size arterial routes that provide useful interconnections between Oxford neighbourhoods. The proposals here near-completely block movement between A4158, B480, and A420, leaving those traffic flows with no options between The Plain and B4495, the latter already newly congested by the inappropriate LTNs on Littlemore and Bartholomew Roads.</i>
East Oxford resident outside 3 LTN areas	<i>Diverting more traffic to iffley road, which is already congested and - let's not forget - also residential will have a negative impact on air quality. Also access to the vet's car park, which is essential when one has a sick animal and worried owners.</i>
East Oxford resident outside 3 LTN areas	<i>Do not increase air pollution and difficulties for residents in other areas, so that some roads can have no air pollution. That is unfair for many, and beneficial for some. We all want to live in cleaner air. There should be a way to reduce air pollution for all, not just a few.</i>
East Oxford resident outside 3 LTN areas	<i>Dr1,Dr2,Sm1,Sm2,Sm3,Sm4,Sm5,Sm6,Sm7,Sm8,Sm9,Sm10,Sc1,Sc2</i>
East Oxford resident outside 3 LTN areas	<i>East Oxford roads cannot handle the extra traffic. Poor parking by residents makes the roads hard to drive down. Church Cowley Road needs double yellows on one side to stop the cars parking on the cemetery side and at the iffley road end. Between towns road needs double yellows outside the shops. I.e co op to domino's pizza. This enables both lanes to be accessed coming up to the traffic lights heading to iffley. Cornwallis Road now has speeding cars. As there is no bus gate.</i>
East Oxford resident outside 3 LTN areas	<i>Emergency service not getting access What about drug running? Makes it easier to whizz through bollards on bikes</i>
East Oxford resident outside 3 LTN areas	<i>Emergency vehicle access to Barnet Street must be maintained or improved</i>
East Oxford resident outside 3 LTN areas	<i>Excessive traffic on the whole of The Cowley road. And trying to enter and exit the ring road is chaotic</i>
East Oxford resident outside 3 LTN areas	<i>Existing LTN's causing daily gridlock. These will only compound the problems we are already facing.</i>
East Oxford resident outside 3 LTN areas	<i>For us, living in Henley Avenue, the Cowley LTNs have led to significant rises in congestion and, possibly, pollution, especially, of course, during rush hours. The East Oxford plans will contribute further to this, and turn yet more of our community into no-go areas. None of this will lead to a reduction in car usage, something which would be very evident had proper usage surveys been carried out. There's something high handed and flawed about the whole OCC approach. Neither green nor wise.</i>

East Oxford resident outside 3 LTN areas	<p><i>Has anyone considered making Divinity road a one direction street to avoid congestion?</i></p> <p><i>What about our roads and pavements? Most of them are covered with patches and they are in a really bad condition. I personally think that the solution is to fix our roads, provide a proper bike rack around hospital but closing road it is not a solution.</i></p> <p><i>I live near Hollow Way and it is an absolutely nightmare to cross the road.</i></p> <p><i>As a midwife we do need a car to visit mothers, to attend homebirths...</i></p>
East Oxford resident outside 3 LTN areas	<p><i>Has anyone involved in this consultation tried to cycle along Iffley Road at rush hour ? Traffic often backed up from James St to Donnington Bridge Road with non-existent cycle lanes along most of the road and fellow cyclists riding on the pavement to avoid cars. This is laughing referred to as the "quick route" on the maps. LTN proposal will exacerbate the situation making it worse for cyclists, pedestrians and bus users. I know the plan is to push car users onto the ring road but it's not fit</i></p>
East Oxford resident outside 3 LTN areas	<p><i>Holloway, Oxford road, Cowley centre and Cowley roads are always jammed because of the LTN'S already in existence. I believe they are causing more pollution than they are preventing.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>How does still traffic help environment or reduce pollution? People who needs car to commute will continue using cars. As a parent and a full time professional, my kids go to different schools and LTN doesn't help get them on time to schools and then start work on time. On the top you do road works on main roads, all internal roads are already closed, where is the traffic going to go? and that too not during school half term, yes start on the day when everyone is back to school and work!</i></p>
East Oxford resident outside 3 LTN areas	<p><i>How would you suggest I drop my two small daughters off at school? Ride a bike of 3? This exercise is about ideology NOT practicality.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I already cycle and walk every day and I'd love to see a reduction of car use in the area I fear this proposal will just make the artery roads more congested and traffic congestion will slow bus services. It will be potentially more dangerous for anyone brave enough to cycle along main roads into Oxford . I'm concerned that there will be an increase in pollution levels along 'main roads' for residence who live near them.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I already walk and cycle as much as I possibly can, and only use my car when absolutely necessary - which is now already becoming impossible.</i></p> <p><i>How can it be justified that the residents of the roads with the most housing on them, such as Cowley rd, now must live in the most polluted streets in the city.</i></p> <p><i>Buses down main roads will become even more unreliable.</i></p> <p><i>The wording of this survey is extremely biased towards the LTNs and I am appalled that this is being used to collect responses.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I already walk and cycle everywhere in the city - road closure will create longer journeys, increase pollution, affect air quality forcing traffic along neighbouring roads. We are already seeing more traffic along Stratford and Warwick as traffic on Iffley Road has increased with lock down easing . This will only make it worse. Give people alternative, cheap reliable local transport, including a connection to the train station from East Oxford. Not all journeys can be car free - trip to the dump</i></p>

East Oxford resident outside 3 LTN areas	<i>I already walk as much as I can. I am penalised, discriminated and forced to live with extra pollution, build up standstill traffic, extra noise, increased danger and constant sensory issues, daily meltdowns and my mental and physical health impacted. I am autistic and LTNs have and still making my life a living hell.</i>
East Oxford resident outside 3 LTN areas	<i>I am a disabled person who needs a car to get around. Cowley is already a nightmare, nevermind creating more of these stupid barriers nearby. Traffic is going to be worse. I am impeded by a barrier on every journey I need to make. Longer trips fuel costs. There are more cars on main roads now. Pollution has been moved. Which disability groups have been consulted?? This council are corrupt using under hand tactics to bully people. Make their lives hell. I have to sit in traffic until evaporation</i>
East Oxford resident outside 3 LTN areas	<i>I am a disabled person whose GP & Pharmacy and other services are in East Oxford. These proposed measure will only increase the traffic and also make life very difficult for me, for parking and adding extra time to my journey. My health condition is such that I cannot do long journeys. Where I live in Cowley already the measures that have been put in by LTN has caused lots of delays & problems and because of all the street closures in cowley my journey times has now doubled.</i>
East Oxford resident outside 3 LTN areas	<i>I am a handyman. I work locally. I have a van full of materials and tools.</i>
East Oxford resident outside 3 LTN areas	<i>I am a nurse travelling between 7 care homes in this area - impossible to keep to time with your plans. Increased pollution due to jams and longer routes. My husband receives care at home - carers are late due to traffic, making him late for work. Crazy plan- creates problems, solves none.</i>
East Oxford resident outside 3 LTN areas	<i>I am concerned about the Iffley Road Zebra crossing where a child was nearly killed by a car the other day. Please could traffic be calmed down on this main road aswell? It's extremely dangerous</i>
East Oxford resident outside 3 LTN areas	<i>I am concerned the position of the filters in Divinity Rd will mean cars are doing tight turns in small places. The LTNs installed in March 2021 are VERY badly signposted. Already grumpy drivers are made even more unhappy to find surprise dead-ends. Please signpost these better if they go ahead.</i>
East Oxford resident outside 3 LTN areas	<i>I am excited about the proposed changes and hopeful about their long-term impact, however I'm worried about short term increased traffic along Iffley Rd and Cowley Rd. Will you introduce other measures to help people reduce their car usage? For instance, bike hire schemes like Try Before You Bike in London https://www.peddlemywheels.com/try-before-you-bike and free cycle lessons. Likewise, will you out in a protected cycle lane and remove parking along Iffley Rd to make it safer to cycle?</i>
East Oxford resident outside 3 LTN areas	<i>I am now unable to walk far. Bus travel would require going into the city and out again. Better to spread the load and open up some of the already closed roads?</i>
East Oxford resident outside 3 LTN areas	<i>I am very concerned that cutting off access for local residents, emergency services and courier companies, forces traffic onto the main roads which can't cope, thereby increasing congestion and pollution. I only became aware of the LTN's that had been introduced when I got stuck for ages on the Cowley Road due to the resulting congestion. On paper it looks a good idea, in reality its a sub-optimal solution and by reducing access, increases transport inefficiency and main road pollution</i>

East Oxford resident outside 3 LTN areas	<i>I am very supportive of the approach of LTNs and the need for significant behaviour change. My specific concerns are about the volume of traffic that will be pushed onto the main arteries of Iffley and Cowley Roads and the pressure that will be put on the Plain roundabout that already acts as a funnel for traffic going around town. This will probably also happen on St Clements if traffic goes that way. These main roads are very inhospitable to cyclists and pedestrians. Air quality will suffer</i>
East Oxford resident outside 3 LTN areas	<i>I am very worried about the effects of this on air quality on the main roads which my child walks along to get to school. Please monitor the air quality before this is implemented and afterwards and ensure it does not breach safe guidelines on Headington road/London road and Gypsy Lane</i>
East Oxford resident outside 3 LTN areas	<i>I collect grandchildren so cannot walk or cycle to do this.</i>
East Oxford resident outside 3 LTN areas	<i>I cycle & walk where/when possible, but need to drive couple of times a week when cycle/walk isn't possible. LTN will not stop me driving!! I will just sit in traffic, which will create more pollution & petrol expenses. Limit driving speed, put speed bump on those roads to reduce driving dangerously & noise pollution for residents on those roads</i>
East Oxford resident outside 3 LTN areas	<i>I cycle and walk more than I drive but the negative impacts of this are not just on drivers. Increased traffic on major routes will effect me when walking and cycling and we have already seen this with existing LTNs with significant queueing traffic. It's crazy to remove the effective 1 way system of SM8 and 10. There won't be less traffic, it will just mean all traffic going the same way and in many cases taking considerably longer routes. The former LTNs were v poorly publicised.</i>
East Oxford resident outside 3 LTN areas	<i>I cycle or drive through the areas from Iffley Fields as my direct route to work etc. Whilst it may improve walking / cycling through the areas it will make it even more difficult to cross / right turn into Cowley Rd / Iffley Rd etc. It will also cause more congestion on these (bus) routes. It just moves the problem elsewhere. There needs to be a restriction on vehicles entering Oxford. These schemes are just 'rearranging the deckchairs on the Titanic'.</i>
East Oxford resident outside 3 LTN areas	<i>I don't think anyone has really thought this through, look at the traffic now on the cowley road and Iffley road due the the ltn on rymers lane, littlehay road and Oxford road little more. And now you think this will be better?? I honestly have no idea why you think this is going to make anything better. All the pollution is just being moved elsewhere. No one will start walking or cycling if that's what you think.</i>
East Oxford resident outside 3 LTN areas	<i>I feel strongly that cutting off through traffic will cause me personally to experience additional air pollution on the Cowley Road,</i>
East Oxford resident outside 3 LTN areas	<i>I fully support the plans BUT they must include a safe SEGREGATED cycle route up Iffley Road, particularly between Jackdaw Lane and the Plain roundabout, to connect the Meadow Lane cycle route with town. Cowley Road will never be appropriate for cycling due to the number of buses / deliveries, but Iffley road has plenty of space for a safe cycle route to be built (such as the one on Donnington Bridge) that e.g. children can use alone. This should be a priority together with the LTN.</i>
East Oxford resident outside 3 LTN areas	<i>I have arthritis in both hips and LTNs are NOT disabled friendly</i>

East Oxford resident outside 3 LTN areas	<p><i>I have extreme anxiety that stops me using public transport and makes it hard for me to sit in traffic.</i></p> <p><i>The current LTN has already made a lot of my local area inaccessible to me most of the time.</i></p> <p><i>The timing of trialling the LTN during the Covid lockdown gave inaccurate data about the length of delays caused, particularly at the cowley road/hollow way junction.</i></p> <p><i>Increased traffic on main roads has made these walking routes unpleasant whilst only marginally improving walking routes in LTNs.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I have some concern about the ability of vehicles to turn around at or before the modal filters. It would be reassuring to know that the county council had modelled how large vehicles like refuse vehicles, delivery vans, fire engines would turn round, particularly in the St. Mary's scheme.</i></p> <p><i>I am dubious that Howard Street is wide enough for two-way traffic. Is the council proposing to remove existing street planting or to remove on-street parking?</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I live on Morrell Ave and am not sure if there might be an increase in traffic as a cut through from Headington / The Slade / Hill Top Rd & top of Divinity. This does not put me off the Divinity LTN, however I would want to seek both a speed camera and a pedestrian lights crossing halfway down the hill for safety; it is already a busy street with speeding traffic.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I live on the upper section of Morrell Avenue, adjacent to Divinity Road so very much within Divinity Road area. We will be affected by these proposals with increased traffic on our road, despite the fact Morrell Avenue is a purely residential road and not an arterial road. These proposals lack any mention of what will be done to mitigate through traffic on Morrell Avenue therefore I cannot support fully.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I need to drive because of my job school run taking my my mum to and from Most of all work</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I object to these new road closures as these are already causing gridlocks on main roads where they have been installed (Cowley)</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I really struggle to see how closing all these roads, and forcing all the additional traffic on to the already busy Cowley and Iffley roads will help the majority of people. The ridiculous LTNs in Florence Park, Temple Cowley and Church Cowley are already forcing more people onto main road like these, and Church Cowley Road, and causing significantly more traffic, increased air pollution and more dangerous driving. Don't implement these.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I really worry about the impact on church Cowley Road (CCR). It's already awful. We have small children. It's not fair we suffer, although in principle I do very support the LTNs. There needs to be more done to actually restrict traffic alongside the LTNs rather than making roads impassable with traffic. We need crossings and/or islands put in on CCR before further action as well as pollution monitoring. I do think there should be a trial however. We also need controlled parking on CCR.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>I strongly oppose the suggested plans. The problem in the area is due to all traffic diverted to Cowley Road. Instead of spread out on other roads or options.</i></p> <p><i>Over 2 decades we have as local residents seen an increase in noise pollution from pubs m, night clubs and loud all night student parties. Until the early hours of the morning. Students screaming in the streets after being intoxicated and abuse of drugs. Keeping local residents awake at night. Causing long term health issues/depression</i></p>

East Oxford resident outside 3 LTN areas	<i>I think that Magdalen Rd, Howard St, Divinity Rd and Southfield Rd are vital access links for us residents of East Oxford who live nearby. I am strongly opposed to LTNs being installed on these four roads. However, I do think that there is an issue on Divinity Rd/ Southfield Rd as they are too narrow for traffic in both directions. I would support a one way system being installed on these roads in the same way as it is currently on Magdalen and Howard Streets.</i>
East Oxford resident outside 3 LTN areas	<i>I think we need more bike racks but that are safe! So many bikes get stolen and I really think we need to improve on this. More local veg garden will be nice as well. And cheaper public transport! It is so expensive right now and even as a student the price is too high.</i>
East Oxford resident outside 3 LTN areas	<i>I understand but is big problem when traffic blocked main road don't closed the road make one way I think batter then closed all road is not good idea</i>
East Oxford resident outside 3 LTN areas	<i>I walk/cycle when necessary and feel these routes are perfectly safe to do so. Most car journeys cannot be taken by other means. By making these necessary journeys more unpleasant, time consuming and stressful you risk the social and emotional well-being of those needing to travel. Cowley Rd is already dangerous and unpleasant both as a driver and pedestrian. Buses stopping and loading vehicles already make it a very inefficient and unsafe. Funnelling more traffic on this route is</i>
East Oxford resident outside 3 LTN areas	<i>I WORK AND ALSO A CARER YOU GUYS ALREADY WASTE MY HOUR GOING DOWN HOLLOWAY I DONT NEED THIS CRAP ANYMORE</i>
East Oxford resident outside 3 LTN areas	<i>I work in and around all the LTN areas, the LTNs make it far harder to get around and do my job, they cost me time and money.</i>
East Oxford resident outside 3 LTN areas	<i>I worry about cyclists at the plain roundabout. This action will increase that traffic.</i>
East Oxford resident outside 3 LTN areas	<i>I would like to know why turning the popular Cowley Road into a polluted motorway seems like a good idea? We all know a young girl in London died from living next to a busy road . Why do that to residents in Oxford? Could there be investment instead alternative energy/ smaller public transport vehicles /trams/ slowing traffic/oneway systems /biofuel buses/congestions charges etc. Things that treat people equally. Why this divisive method? I cannot see the logic.</i>
East Oxford resident outside 3 LTN areas	<i>I would like to see an evaluation of the current Cowley LTNs to see if this will lead to modal shifts and traffic evaporation. My concern is that if they do not then this will mean an increase in traffic congestion with associated pollution but also an impact on the more vulnerable in society (eg carers, disabled, etc).</i>
East Oxford resident outside 3 LTN areas	<i>I would recommend closing the whole of Oxford within the ring road to all traffic except residents, public transport and business access. Increase parking outside the ring and improve public transport routes from these areas.</i>
East Oxford resident outside 3 LTN areas	<i>If I am able to walk or cycle, then I wouldn't objects</i>
East Oxford resident outside 3 LTN areas	<i>If part of the aim is to increase cycling, then more and more secure cycle parking spaces need to be provided in this area i.e. solid racks that can't be cut or dismantled, and sited in relatively open, well-lit places to deter thieves, ideally where they won't obstruct access for pedestrians.</i>
East Oxford resident outside 3 LTN areas	<i>If Rectory road would be made two way on the whole length for cyclist that would be great (allow cycle contra flow on the second part?). I currently cut through Rectory Rd/Marston St on my morning commute, but on the way back I have to go via The Plain roundabout (the most dangerous part of my 13 miles commute), because there is no good cut through in the opposite direction. If Marston Street/Rectory Rd could be used cycling both ways to avoid the Plain</i>

East Oxford resident outside 3 LTN areas	<i>If these are implemented then it's going to put acute pressure on The Plain in terms of traffic flows. I think the dropping off and picking up of pupils from Magdalen School at peak times needs to be thought about as it's a frequent cause of congestion here. Also if safe alternatives can be provided away from Cowley Road itself for cycling, then measures to improve traffic flow could be considered - especially areas where buses can pull over safely without completely impeding flow.</i>
East Oxford resident outside 3 LTN areas	<i>If you are not able to cycle for medical reasons (like onl one arm) - how are you expected to get about?</i>
East Oxford resident outside 3 LTN areas	<i>If you want to improve air pollution then don't close most roads so 2 roads have far more stationary traffic causing much higher pollution for those living there. Littlemore Rd now with LTN has more speedy drivers and often more dangerous to walk across than was before.</i>
East Oxford resident outside 3 LTN areas	<i>If you want to keep the City traffic free fine. But you cannot put the whole burden onto east Oxford. Like every thing it appears to be a dumping ground.</i>
East Oxford resident outside 3 LTN areas	<i>I'm impressed and very grateful for the care with which OCC is clearly considering the issues and needs involved, and I hope that you won't let campiagns of misinformation and scare-mongering prevent you from pursuing the evidence-based LTN solutions that have worked so well in other cities, and done so much to reduce pollution and enhance community. Thank you for your efforts.</i>
East Oxford resident outside 3 LTN areas	<i>I'm taxi drive I will take long time to Lound from Cowley to ifley to pick customers</i>
East Oxford resident outside 3 LTN areas	<i>Impact on Church Cowley Road</i>
East Oxford resident outside 3 LTN areas	<i>In current ltn areas traffic around my road(perimeter) is higher than ever, Its just displaced traffic not reduced traffic. I fear your current proposals will grind East Oxford to a standstill, thus creating more traffic and more pollution with. This will bring east oxford to its knees. Will kill any chance of progress.</i>
East Oxford resident outside 3 LTN areas	<i>In Temple Cowley LTN the resulting traffic Jams on Oxford Road required an Air ambulance call out to access a casualty via St Christophers Playing Field.</i>
East Oxford resident outside 3 LTN areas	<i>Increased traffic on Hertford Street also incompatible with plan for school streets. "Quiet route" should avoid Hertford Street. Iffley road pedestrian crossings inadequate for increased traffic flow - cars already do not stop (evidenced by recent accident and serious injury of child on way to school). More signs warning of school and children crossing needed, at the very least, and ideally lollipop people at Chester st and Percy st crossings. Or lights with button.</i>
East Oxford resident outside 3 LTN areas	<i>Insufficient width in Howard Street etc. To be 2-way traffic. Unless you ban parking.</i>
East Oxford resident outside 3 LTN areas	<i>Introduction of more LTNs, before the trial of the Cowley LTNs has been evaluated will turn Church Cowley Rd into a dangerous inner ring road and make living there unbearable. Cowley is known to be a pollution blackspot. It is grossly unfair that residents of Church Cowley Rd should have to endure increased traffic, tailback of cars with engines idling causing increased particulate matter and noise pollution. Church Cowley Rd is a residential road why is our health considered unimportant?</i>

East Oxford resident outside 3 LTN areas	<i>It absolutely insane idea. Much more pollution to the city. Traffic in chaos. Could not imagine what it would be when lockdown is over. Have you ever try to gather traffic statistic and create a model to see what will be the result. Working people cannot get their kids to schools and then get to work in time. Those who can walk or use a bike already do it. It's absolutely not friendly to all people who live on main roads. Many people are considering reallocation to more friendly cities now</i>
East Oxford resident outside 3 LTN areas	<i>It causes more pollution due to extra miles on journey and traffic deadlocks on main roads. As I am a visitor to this area, cycling and walking are not open for me.</i>
East Oxford resident outside 3 LTN areas	<i>It is already causing chaos on the roads in Cowley areas to add to this is insane. You will not force drivers to give up their cars if they do not want to, it is causing more problems than solving them. I walk my youngest to school and have no choice but to walk past standstill traffic, breathing in more pollution created by fumes from increased traffic. It's become less safe to cross the roads we need to use. I wouldn't allow him to cycle on the roads to his school due to increased traffic.</i>
East Oxford resident outside 3 LTN areas	<i>It is too soon. It is mayhem in Cowley and a very unpleasant place to live if you have to use your car to work. I work in Kidlington, I can not walk or bike. There is not an adequate bus service, no bus lanes and the bus is stuck in traffic with no where to go. You have to give real alternatives to get around. The current situation is not fit for purpose. This is not the right time for this new scheme. Give Cowley a break!!!!</i>
East Oxford resident outside 3 LTN areas	<i>It took me nearly 1hr 30mins to do what is normally a 5-10 minute drive. The traffic on the main road is ridiculous now. You want to make the roads safer for children and cyclists, but what about us that live on main roads. Why do we have to suffer?</i>
East Oxford resident outside 3 LTN areas	<i>It will cause great distress to the transport sector regards customers and business on a whole with covid still lingering around</i>
East Oxford resident outside 3 LTN areas	<i>It will create chaos and more pollution. Occ should Focus on low emissions and parks</i>
East Oxford resident outside 3 LTN areas	<i>It's getting really hard to find joined up streets where someone can learn to drive safely! We used to use Florence Park with a 'longer' drive along Cricket Road/Ridgefield Road if feeling confident.</i>
East Oxford resident outside 3 LTN areas	<i>just highlight the fact that LTN is a bad idea that would be good on the 60"s not at thei time,</i>
East Oxford resident outside 3 LTN areas	<i>Long-term thought: might the name "Active streets/active travel areas/active travel neighbourhoods" be less umm politically difficult than LTNs?</i>
East Oxford resident outside 3 LTN areas	<i>LTN's create more pollution than the current layout. Longer journey times and more idling. This proposal is just moving the problem elsewhere and not the solution. If you want to control rat runs on residential streets, you should consider 'one way street layouts. This will help to control traffic on residential streets.</i>
East Oxford resident outside 3 LTN areas	<i>LTNs in Oxford have not been thought through and the majority of people who are suffering is at the expense of minority who are benefitting. Lives, health and safety is put at risk as evidence shows by the fire and emergency services.</i>
East Oxford resident outside 3 LTN areas	<i>LTNs will increase people's journey length and time in the car what is the impact of this on the climate and their jobs pollution rises on roads in the close vicinity to the LTNs. I walk a lot but recently due to the LTNs put in place in Cowley I have noticed more standing traffic and pollution levels have increased making it unpleasant/unhealthy. new LTNs will make this issue worse. have people in cars been surveyed as to why they are using their vehicles - I use a car when it is necessary?</i>

East Oxford resident outside 3 LTN areas	<i>Measuring new hot spots of pollution since the LTN's were introduced in March</i>
East Oxford resident outside 3 LTN areas	<i>Most of the ltn are creating traffic and more pollution, I live in this area and am not seeing the benefit, I walked and cycled locally before when suitable this will not change. People are sat in cars running engines more than before.</i>
East Oxford resident outside 3 LTN areas	<i>Most people, especially those with children, need to drive around the city for school, work, social activities, shopping etc. The ltns will not reduce the need for driving, they will only cause more congestion on the main roads causing more pollution overall, more fuel consumption overall, longer travel times, lower mental health. They will not be good for the residents of the rest of Oxford nor the environment overall. Also the trial period during Covid traffic levels is ridiculous.</i>
East Oxford resident outside 3 LTN areas	<i>My wife's and my own journey has already doubled and will increase another 2 fold. As would many others. This will literally create 4x more emissions and cause chaos on the roads. You are prioritising others, mainly people who never have to drive, over ones who do. My mother is disabled and my sister has 3 children whom she has to drive to school and then get to work. Many others feel the same way. The LTN's have not been successful, they are responsible for a death already and more will follow.</i>
East Oxford resident outside 3 LTN areas	<i>Myself and my housemates have all experienced aggressive men harassing us and, in the worst cases, following us home. This makes us feel unsafe walking around the streets as some of these events have even happened in day light. Forcing people to drive longer routes to their front doors is discriminatory to those who feel unsafe. If the safety of residents is the council's main priority then this should be the primary focus of the council's efforts and not the implementation of LTNs.</i>
East Oxford resident outside 3 LTN areas	<i>No cars in pavements please... Make the city truly accessible and safe. Also, quite roads shouldn't be two-way. Having single way roads will help to improve a smart use of the street section plus the security of cyclists and pedestrians. Giving the pavement a restricted pedestrian use should be a priority.</i>
East Oxford resident outside 3 LTN areas	<i>Not a good idea if you live in the area you know this will add at least 10mins to 15 mins to a travel time and cause more pollution.</i>
East Oxford resident outside 3 LTN areas	<i>Only to reinforce that one of the reasons we drive is because it's not safe to cycle - so for a percentage of people it is a vicious cycle (I am considering driving my children up to Cheney, which I know is not ideal and I don't want to do, but the general thinking is that it is not safe to cycle). I appreciate there are many factors to consider, but children/teenagers being able to cycle to Cheney is a significant issue. It will help with Spires access too, for those crossing the Mag Rd. area.</i>
East Oxford resident outside 3 LTN areas	<i>People worry about taking bus especially after the covid.</i>
East Oxford resident outside 3 LTN areas	<i>Please consider enforcing the legal speed for Princes Street and other similar streets by placing pacifiers/sleeping policemen and electronic speed warning</i>
East Oxford resident outside 3 LTN areas	<i>Please extend use of LTNs into neighbouring regions - Littlemore, Sandford and Blackbird Leys would all benefit greatly.</i>
East Oxford resident outside 3 LTN areas	<i>Please introduce LTN/quiet street on Glanville Road/Barracks Lane - the car traffic around school and engine idling are a menace -</i>
East Oxford resident outside 3 LTN areas	<i>Please make sure you survey pre- and post-LTN levels of traffic, pollution, active travel, etc. so that you have decent data.</i>
East Oxford resident outside 3 LTN areas	<i>Please provide information on the disabled residents & what consultations were done with them.</i>
East Oxford resident outside 3 LTN areas	<i>Please try to make life easier for all look what have you already to traffic on the cowley road it's an absolute chaos.</i>

East Oxford resident outside 3 LTN areas	<i>Pollution pollution pollution on the main roads where all shops and restaurants are and therefore all the foot traffic is.</i>
East Oxford resident outside 3 LTN areas	<i>Real concern about build up of traffic around the Plain</i>
East Oxford resident outside 3 LTN areas	<i>Really poor timing of the LTNs with the pandemic. Far less likely to engage economically with Oxford businesses, too much hassle</i>
East Oxford resident outside 3 LTN areas	<i>REDUCING TRAFFIC IS A PRIORITY NOT CONCENTRATING THE CURRENT VOLUME ON LARGER ROADS AS THIS CHAOS ALREADY EXISTS SO FURTHER FILTERS WITHOUT METHODS OF REDUCING CAR USE IS GOING TO BE TOUGH ON US WHO STILL HAVE NO ALTERNATIVE THAN TO COMMUTE TO OTHER TOWNS NOT SERVED BY PUBLIC TRANSPORT</i>
East Oxford resident outside 3 LTN areas	<i>Reducing traffic on Cowley Rd will only work if bus gates on high street and Oriel Square are working! And if South Parks Rd bus gate is finally implemented. Traffic going via Cowley Rd through city centre makes cycling feel unsafe for me, and buses are suffering in the congestion!</i>
East Oxford resident outside 3 LTN areas	<i>Residents need to be informed more and given more time for consultation. Lack of consultation and lack of alternatives is concerning.</i>
East Oxford resident outside 3 LTN areas	<i>Ridgefield road without any traffic calming will increasingly become a rat run for cars seeking to avoid the Cowley road traffic congestion. This will make it very unsafe for children and the elderly who live on this road I would implore the council to include effective traffic calming eg: sleeping policemen or chicanes in order to prevent disaster.</i>
East Oxford resident outside 3 LTN areas	<i>Since the LTNs have come into place it's become even longer to get the kids to school, go shopping or even go out as a family. There is soo much more traffic in the main roads. It has Also made howard Street more busy making the pollution come this way, I am asthmatic and have young kids and this road has become soo much more busier.</i>
East Oxford resident outside 3 LTN areas	<i>So unfair for people who are lucky enough to live in quiet neighbourhoods force traffic elsewhere, especially when those who live in busy areas are already suffering from the harmful effects of pollution, noise etc.</i>
East Oxford resident outside 3 LTN areas	<i>Some consideration may need to be given to allowing taxis and private hires to pass some of the filters (maybe DR1) in the short term while traffic reduction happens on the classified roads. There should be a strong incentive for this only to be allowed if taxis and private hires agree to stick to speed limits and are willing to use in-vehicle devices to record that.</i>
East Oxford resident outside 3 LTN areas	<i>Speak to the residents of OX4 who are suffering from the LTN's and how it is causing stress and strain on their mental well being!</i>
East Oxford resident outside 3 LTN areas	<i>Speed of traffic on all streets is not monitored nor imposed - this should change</i>
East Oxford resident outside 3 LTN areas	<i>The air pollution in Oxford is so high anything done to improve it would be amazing for public health and sense of community!</i>
East Oxford resident outside 3 LTN areas	<i>The answers to question 8 (reasons for support) are tangible, measurable and, somewhat, quantitative outcomes of the implementation of these LTNs. The answers to question 9 (reasons for opposition) are less tangible, "gut feeling" type responses, i.e. "It will cause traffic chaos", "It will create more traffic on nearby roads" - will it? These are not definite outcomes. Until the experiment has been performed, these are only suppositions rather than guaranteed outcomes. I strongly support LTNs.</i>

East Oxford resident outside 3 LTN areas	<i>The council must promote the concept of a LTN. To truly design the city for low traffic, not just the closure of rat runs. A LTN is not complete until traffic is as low as possible, enabling modal change. It has to be easier to cycle/walk than drive, otherwise we will all continue to choose convenience over climate and health outcomes.</i>
East Oxford resident outside 3 LTN areas	<i>The Cowley ltns already being trialled are dividing neighbourhoods, causing much stress for many parts of society, i.e. carers, blue badge holders, parents, delivery drivers, businesses. Also pushing pollution and traffic onto perimeter and main roads which cannot cope. We need much better infrastructure before proceeding with any more restrictions. Am hoping the Cowley ones will be reversed or at best revised.</i>
East Oxford resident outside 3 LTN areas	<i>The current situation will only be worsened with additional traffic on quickways</i>
East Oxford resident outside 3 LTN areas	<i>The delays are impacting the community nursing team. It adds a significant delay to every DN's day that has a cumulative disruption so we are seeing fewer patients and struggling to meet needs due to the traffic. The LTNs continue to disrupt the service daily thus a reduction in the work capacity of the District Nursing team. This is also impacting the wider network of the community care team. The purpose of the LTNs do not justify the disruption and loss the public are having to endure.</i>
East Oxford resident outside 3 LTN areas	<i>The Divinity Road Residents' Association had proposed a different locations for DR1 and DR2. Could the specific reasons for proposed locations be published please?</i>
East Oxford resident outside 3 LTN areas	<i>The existing LTNs are causing enough kaos in Cowley Road already, the last thing we need is push more traffic into it. Every resident who need to go out of the neighborhood will have to do it for one only way, wich means more time and pollution and congestion to get to the other side of the filter. Every time a car needs to go from Cowley to Ifflie or vice-versa, will have to go St Clemens roundabout or Between Towns. How much pollution and congestion is that going to do?</i>
East Oxford resident outside 3 LTN areas	<i>The existing LTN's have caused unnecessary time to be wasted on travel whether its work, school or general travel. All main roads are heavlie congestied, there is more air pollution caused on main roads. People who walk are still able to walk on routes & cycle. More importantly it takes emergency service more time to reach their destination in emergencies.</i>
East Oxford resident outside 3 LTN areas	<i>The extra traffic on the Cowely and Iffley road will have a massive impact the lives of those living there. Expect more accidents at the Plain because of this. The first death will be on your hands. NOT EVERYONE can cycle or walk.</i>
East Oxford resident outside 3 LTN areas	<i>The florence park LTN is hugely divisive and has made life awful for some people. It cannot be deemed successful when it is detrimental to so many and has split the community. There should be lots of cul de sacs created, lots of one way streets,the through roads should remain, there should be lots more crossings, and excellent bicycle lanes. Speed camera and reduced speed limits. The LTNS are cheap and short sighted. The area could be transformed with some imagination and money.</i>
East Oxford resident outside 3 LTN areas	<i>The impact on Oxford Golf club with potential loss of members and buisness due to the time taken to access the club.</i>

East Oxford resident outside 3 LTN areas	<p><i>The issue is the LTN'S have nothing to do with pollution as you know they cause more through traffic displacement.</i></p> <p><i>Will I be reimbursed for loss of trade, loss of personal time and additional costs incurred?</i></p> <p><i>Your ultimate aim is to rid the city of cars without any thought to us workers that use a vehicle for work like delivery drivers care workers and builders like me under estimated extra 800 miles a year so wrong. Working class being penalised soon it will just the rich can afford to drive.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>The LTNS already in affect in my area are causing horrendous traffic on main roads and other routes which causes more air pollution as people are sat in there cars for longer not only this but is affecting businesses along the main road where customers are put off taking this route due to traffic. I have many friends and families who live in the LTN areas and they are also strongly opposed and have said these measures have not had the intended outcome and make there lives more difficult.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>The LTN's increase traffic clogging our arterial routes, pollution levels putting lives at risk and roads that are unsafe for cyclists and pedestrians. Think again about the knock on effect that closing some roads already has on other routes. Cowley Road and Iffley Road are even more congested and are not 'Quick Ways' and neither should they be. Speed limits on both roads should be 20miles an hour. Iffley Road low speed limit right up to the ring road. The displaced traffic is appalling.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>The LTNS need to be accompanied by strong traffic warden presence on Cowley Road, to ensure that cyclists are safe, even if there are more cars on this designated Quickway. This would be particularly the case from James St. to the Plain, where the St. Mary's LTN debouches into Cowley Road</i></p>
East Oxford resident outside 3 LTN areas	<p><i>The LTNs will negatively impact my life massively. There will be a lot more traffic along Cowley Road (recent LTNs nearby have already seen a large increase), bringing noise and air pollution. The buses are already horribly unreliable, which will be made worse. It also leaves me with heavily congested, longer than necessary routes to access areas that aren't immediately local (ring road, other Oxford areas, M40, etc).</i></p>
East Oxford resident outside 3 LTN areas	<p><i>The LTNs will put pressure and congestion on the Plane roundabout and the lower parts on the Cowley and Iffley Rds. - Access from St Marys area to the Hospitals area will cause delays in emergency unless blue light vehicles can override the LTN restrictions.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>The plain will become almost impassable</i></p>
East Oxford resident outside 3 LTN areas	<p><i>The proposals offer nothing in the way of additional support for cyclists using Iffley Rd, Cowley Rd or St Clements which WILL become more congested (and thus dangerous and polluted) as a result of the proposals. The filter at Divinity Rd is especially problematic because of the steepness of the hill and the volume of parked cars is already a barrier to cycling which will not be alleviated. Filters on Circus St and Temple St also problematic, as are the ones proposed on Magd Rd and Howard St.</i></p>
East Oxford resident outside 3 LTN areas	<p><i>The scheme is just moving the traffic to another area which will be Morrell Avenue and our air will be worse.</i></p> <p><i>The traffic will take longer which will increase pollution and these schemes are creating elite areas with better air quality.</i></p> <p><i>It's a waste of money and is not going to achieve anything except make main roads far more polluted when they are already badly polluted.</i></p> <p><i>I can't walk anywhere and this scheme will mean I will go out even less than now.</i></p>

East Oxford resident outside 3 LTN areas	<i>The scheme is stupid and you have no concept of the congestion it is causing!! I'm a cyclist and a motorist and it has made the roads more dangerous for cyclists!! The cowley road is dangerous and horrendous as are other key roads! You are completely missing the point, this is just displacing traffic to other areas. To reduce congestion you need to improve public transport and make it cheaper. Buses in oxford are a rip off an unreliable. Please wake up and get rid of these stupid road blocks!!</i>
East Oxford resident outside 3 LTN areas	<i>The scheme will probably not reduce traffic levels at all; it will merely change its flow and extend many journeys. The St Mary's LTN is likely to funnel additional traffic onto Iffley Road, which is currently used by large numbers of cyclists and busses The extra traffic will increase delays and hazard cyclists. Iffley Road is also residential, and the extra traffic will cause increased noise, delay and pollution for those who live there.</i>
East Oxford resident outside 3 LTN areas	<i>the speed of cars racing up and down Morrell Avenue OX4 has always been a problem. We need a speed camera.</i>
East Oxford resident outside 3 LTN areas	<i>The traffic on Morrell Avenue is supposed to be 20mph but cars regularly exceed this. The road is incredibly busy (and may only get busier with the LTN proposals), so I feel that a speed camera or other traffic controlling measures are necessary to improve pedestrian safety.</i>
East Oxford resident outside 3 LTN areas	<i>The whole scheme is mad; I am 64, walk almost everywhere and use the car once a week. Instead of blocks, use more traffic calming and provide cheaper, efficient public transport for those who have no choice but to commute. The scheme will inconvenience many residents, increase emissions on main roads, damage local businesses. Iffley fields will become a rat run until you decide to block stratford/warwick/parker/fairacres... and then what next?? please just rethink it.</i>
East Oxford resident outside 3 LTN areas	<i>The wider effect ... this helps a small portion of people but ruins it for everyone else. I know you won't listen to us, so what's the point.</i>
East Oxford resident outside 3 LTN areas	<i>There is a need to work on key junctions that were already congested and caused tailbacks before the LTNs to increase capacity, prevent gridlock, and allow services to be provided eg by tradespeople, builders, etc.</i>
East Oxford resident outside 3 LTN areas	<i>These restrictions are total nonsense and will cause major major issue to the local people who will need to use these roads on a daily basis</i>
East Oxford resident outside 3 LTN areas	<i>This is a vital link for East Oxford residents to the hospitals, cutting this off may cost lives and will certainly increase pollution.</i>
East Oxford resident outside 3 LTN areas	<i>This money can be better spent on other government projects more in need of attention such as NHS. So please stop wasting our and your time, and important funds on silly thoughts. Which will make life hard for everyone.</i>
East Oxford resident outside 3 LTN areas	<i>This plan breaks the connections from Cowley Road to Headington hospitals, leaving the only routes via either The Plain or Hollow Way (both already horrendously busy routes). It also blocks every route between Cowley Road and Iffley Road from The Plain to Between Towns Road. The idea of making Magdalen Road, Howard Street and Rectory Road two-way traffic is laughable - none of these are wide enough to support this, even if parking is decimated.</i>
East Oxford resident outside 3 LTN areas	<i>This whole concept has been imposed on by idiots living in dream world</i>
East Oxford resident outside 3 LTN areas	<i>Through traffic in this area includes people working in Headington (at JR, Oxford Brookes, etc) and also those travelling to SMSJ school (consider catchment shape). Some of these people won't or can't cycle so will now need to travel full length of Iffley rd, increasing traffic particularly at peak times.</i>
East Oxford resident outside 3 LTN areas	<i>Traffic jams in main roads as Cowley road, Iffley road, Howard street, Morrel avenue.</i>

East Oxford resident outside 3 LTN areas	<i>Very much unworkable, causes all traffic into one route, gridlock and chaos ... other councils cancelled such plans, Oxford should do the same. You are making residents life difficult We pay taxes for you to look after us, not cause us problems getting into work!! I strongly object to the LTN scheme, cancel it in all areas including Cowey ... maybe some of the councillors should try living in the affected area to feel our pain.</i>
East Oxford resident outside 3 LTN areas	<i>We need more LTNs around the city.</i>
East Oxford resident outside 3 LTN areas	<i>Where is all the traffic going to go?! All you are doing is displacing traffic onto other roads. What about those residents who will have busier roads, more dangerous for their children to play, increased air pollution? What about emergency vehicles? How will they get anywhere especially as Cowley road is almost always having some sort of road works and so is always busy? I don't feel you are hearing our concerns</i>
East Oxford resident outside 3 LTN areas	<i>While these LTN's reduce the desirability of driving they are not an incentive to cycling along the Quickways highlighted. There will be more traffic for the period that people adjust. This may have the undesired effect of dissuading people from cycling. Where is the plan to introduce segregated cycle lanes along Iffley and Cowley roads that needs to go along with these proposals? Only once we have both LTN's and good cycle infrastructure will there be a significant switch from car to bike.</i>
East Oxford resident outside 3 LTN areas	<i>Why are kids being encouraged to play on roads? Why don't cyclist use cycle lanes provided? Why do they never indicate before turning? Why can they cycle through city centre? See the problem here is you have caused huge inconvenience to people who work in and around the area.</i>
East Oxford resident outside 3 LTN areas	<i>Why can't you put in one way systems...? Keep traffic moving not standing in traffic jams pumping out pollution and making it worse for cyclists and walkers</i>
East Oxford resident outside 3 LTN areas	<i>With the introduction of the LTNs the Oxford and Cowley and well as the Iffley roads will come under immense strain due to the displaced traffic. The swan traffic lights need resequencing or removing and more effective solutions installed. The Plane (At Clements) is ready congested and will suffer futher.</i>
East Oxford resident outside 3 LTN areas	<i>With the proposed blocks I just wouldnt bother visiting these areas at all because its such a rigmarole and I dont think its fair on people who can't walk or cycle the distance. If buses were more reasonably priced and took less time to reach their destination I would be more inclined to use them. As a cyclist, I don't find it dangerous that cars can drive down these roads, I find it objectionable that parking rules are poorly enforced and there arent enough cycle lanes.</i>
East Oxford resident outside 3 LTN areas	<i>You have already caused traffic chaos with the current LTN's and without weighing up the benefits and weaknesses of that trial you have jumped head first into another trial. How can you be sure of the effectiveness of all the outcomes of blocking off streets if you change parameters before assessing the outcome? As always Oxford council quick to bash car drivers with poorly thought out proposals and even poorer execution.</i>
East Oxford resident outside 3 LTN areas	<i>Your survey is rigged to elicit positive replies about improved environment which you will interpret as 'in favour' whereas the scheme will generate a very negative environment for surrounding roads. It shows you are biased to the LTN and are not properly collecting information from the planned victims. This not democratic nor honest of you. It is unfair, needs to be stopped. The Cowley LTN is the same - the consultation was based on the same dirty tricks and needs to be taken out immediately.</i>

East Oxford resident outside 3 LTN areas	<i>Your survey is what they call a "push survey". It is clear that the council wants to sell the LTN as some magic bullet that will suddenly reduce congestion in Oxford and make everyone cycle/walk.</i>
Local business / school / employer	<i>After Covid our worst year ever ! You have not consulted us and will completely destroy our 80 yr old business. We don't understand the reasoning of blocking off Magdalen Rd/Howard St.. How are we supposed to get our memorials delivered ? as they are large vehicles and unable to turn round or take a right into St. Marys Road, being too tight for the lorry. It'll cause congestion and therefore traveling in and out, will cause more pollution. We don't all live locally and not getting any younger.</i>
Local business / school / employer	<i>I am a dog walker, pick up and drop off dogs daily in Cowley and Headington. These LTN'S will cut my access off to areas of my route and will result in me giving up working in Cowley as I cant safely or economically transport dogs when I have to sit in hours of traffic on Headington Hill, The Plane, Cowley Rd, or double back and use the bypass, which will mean I go up and down the Cowley road 4 times a day instead of twice, increasing my carbon footprint</i>
Local business / school / employer	<i>As Oxfords Largest Taxi provider, we face many challenges on the road, the current LTN model has and will have direct impact on our daily operations. The obvious issues -</i> <ul style="list-style-type: none"> • Added time onto the customer's journey • Added cost onto the customer's journey • Added traffic encountered on route <i>This proposed 'improvement' conflicts directly with the ongoing vision of reducing emissions. Reducing access is not going to stop people requiring pick up and drop off in these areas.</i>
Local business / school / employer	<i>Bus operators are supportive of the concept currently, but the introduction in isolation is currently causing delays on services in the area which we are current discussing with OCC.</i> <i>We would like to see the introduction not to be in isolation but part of the wider Connecting Oxford project, with dates of potential delivery assigned.</i>
Local business / school / employer	<i>There seems to have been NO traffic modelling/assessment to determine the effect of the existing LTN's in Cowley before and including the addition of these 3 LTN's which will increase the traffic on Cowley Road. Little thought seems to have been given to the effect on businesses, indeed consultation of businesses in the area has been lacking or non-existent.</i>
Local business / school / employer	<i>During peak times traffic on the Iffley and Cowley roads will significantly increase, it is just moving the problem rather than sorting anything. Need a park and ride that covers both the Iffley and Cowley Road areas if you want to reduce traffic. As part of a business where people come to and from regularly during the day it will increase journey times significantly for access and also those travelling to and from the workplace. You cant judge effectiveness of existing LTN's during COVID!</i>
Local business / school / employer	<i>I am very concerned that the closures of the roads in Oxford is going to effect my work. I am always on the go with meetings, if it be site meetings or meeting clients, or doing property viewings. I am worries I will not be able to make my way around Oxford without having traffic now. These closures are not necessary and are going to cause a headache for everyone. This will lead to more road road and more accidents.</i>

Local business / school / employer	<i>I don't believe residents have been consulted in this process or air quality monitors provided on the roads where there is displaced traffic such as Holloway and Oxford Road</i>
Local business / school / employer	<i>I have psoriatic arthritis, auto immune disease, struggle with distance walking, severe asthmatic but not registered disabled. If I cannot park very close to the school I will have to leave my job. I am vulnerable and under a COVID setting I cannot use public transport due to the medication I take. We struggle with recruiting local teachers and a majority of our teaching hub live outside Oxfordshire and rely on a car to get into work. We bring income to our UK economy, jobs for people</i>
Local business / school / employer	<i>I object to current format of LTN as it is causing division between communities. Instead of dividing, OCC should be uniting communities. I support the One-Way plan proposed by Royal Cars. This is the best solution for this area.</i>
Local business / school / employer	<i>I would like Magdalen Road to be pedestrianised.</i>
Local business / school / employer	<i>I would like to put forward as a local plumbing and gas engineer this issues we are facing are as follows; *Logistics of appointments. * Time management- being.late to customers as stuck in traffic or having to go the long way round. * Reputation of the company for timekeeping , can lose us customers and a place on checkatrade. * Local business with few staff but having to pay extra for fuel in vehicles. * Gas emergencies not being responded to quick enough.</i>
Local business / school / employer	<i>If the ltns go ahead we cowley road business owner will suffer and a lot of people will vacate the shops as there's a talk going on already high business rates ans rent business will be shut within matter of months . I strongly advice to reconsider these proposals and come up with an idea where we small business will have a room to survive .</i>
Local business / school / employer	<i>I'm worried I will lose my job, as the company will struggle to survive, especially after Covid</i>
Local business / school / employer	<i>In London all this has done is move the traffic to other roads which are now packed, making journeys ten times longer, pollution is up a lot in this areas too. Why is there not more investment into public transport, big discounts to park and ride into town. Discounts for car shares. People like myself who need a car for work and picking up in local roads are going to be penalised for what ? The pollution is not going to go away it will just be more in other areas !! There has to be a better way.</i>
Local business / school / employer	<i>It considered punishment to local residents and businesses</i>
Local business / school / employer	<i>it's a bad idea putting in these LTNs as they will create traffic chaos. Cowley road and iffley road are a major route for the east side of oxford, and putting in the LTNs is a bad choice</i>
Local business / school / employer	<i>Magdalen Rd have a lot of delivery lorries go down the road if there is an ltn on that road there is no way they will be able to either turn around or travel through the side streets, there is no space to have the road 2 way unless you take out all the parking on that road as well as the side streets and then where will the residents park as well as customers to the local businesses</i>
Local business / school / employer	<i>Making Magdalen Road a 2 way road Directing all traffic through Hertford Street and the narrow side streets. Blocking direct connection between Iffley Road and Cowley Road</i>

Local business / school / employer	<i>Making Magdalen Road a two way is a complete nonsense as it would create chaos, illegal parking and dangerous to pedestrians and school runs</i>
Local business / school / employer	<i>More pollution is going to be concentrated to the main roads these have residents also you are not going to reduce the problems just going to move them to the main roads bikes use the main roads also making it more hazardous for them and pedestrians There will be a lot of pedestrians on the Cowleyroad including children this is a main shopping area the council is going to create more pollution and hazards for this area The council need find real solutions not just move the problems</i>
Local business / school / employer	<i>Due to LTNs the traffic gets extremely bad on all the main roads. We cannot go even to buy necessary shopping as it takes very long. The journey gets much longer so it doesn't help the environment at all. Local businesses loose the customers as they are not conveniently accessible. Walking or cycling is not always safe ,there are criminals about as well that Rob and attack people so driving us much more safer. Disabled people need easy access .</i>
Local business / school / employer	<i>My major concerns with the proposed changes are the increase of traffic to other roads (eg the majority of Cowley Road traffic being pushed to Iffley Road), emergency services access - the hospitals, in particular emergency care providers are in Headington and increased traffic on the remaining routes / blocking of routes could severely impact on both response & transportation times, and those who are need to use a vehicle due to limited mobility or physical disability being disadvantaged</i>
Local business / school / employer	<i>Please take ltn away we don't need them</i>
Local business / school / employer	<i>Pushing traffic on to already congested roads, making rush hour longer.</i>
Local business / school / employer	<i>Temple St should only be one way with entry from Iffley Rd Every effort should be made to reduce traffic on the Plain which is already dangerous</i>
Local business / school / employer	<i>The air quality and road safety in East Oxford have never been better.</i>
Local business / school / employer	<i>The existing LTN's have not reduced traffic and have just moved it to other areas making those areas incredibly dangerous. I have seen multiple near misses at school pick up times when people who are not aware of road closure are turning round. I can not see how any of the LTNs have solved any issues. Just moved them.</i>
Local business / school / employer	<i>The Proposals will make getting to work and conducting work in the day very difficult for work.</i>
Local business / school / employer	<i>The traffic around the Cowley area in Oxford is already a nightmare since the LTN's were put in place, this will be even worse if these are approved. The sheer amount of people that are opposed to these LTN's is concerning and it seems that Oxfordshire county council are not considering the residents of Oxford with these proposals and doesn't seem to care about the amount of people complaining about these LTN's. Worst idea ever.</i>
Local business / school / employer	<i>There are many small businesses in the areas if this proposal and LTNs will limit their access, make it inconvenient to use their services causing loss of business and push businesses out of work. LTNs on Crescent Road and Temple Road are already causing grid locks on Hollow Way - instead cyclist should be given more training to use the roads safely.</i>

Local business / school / employer	<i>These road changes will effect my work. I will not be able to go from site to site. And on a personal one doctor appointment will be difficult to go to and as I take my mother to the doctors regularly this will be a problem. These changes only benefit those who currently are walking or cycling to work. The people who need to travel by car for work/caring reasons will not be able to do so due to the road blocks. This is another ridiculous and the council are not thinking about everyone in this.</i>
Local business / school / employer	<i>This project is delivered in isolation without clear plans for bus priority implementation</i>
Local business / school / employer	<i>This whole LTN project is significantly impacting on the ability for both staff and pupils to access school in a timely fashion. It is increasing commuting by key workers trying to attend their place of work. It is making the most vulnerable late for school as buses can not move down the main tributary roads and is increasing idle traffic, thus increasing pollution. You have filters in the wrong place and your consultation remains bias and not accessible for those with low literacy levels.</i>
Local business / school / employer	<i>This will cause too much pressure on the main roads traffic will be horrendous and my journey time will take at least 20mins longer causing more pollution</i>
Local business / school / employer	<i>Walking / cycling is not an option if you travel into the city for work. I need to arrive at work by 7.30am - to get a bus or train, it would take me about an hour and a half to get to work which is not ok. I also travel with a therapy dog for my workplace so this wouldn't work.</i>
Local business / school / employer	<i>Wasting public money that could be used to reduce crime, improve education in schools, improve healthcare but not to create discontent in the community.</i>
Local business / school / employer	<i>We already have enough traffic jam, delays to work and school runs with existing LTNs, So No More LTNs - Oxford already had enough of it.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>DR1 and DR2 LTN is not needed. Firstly these roads are 'main roads' to other main highway roads. It is used everyday by public services, residents, businesses. Secondly DR1 and DR2 roads have never been intended by people to be 'rat run' roads, because its never a shortcut to 'anywhere'.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Extremely concerned that no pre trial measurements of Pollution, Cyclist Traffic and vehicular traffic volumes in surrounding areas will take place, so that Post trial comparisons can be made. For example, a large investment was made in The Slade to increase Cycling access to Headington, this does not appear to have been achieved with no increase in cyclist numbers.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>It is of the highest importance to me and to many Stanley Road residents that Magdalen Road is made 2-way in this scheme</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>It is very important to have accurate traffic data before and after : not just traffic volumes but detail of what journeys vehicles are making (origin, destination and route).</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Keep roads open for all.Your making oxford unfriendly. It use to take me 5 mins to get to the park. Now 20 mins. You say you want cars off the road We'll come with me I show you. What you doing to oxford. Making it unfriendly Open roads. Ever hear of that before.Stop. f a person wants to. Drive ok If. A person wants to ride a bike ok. Support oxford transport. Give the bus & taxis a funding to make there fares cheap or free. Open roads for all</i>

Representative of a group, campaign group or organisation in the east Oxford area	<i>Many hospital workers use divinity and Southfield as cut through road. Give access to all members of golf club and bollard freely to commuters that use as short cut. The golf club has been there many years and for the wellbeing of members allow access if restriction applied.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>The biggest problem is the speed humps at end of roads, especially James Street which produces a twist in the cars suspension. What sensible Council would have a pedestrian crossing at the end of a road, eg. James Street Cowley Road. It is a nonsense and about time the Council made improvements to existing problems rather than create more problems and possible total shutdown of traffice in the area</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>This would cause traffic chaos around the area, it is already really really bad and will only build up other areas? I appreciate that maybe there could be a residents or golf club users access only. Without this the golf club would be near on inaccessible. During a time where people are encouraged to exercise and socialise i just can not get my head around it! Maybe cutting out through traffic would be an option and the access to the course and the houses would still be available.</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>To access the golf course from Morrell avenue would entail me coming off the ring rd via the Slade and join all the hospital traffic. This currently takes a lot longer that coming via Donnington Bridge and up Southfield rd. Apart from affecting my journey, the club is not attracting visitors or new members because of the traffic now and this will cause more traffic chaos. Why not have a one way up or down Divinity and Southfield roads?</i>
Resident of another part of Oxford	<i>A filter on Divinity Road is essential. I've had several near accidents over the years (including with both my daughters on the back of the bike) where cars are trying to speed between the traffic calming features to get past other cars & cyclists and have ignored me as a cyclist. As a consequence, I now try to avoid cycling on Divinity Road.</i>
Resident of another part of Oxford	<i>Access to Iffley Vets. Access to shops & cafes on Cowley Rd. More traffic on Old Rd. More traffic jams on main roads deter visits by car, bus & on foot. Traffic jams caused by forcing cars onto a few roads create more carbon emissions & pollution.</i>
Resident of another part of Oxford	<i>i am totally against all LTNs as they directly affect my day to day life and have significantly reduced my income as both taxi and delivery driver i would go as far as saying they are criminal and forcibly put on our streets for which we pay road tax to drive on and have a right to oppose and have removed i also volunteer as a ambulance driver LTNs increase response times and put lives in danger .</i>
Resident of another part of Oxford	<i>All these LTNs will only fully work, especially considering the impact on surrounding areas, if Connecting Oxford is also implemented as soon as possible.</i>
Resident of another part of Oxford	<i>Allow the roads open</i>
Resident of another part of Oxford	<i>Any traffic from Iffley to Crowley will go through the roundabout, which will lead to congestion, pollution from idle motors, cyclists overtaking the jam on pavement, etc.</i>
Resident of another part of Oxford	<i>As a community nurse in the city I regularly access this area to provide care for complex sick children. The traffic increase on the main roads as a result of existing LTN raod closures is already having detrimental. effwct on my ability to travel efficiently to childrens and families. As a local resident the increased cars on 'main' routes is dramatically increased and problematic for my family to access local.arwas necessary by car. Eg. Swimming lessons. School when unable to walk due to work</i>
Resident of another part of Oxford	<i>At peak times traffic is absolutely chaos and these proposals will increase the horrendous situation.</i>

Resident of another part of Oxford	<i>Based on the ltns at the top of cowley i don't want them i don't need them. I work in Oxford and know people that work here in Oxford and need a car to get around like carers the elderly and leads mobile and the ltns have made it a nightmare and has added at least 20 minutes on a journey going in the direction of the ltns. The ltns have just taken the traffic and any pollution associated with traffic coming through the streets and dumped it all on the main Rd. The traffic is longer and slower</i>
Resident of another part of Oxford	<i>Buses need to be cheaper or free</i>
Resident of another part of Oxford	<i>By doing ltn's you are putting all vehicles onto the main roads, thus increasing traffic, which will bring it to a standstill and increase air pollution. Longer journey times, again increasing air pollution</i>
Resident of another part of Oxford	<i>Concerned about making rectory road two way for traffic. Currently Headington hill, rectory road, Marston street is comfortably the fastest and most efficient way to cycle from Headington to Iffley road and beyond. It would be a big mistake to compromise this effect route for cycling with more traffic.</i>
Resident of another part of Oxford	<i>Consideration for blue badge holders and emergency services. Impact on local businesses, impact on roads where traffic will be pushed through to.</i>
Resident of another part of Oxford	<i>Council needs to lead on this issue and not retreat in the face of loud vocal opposition by out-of-area motorists.</i>
Resident of another part of Oxford	<i>Disabled drivers cannot walk, cycle or use public transport it's us going to isolate us even more! It is also for others with disabled children, relatives that need to drive, busy parents with no other option to get kids to school and then work, tradesman with tools, delivery drivers now stopping in LTN areas! Carers that have no time to get anywhere!</i>
Resident of another part of Oxford	<i>Due to health reasons I need my car and access through these roads to get to work, I have lived in oxford all my life and these ltns are making life more difficult and causing more traffic and congestion and adding extra longer times when travelling to and from work they don't make any sense just causing misery</i>
Resident of another part of Oxford	<i>East Oxford main roads will become even more gridlocked and polluted if these LTNs go ahead. Perhaps lessons have not been learnt from the effects of LTNs in Cowley and Iffley Roads. People who live on these main roads have noticed higher traffic volumes and more pollution.</i>
Resident of another part of Oxford	<i>ENCOURAGING ACTIVE TRAVEL IS CRUCIAL IN THE BATTLE AGAINST OBESITY RELATED ILLNESSES AND ALSO AGAINST CLIMATE CHANGE. LTNS ARE A WAY OF STARTING THE FIGHT ON A VERY LOCAL LEVEL. ALSO, LESS POLLUTION, MORE PLEASANT AND COMMUNAL AREAS.</i>
Resident of another part of Oxford	<i>For real LTNs not just MediumTNs there need to be further filters. Hurst St (between Bullingdon & Henley; Leopold & Magdalen). St Mary's Road (between Bullingdon/Leopold). Catherine Street (between Percy/Charles) and then Hertford Street (Percy/Barnet). Every filter improves liveability in its immediate vicinity. It creates a place where flowers can be grown, children can kick a ball, people can stop to chat. We've seen this at each filter in Cowley and the vision for East Oxford needs more.</i>
Resident of another part of Oxford	<i>Great work. Please xpand this initiative across Oxfordshire</i>
Resident of another part of Oxford	<i>Have more ltn throughout Oxford</i>

Resident of another part of Oxford	<i>How can buses possibly move along the Cowley Road if you force every car in the city to drive down it? It's already bad with the current "trial" LTNs. This will only amplify the situation. Please stop this LTN scheme, it's making people's lives hell. Our public transport is terrible, slow and expensive. You can't force people onto it by closing roads, when the other roads that carry the buses are clogged up. Not everyone can walk or cycle long distances. Stop this LTN now.</i>
Resident of another part of Oxford	<i>How will you manage the traffic on the main roads as it's generally already heavy.</i>
Resident of another part of Oxford	<i>I am supportive of these plans. I typically cycle for most journeys, apart from to access to Oxford City Golf Club (~once/week, approaching from Donnington bridge and cutting through both the St Mary's and Divinity Road zones). So, while this car journey will be made longer and less convenient, this is, IMHO, outweighed by the likely benefits of the scheme.</i>
Resident of another part of Oxford	<i>I carry resources and equipment to and from work on a daily basis. I can not carry these things when walking or whilst riding a bike. Traffic is chaotic. People are not going to walk or cycle just because the traffic has increased. Some people do not have a choice. Some people are late consistently to work or appointments. People's moods and mental health have been affected by this. A stranger said to me that he can't cope he's thinking to change careers as getting to work is such an issue now</i>
Resident of another part of Oxford	<i>I drive disabled/mentally ill people around. LTNs cause delays and distress. Some have continence issues affected by traffic jams. They're late for their day centre, late home and late for medication. They are made to sit in traffic longer. Sometimes they arrive home and their carers are waiting outside and there is a knock on effect to them and their other clients. It seems like they are victims even more than other road users as they have no choice but to travel by car or minibus. They suffer !</i>
Resident of another part of Oxford	<i>I feel as if car owners are being persecuted for owning a car. I have not seen more cycle use or people walking on the current roads with LTN in place. I think this has now become over the top and ridiculous and the proposal of the LTN have been put into place by people who do not live in the area.</i>
Resident of another part of Oxford	<i>I fully support the use of LTNs, but the implementation has been poorly handled. More joined-up thinking is needed to help change travel habits. I think inspiration could be taken from London by: - Introducing cheaper, subsidised buses. Special tickets (i.e. allowing for transferring between routes/buses/companies). - Reworking the bus routes to reduce separate companies making the same route. - Introduce a council-run bicycle hire scheme (akin to 'Boris Bikes') - Promote a Cycleways scheme</i>
Resident of another part of Oxford	<i>I have said I would not cycle or walk more, because that is all I do, I can't do so more. The scheme is really badly thought through. The shops in the Cowley Rd are part of the neighbourhood. Above all it must be made easier to cycle on the main roads and through The Plain. Good schemes, such as Waltham Forrest, start with better cycling facilities, then improved pedestrian facilities, and then third, AFTER that is done, do the modal filters come in.</i>

Resident of another part of Oxford	<i>I live in temple Cowley where the ltns are a complete disaster and failure. I'm a nurse and though cycle everyday to get to work with my 2 children there are occasions when the weather is awful and we need to drive. It's is not acceptable to put plans in place when residents whom it directly is effecting are not listened to. Quieter roads are NOT worth being penned into your single neighbourhood. We live in the Uk: the weather is not always agreeable to walk and cycle as you propose!</i>
Resident of another part of Oxford	<i>I live on Oxford Road. I cannot cross over to go to Cowley centre. The road is jammed up at all times of the day not just rush hour. When the roadworks were on it was a solid jam. I expect repairs are regular so that's not a one off. There are cars idling pumping out fumes WE inhale, not the lucky sods inside the LTN. Do we not matter? I still see cyclists on the rd, why aren't they using the LTN? These new LTNs will increase the pollution and jams and kill those of us on the outside.</i>
Resident of another part of Oxford	<i>I love cycling and do it whenever I can. I only take the car when I absolutely have to - and blocking Rectory Road will make the Plain roundabout hideous and increase pollution, Rectory Road works well as a cut through to Cowley Road. When I cycle I already have plenty of quiet streets in that area to use - i do not need Rectory Road too. And when I have to drive, I do not want to sit in traffic creating pollution down St Clements - which is bad for cafes and restaurants.</i>
Resident of another part of Oxford	<i>I need my car as I drop my daughter off at her village school and then go to my work. I can only go the way that involves driving along Cowley Road and since this scheme my journey time is greatly increased. This causes stress as it means I am late for work and late picking up my daughter on the way home. Cowley Road is chaos. The pollution has been concentrated in one place. No thought whatsoever has been considered as to where the extra cars are going to go. Its a joke and very stressful Awful</i>
Resident of another part of Oxford	<i>I presume that the black arrows, for instance on Magdalen Road, mean two way traffic. As these roads are narrow parking spaces will have to be removed? If so this will affect businesses. I have a house in Essex Street which has very few non resident parking spaces. I would therefore be unable to park to manage my property. I think the time has now come for Landlords to be allowed to have parking permits. This is an argument for landlords to have parking permits as is allowed in other cities.</i>
Resident of another part of Oxford	<i>I think that it will cause a lot of members of Oxford City Golf club to leave the club and play elsewhere due to the extra travel time/miles to get access to the club</i>
Resident of another part of Oxford	<i>I was brought up in Headington and parents still live there. They are elderly and rely on a vehicle. I come to Oxford to see friends/family, use local businesses etc, the only way I can travel across the city and get home safely is by car. It's not just that you are inconveniencing car drivers though, you are dividing up neighbourhoods and essentially making Oxford city into a series of neighbourhood ghettos. It makes Oxford unwelcoming & unfriendly. I feel so sad that this is happening.</i>
Resident of another part of Oxford	<i>I would be unable to consider walking or cycling if I were able to - I need a car for use everyday or most days</i>
Resident of another part of Oxford	<i>I would like to the council to investigate why it is so intent on making the life of the city's own residents a misery through schemes such as this. Stop it, stop all LTNs</i>

Resident of another part of Oxford	<i>I'm disabled. My husband is a carer with many clients within the current LTN's and the traffic down my road has tripled since the Temple Cowley ones went in. If these new ones go in, it will make life even more difficult for me, and for him and other carers. I have friends in all the emergency services and every single one has objected about the delays that are already happening.</i>
Resident of another part of Oxford	<i>I'm getting old.....my surgery is in East Oxford.....I won't be able to walk MUCH more .</i>
Resident of another part of Oxford	<i>If more traffic goes on the main roads, that's bad. Cycling down Cowley Road is already unpleasant. So there must be other city-wide measures to reduce traffic.</i>
Resident of another part of Oxford	<i>If the LTN's go ahead it will push more traffic onto Cowley and Iffley Road which will make it way more dangerous for any cyclists who commute to work (including myself) or need to get into town for any other reason - due to the road lay out of Cowley and Iffley there is no straight forward other way to cycle to town. I envisage more accidents involving cyclists, and between other cars as well as hugely increased pollution on those main roads affecting those cyclists, pedestrians and car users.</i>
Resident of another part of Oxford	<i>If this proposals go ahead, traffic will certainly be displaced. There is no discussion of this which is a major defect. I am especially concerned about displaced traffic onto Morrell avenue and St Clements, streets that I cycle along almost every day. Morrell avenue has no provisions for cyclists, but rather cyclists are used as mobile traffic calming objects, pushed out and around parked cars increasing the risk of collisions. These schemes must not go ahead without cycling improvements</i>
Resident of another part of Oxford	<i>If you have already made your mind up, as stated in many reports, what is the point of this consultation?</i>
Resident of another part of Oxford	<i>Iffley Rd and Cowley Rd and Horspath were busy before the ltns you've made them 10 times worse</i>
Resident of another part of Oxford	<i>I'm not sure why Morrell Avenue is designated as a quiet way. I believe it will be a lot busier once people cannot cut down Divinity Road.</i>
Resident of another part of Oxford	<i>Insufficient consideration of people who can't physically cycle or who can only walk short distances. Blithely ignoring facts e.g. that Cowley/Iffley rd already block up as soon as someone sneezes, similarly ring road, to push more traffic on those roads (even 5%) will create more queues , frustration and pollution. Happily saying that google maps shows it won't increase journey times much ignores the fact that googles information can't include the increased journeys/traffic from the changes.</i>
Resident of another part of Oxford	<i>Investigate the current problems on the cowley bypass that you've caused with the ltns already in place. Who ever thought this up needs sacking.</i>
Resident of another part of Oxford	<i>It has nightmares since LTN introduced in cowley i myself use £10 extra fuel every week because of Road closure every day see bigger ques on cowley Road Holloway and iffley Road and it takes between 20 to 25 minutes to go from cowley Road to cowley centre and I feel sorry for cowley Road and Oxford Road cowley Holloway and iffley Road and garsington Road residents because pollution must have gone up 5 times so don't block East Oxford we should rather think about the traffic that moves all the</i>
Resident of another part of Oxford	<i>It hasn't been thought through as the other LTN in the littlemore area has already caused alot more traffic at peak times. What a nightmare and a very poor decision on the councils part.</i>
Resident of another part of Oxford	<i>It would be good to do something to reduce pollution on the main roads that will have more traffic. Lower speed limit? Not sure what else. Also bike lanes need to be better set out and secured.</i>

Resident of another part of Oxford	<i>just a general comment that i live in the temple cowley ltn and i regularly visits friends (and pre covid attended various baby groups) in the st mary's ltn. i really support these measures to encourage more active travel. i think it will make the area much better. i want the council to do more to address traffic in east oxford abd accros the city - including on the main roads that are outside the current ltn plans</i>
Resident of another part of Oxford	<i>Likely to harm the golf club which has been there for 120 years and has community and health benefits</i>
Resident of another part of Oxford	<i>Look at the ltn in cowley. It is has failed and all it doesis put all the traffic on the main road causing congestion and pollution</i>
Resident of another part of Oxford	<i>LTN wil only divert the pollution and traffic from street to main roads.</i>
Resident of another part of Oxford	<i>Ltns cause more traffic more pollution because of travel times the longer vehicles are on the road they emit more pollution so they don't help at all remove the cowley ltns and don't install more Your surveys are trying to get people confused by the questions you ask</i>
Resident of another part of Oxford	<i>LTNs discriminate against those that can't choose their mode of transport and don't have the luxury of adopting middle class lifestyle options.</i>
Resident of another part of Oxford	<i>More more more cycle parking. Like loads more.</i>
Resident of another part of Oxford	<i>Overall I think that LTN has caused more congestion, more pollution and more traffic chaos, it has become worse for the environment in terms of pollution because more cars are stuck in traffic hence they leave there cars running which pollutes air within that locality, also more congestion and traffic with causes more chaos hence the drivers stuck in traffic begin to develop and bad road rage which is unhealthy for the society I hope you take our opinions into consideration</i>
Resident of another part of Oxford	<i>Oxford county council are imposing LTN in areas with total disregard to residents safety, and life. It has been proven in London this idea is flawed. The council need to encourage the use of the P&R car park, and make city parking financially non viable. Also local Schools need to have a extensive no parking zone during during start of day plus end of day. What I mean by extensive is at least a half mile radius around each school. I would also promote Public transport instead of cutting funding.</i>
Resident of another part of Oxford	<i>Oxford have few roads. If you block one, it put congestion & pollution on other roads</i>
Resident of another part of Oxford	<i>Oxford is a very safe place to cycle and walk. What I find from the Temple Road LTN is that walking and cycling are less safe because: Mopeds e-Scooters are not obeying the highway code. Plus the council have not cleaned up the signage and cones meaning they are littering the streets.</i>
Resident of another part of Oxford	<i>Pedestrian crossings are commonly in the wrong places on main roads in Oxford and it has been the problem of the LTNs in Cowley that the measures are to improve walking and cycling but the crossings are not there and where needed. If they are there they normally prioritise cars.</i>
Resident of another part of Oxford	<i>Please consider bolstering the No Right Turn at end of Jeune Street - I fear without enforcement that will become an illegal but well used shortcut.</i>
Resident of another part of Oxford	<i>Please consider those who cannot cycle or walk as older aged I live over 1k from any bus stop locally</i>

Resident of another part of Oxford	<i>Please don't make people life hell by installing LTN</i>
Resident of another part of Oxford	<i>Please have consideration for those single parents without support who need to get from A to B with time constraints who do not have the luxury of time because there is nobody to share the responsibilities, or those of us with physical ailments or deep mental health issues that need side roads to provide that ease when life is testing enough as it is. Its sad to hear the assumptions about people taking cars to buy bread. Where do they get these statistics from? Please make buses cheaper.</i>
Resident of another part of Oxford	<i>Please look at impact on workers and business. Congestion on major roads and air pollution due to congestion</i>
Resident of another part of Oxford	<i>Please think about a regular bus loop for a free nhs staff shuttle . I would prefer to leave my car at home but right now I would need to take 2 buses or cycle for a hour each way !</i>
Resident of another part of Oxford	<i>Scrap all LTN in Cowley and Littlemore</i>
Resident of another part of Oxford	<i>Slows up the buses on the busier congested routes, causing more traffic & fumes, time consuming and annoying.</i>
Resident of another part of Oxford	<i>Speeding on main roads and aggressive behaviour of car drivers towards cyclists and pedestrians in general</i>
Resident of another part of Oxford	<i>St Clements seems half-done - why allow through traffic alone Jeune Street and a cut-through via Rectory Road and Cross Street?</i>
Resident of another part of Oxford	<i>The council is creating it hard for people with medical issues & disability issues and by closing any road in Oxford makes it worrying for people and life threatening as in an emergency an ambulance is taking longer than usual to get to patients f it really wants to make it easy an simple an easy for emergency services an everyone in Oxford make divinity road a one way up an Southfield road a one way down Same as hurst st an st marys road leave the roads open an make a one way system</i>
Resident of another part of Oxford	<i>The current LTNs already back traffic up all the way down to cowley road, now to impose even more means the only way in or out of cowley road is either end with no way out if you're in it. Make it make sense. The three main roads (Iffley Rd, Cowley Rd and St Clemments) already struggle with the traffic and now you're forcing even more vehicles onto these roads, nothing will move!</i>
Resident of another part of Oxford	<i>The existing LTNs have caused me nothing but stress, chaos and loss of time. Everyone I have asked feels exactly the same way they are ridiculous and I fail to see why this is so important when we are still recovering from a pandemic. The manzil way demonstration shows exactly are people feel about these ludicrous experiments and they need to be stopped immediately!!</i>
Resident of another part of Oxford	<i>The idea of all traffic using the main roads will course a lot of problems also to access the street you live on would mean going all the way round which is unnecessary pollution when you work far from home you have no option but to travel by car. People using the main streets will also be in danger the smell from cars while stuck in traffic and blocking side roads is not making cycling walking ambulances any safer because they would have to access the main road to continue on there travels</i>
Resident of another part of Oxford	<i>The issues are around local investment in public transport. If we incentivize the use of public transport, more people would be inclined to use it.</i>

Resident of another part of Oxford	<i>The lack of focus on understanding that you have blocked the public access to emergency services. There is NO clear reason for this. Not to mention, you are isolating numerous roads that are crucial to students and this raises the danger of their security as they walk upon emptier roads. The lack of access to any other area of Cowley, Headington and Marston is evidently raising problematic concerns for parents AND workers</i>
Resident of another part of Oxford	<i>The LTN should not be here at all especially after COVID we need to get on and make a living otherwise we all be on claiming benefits as people will loose jobs</i>
Resident of another part of Oxford	<i>The LTNs that are in place around Cowley are proven to be a fiasco for residents that need to drive to C Ctr, All Drivers, refuse lorries reversing up the rds as they can't turn round, dangerous for public and their vehicles. Taxi drivers are losing business as it cost more to take one. Coop has lost a lot of trade, will be sad to see the shop close and job losses. The amount of traffic on Cowley Rd, iffley Rd and between towns Rd is nonsensical and causing so much traffic, angry drivers and M</i>
Resident of another part of Oxford	<i>The LTNs will drive all East Oxford traffic to The Plain. This is already the most congested place in Oxford with very high pollution levels next to a school. It is also an extemely dangerous roundabout for cyclists and the LTNs will only increase the amount of traffic. Even some East Oxford residents will have to drive to The Plain and back up iffley/Cowley Road depending on which side of a bollard/planter they live. Making side roads "access only" with use of ANPR would be a better option.</i>
Resident of another part of Oxford	<i>The people who thought up these LTN's without thinking about Emergancy Service access should be sacked and possibly face criminal charges for risking lives.</i>
Resident of another part of Oxford	<i>The Plain is already deemed unsafe for cyclists and already has massive traffic most mornings/evenings - also dangerous to cyclists (I usually cycle to work in the City Centre). Moving more traffic onto the Plain without rethinking traffic structure, cycle lanes on St Clements and Cowley Road, is dangerous. Moreover, it would mean I could not get to the nuns for mass (to which I cannot cycle with vestments and silver) without the drive being more than 2 miles longer and much more traffic.</i>
Resident of another part of Oxford	<i>The pollution pushed to other roads and other residents in the current LTN areas are awful. Buses are delayed and it's made me change to use my car as opposed to sitting on a main bus route in traffic. This will be a total nightmare, you won't ever stop people using their cars.</i>
Resident of another part of Oxford	<i>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. I could go on with no word coun</i>
Resident of another part of Oxford	<i>The traffic chaos already caused by the current LTN's is ridiculous and causes more issues</i>
Resident of another part of Oxford	<i>The volume of cars that are being forced onto main roads. The time that they have to spend in the traffic with engines idling, creating more air pollution. The longer travels times.</i>
Resident of another part of Oxford	<i>The whole project should be abandoned and has no logic in it please use our hard earned council tax for something better benefiting the community</i>
Resident of another part of Oxford	<i>The whole thing is Ridiculous more traffic will clog elsewhere local business will lose trade</i>

Resident of another part of Oxford	<p><i>There are quite a few people in Headington who are registered at the East Oxford health practices in Manzil Way (e.g. my husband) and access for them to their GP will become very very difficult, especially for early morning or evening appointments. This is a real concern.</i></p> <p><i>There are also people in Headington who have allotments in East Oxford and access to these sites will become very difficult - no way my husband could walk or cycle as he has a medical condition.</i></p>
Resident of another part of Oxford	<p><i>There is a no right turn at the end of Jeune Street which motorists particularly taxi drivers ignore, could you fit a camera to stop cars turning right? Also, cars habitually park on the cycle lanes on St Clements outside the take aways, please could someone do something about this, it makes St Clements very dangerous for cyclists.</i></p>
Resident of another part of Oxford	<p><i>There is so little space on the pavement where there is pavement parking - especially for prams and wheelchairs and when wheelie bins are left out which is often. People do walk in the road - and I like this but it must be made safer especially for prams and wheelchairs. Once the through traffic is removed then it will encourage people to use the road space for other things - for kids to play and people to stop and have conversations. The LTNs are long overdue.</i></p>
Resident of another part of Oxford	<p><i>These LTNs will effectively close off connections between the major arterial routes that fan out from The Plain on the one hand up to the ring road / Church Cowley / Between Towns Rd on the other end.</i></p> <p><i>This will inevitably mean more traffic on London Rd, Cowley Rd, Iffley Rd / Henley Avenue, Church Cowley / Between Towns Rd and the Ring Road (Eastern Bypass?).</i></p> <p><i>All of these places have 'pinch points' and this is where the congestion and delays will be exacerbated.</i></p>
Resident of another part of Oxford	<p><i>This has been creating much more traffic all over Oxford and increasing travel journey times. Off peak times have been severely affected as well as peak times. This is really not the way to go.</i></p>
Resident of another part of Oxford	<p><i>This idea is not thought through some of this closeup are coursing nightmare for some resident, taxi bin men and delivery vehicles.</i></p>
Resident of another part of Oxford	<p><i>This is not going to encourage people to cycle or walk - most people live too far away from their place of work to do this. All it will do is cause havoc on the main roads and increase commute times significantly. My partner is an on call firefighter and he will NOT be able to respond within the allotted time. Cycle lanes should have been improved FIRST and park and ride fares should be adjusted. Most people cannot afford to pay to park their car all day and pay bus fares.</i></p>
Resident of another part of Oxford	<p><i>This will increase the carbon footprint of the area. and will make cycling even more hazardous. The CC has spent a shed load of money to make Cowley Rd hazardous.</i></p>
Resident of another part of Oxford	<p><i>Vehicle access into and out of Magdalen Road is vital - thousands of people in Oxford keep fish and aquatic pets bought from The Goldfish Bowl and you nearly always need your car to go there to buy fish tank supplies.</i></p> <p><i>Divinity Road / Southfield Road provide vital access to Oxford Golf Club / Cowley / Garsington / Science Park etc from the Headington area without having to use ring roads or clog up the bottom half of the Cowley Road even further - to block off this route would be madness.</i></p>

Resident of another part of Oxford	<p><i>We have trouble in Oxford with drivers leaving the main road, tracking it on back streets, and then rejoining to try to get a few cars ahead in the queue. I was hoping that the LTN plans would address this problem on the roads parallel to Cowley and Iffley Roads.</i></p> <p><i>Under the current proposals it would be possible to track Cowley Road from Shelley Road all the way to James Street inside the LTN. On Iffley Road one could get from James Street to Howard Street. Extra filters could prevent this.</i></p>
Resident of another part of Oxford	<p><i>Why not make it easier for fully electric cars - not hybrid. That will ease pollution and also help flow of traffic. Oxford is bad already and you are just filtering traffic into an even bigger bottleneck.</i></p>
Resident of another part of Oxford	<p><i>Without my car there is no easy way for me to get from work to pick up my child and get to their after school sports club over in Hinksey park in time for the lesson. So I will stop the lessons. This will have a knock on effect on the business owner - who is already struggling post-Covid. There needs to be a better alternative in place before you can implement these restrictions. An alternative which supports people who have limited options but to drive.</i></p>
Resident of another part of Oxford	<p><i>You are pushing traffic from well monied areas out to Iffley and Cowley Road to an infrastructure that is already swamped with traffic because of the first LTNs. Morrell avenue will also now be affected and this will have a negative effect on the residents in those areas, only benefitting residents of richer areas.</i></p>
Resident of another part of Oxford	<p><i>You can't sort out pot holes around Oxford but trying to impose LTN's, you've done this set up in a way where it deters people from signing up, it's also biased towards supporting the LTN. You have not considered other areas being affect by traffic, how many incidents have we had recent were people have been injured! The adverse affects on businesses and people's lives is astonishing. How many of you councillors actually live here or face the traffic already caused by the current LTN zones?</i></p>
Resident of another part of Oxford	<p><i>You need to actually drive and come and see the roads once work and schools finish and see the carnage caused by road closures as there is a standstill everyday for absolutely no reason. You are basing your charts off last year when everyone was sat at home furloughed or working from home. Now everyone is back to their day to day activities the traffic most times is unbearable and always at a standstill.</i></p>
Resident of another part of Oxford	<p><i>You need to investigate the effect on disabled people who are being seriously impacted by these LTNs . They improve quality of life to the detriment of the many who are mainly the disadvantaged people in life anyway . I am fit enough to cycle but we have to think of the people that cannot walk / cycle. All LTNs is divide communities. People who can walk / cycle do already . Also you have to improve security for bikes . I will not cycle to Cowley Centre as I had my bike stolen . TBC if I could !!</i></p>
Resident of another part of Oxford	<p><i>your allowing a few areas to have no traffic passing through so there safety is increased but your not solving a problem . other roads will be more busy, more congested and putting lives in danger. is that the goal you are trying to achieve? Roads are roads for a reason or they wouldnt be there, your choosing to allow some people to have nice quiet neighbourhoods whilst passing traffic onto other areas and there are people that need to travel these routes. think of all the emergency workers .</i></p>

Resident outside Oxford	<i>Any potential gain in reduced congestion will not disappear but instead be shifted to other areas. The proposal to reduce accessibility in central Oxford is self-motivated and with no concern for the public or anyone else. It implicates businesses and taxis, social areas and emergency services, all for the gain of a few houses. I am deeply disappointed people would be so selfish to propose this and would implore the council to instead act in consideration for the CITY of Oxford and its residents.</i>
Resident outside Oxford	<i>As a member of Oxford GC (for 36 years) DR1 and DR2 will create serious problems in getting to the golf course for many members. At the same time it will create increased traffic chaos for other already very busy roads, as it is not realistic for golfers to get to the course by other means of transport given the amount of equipment they have to bring</i>
Resident outside Oxford	<i>As a support worker who needs to travel around East Oxford, walking/cycling would not be an option for me. This is going to increase my carbon emissions and be extremely time consuming. Travelling to these places by public transport would take hours, be hugely expensive, and is not an option my employer would allow. These plans will have a detrimental impact on me, my clients and the environment.</i>
Resident outside Oxford	<i>Be brave Oxfordshire.</i>
Resident outside Oxford	<i>Concern about safe cycle journeys along the Iffley and Cowley road with the (hopefully temporary) increased volume of traffic displaced from cutting through the residential streets. Needs protected cycle lanes and reduced on street parking as the proposed 'quietways' are not direct if heading along one of the arterial 'quick ways'. Modal shift from car to bike/walk will not happen to full extent if parts of a route are not perceived to be safe</i>
Resident outside Oxford	<i>Emergency service / domestic service access e.g. refuse vehicles Traffic increase on other roads- the problem isn't solved it's pushed to other areas</i>
Resident outside Oxford	<i>I already walk or cycle whenever possible, ie when not transporting children substantial distances. I think I'm typical for Oxford; nobody WANTS to drive in Oxford, you don't need to make it worse.</i>
Resident outside Oxford	<i>I am a member of Oxford Golf Club. The proposed LTN's for Divinity/Southfield Road and St Mary's will make access significantly more difficult and much longer in time. Traffic will be chaotic. Cycling/walking/public transport is not an option for my journeys (approx 3-4 return journeys each week). I will have to rescind my membership should this proposal be approved</i>
Resident outside Oxford	<i>I commute from Swindon every day for work in ox42dp, it's impossible to cycle or walk, I already car share. Restrictions already in place need removed as it has created gridlock at all times and added over half an hour each way to commute as all traffic is forced down one route</i>
Resident outside Oxford	<i>I work at the school. I cannot walk, or bus, or cycle to work. I will not be able to get to work if there is a LTN on Divinity Road.</i>
Resident outside Oxford	<i>If the plans for DR1 and DR2 go ahead it will add much extra traffic to surrounding main roads - eg Cowley Road and in Headington. This was cause longer delays and more traffic on these routes as people in cars will have to take longer ways in order to reach their destination - and as a result this means increased traffic, more delays, increased pollution. I wonder who on earth comes up with these ideas - it would be mad to enforce this</i>
Resident outside Oxford	<i>It is too far to walk or cycle from my home in Abingdon to my workplace at Cheney School. The bus services and traffic on other routes are very poor. Please return the X2 service stopping at Oxford brookes.</i>

Resident outside Oxford	<i>Just wondering why there are so many consultations these days for these necessary improvements. Stop pandering to drivers and start building fair and safe infrastructure for cyclists and pedestrians. Vehicles have for too long been given preference and the larger voice.</i>
Resident outside Oxford	<i>LTNs aren't in Connecting Oxfordshire LTP. Oxfordshire Liveable Streets residents group promoted LTNs in areas where some company directors own property. OxLvSts is a private limited company (unlike charity Living Streets). A pro LTN company director presented alongside the county council's active travel lead, with no disclosure of his pecuniary interest and wrongly labelled an LTN expert. His expertise is money. No due process has created mistrust.</i>
Resident outside Oxford	<i>No thought given to residents actual needs, if this goes ahead it could cause serious issues for me getting to my elderly grandmother in a hurry, I am her emergency contact for her health alarm if I had to go the long way round get caught in extra traffic this could potentially be fatal for her</i>
Resident outside Oxford	<i>Please give things a decent go and a long enough period for people to get used to. Other LTN show that it takes a bit of time for people to get used to the new situation, but then very few want to go back. I only visit this area and travel through it on my way to the Warneford / old road campus. Cycling doesn't feel safe even on the smaller residential roads because of through traffic.</i>
Resident outside Oxford	<i>Pollution will be increased by longer journeys and stationary traffic and be carried by the wind into the streets adjacent Lack of tuning spaces on existing rhymers lane vehicles reversing very dangerous Move council offices to middle of Cowley Road then the people who make these changes can suffer their own consequences like the rest of the people</i>
Resident outside Oxford	<i>-St Clements roundabout already choc-a-block and under pressure and hard for maintenance van to get around. Fear of knocking cyclists over. Best if van avoids this roundabout. -Constant blockages on the Cowley Road in the James Street/ Cowley Road Junction already lead to screaming matches when the van gets mixed up with a few cars and buses and there is gridlock around there. Rest assured pressure will divert directly to Councillors and Prime Ministers office if the problems worsen.</i>
Resident outside Oxford	<i>These areas are like a bloody maze, once in, you go round in sodding circles trying to get out, that's having fuffed about tryingto get in. ALL expends lots of exhaust fumes!</i>
Resident outside Oxford	<i>This is only going to push drivers onto other roads. The bus service in Oxford is a joke. It is expensive and unreliable. We need a ring road bus service. One that links all the housing estates. One that goes from North Oxford, to Marston, through Barton, onto BBL, Littlemore and onto Rosehill and back to Oxford city. LTNs are already causing misery for us. How about some common sense decision making?! Roads are for driving not drinking coffee on and socializing. That's what parks are for.</i>
Resident outside Oxford	<i>To get access to and from Oxford Golf Club both arrived and departing I will have to travel further and a different route. Many others within the club will be in a similar position causing traffic in other areas aswell as polluting more as we are on the road for longer. A much simpler way would be to go down divinity and up southfield road or vice versa.</i>
St Clements resident	<i>All the Cowley and Littlemore LTNs have done is create more pollution elsewhere and make journeys longer. The answer isn't LTNs its social engineering and ease of life. Life in Oxford is hard and it's extortionate. This scheme is all about those with money. Always is about money. How many schemes are on going elsewhere in the country? I oppose.</i>

St Clements resident	<i>Alma Place is a neglected street with no properly overseen issue of parking permits. Suggest limiting the issue of these permits thereby reducing over-crowded parking. Encourage people to use St Clement's car park. Customers to the local supermarkets consider Alma Place a convenient car park preventing residents from parking. The wrongly sited disabled space is either ignored or has a permanent car parked there, leaving the only official disabled resident (me) with nowhere official to park.</i>
St Clements resident	<i>Are the pollution levels on St Clements going to be monitored closely? And if the levels become dangerously high will OCC rethink related LTNs? I do not buy your traffic dissipation theory. People already walk/cycle in great numbers in Oxford and LTNs are not going to impact those numbers significantly. Traffic will instead be displaced onto what you designate as main roads. But people still live on these main roads and many are in lower socio-economic groups. So you're penalising the poor</i>
St Clements resident	<i>As a parent trying to navigate the streets of East Oxford with three young children, I am far more likely to be run over by a rogue cyclist than a driver. I cannot recall the last time I saw a car go through a red light or not stop for me on a pedestrian crossing however, by contrast, I cannot recall a day when I have not seen a cyclist go straight through a red light. This scheme seems like an unnecessary expense and is unlikely to improve safety on the streets.</i>
St Clements resident	<i>As a resident close to the Plain whose only access out of my street is out via Iffley Road or London Road, I feel completely locked in by these plans. I do walk every day for shopping, school runs etc. But I need to be able to drive out to get to work, or outside Oxford. Congestion is currently completely confined to main roads. There is hardly ever any traffic on the ladder roads. These cut throughs do not have a 'traffic' problem to solve and are essential for local residents.</i>
St Clements resident	<i>As a resident of cross street i strongly support the LTN. however I am very concerned that because rectory road will become open to two way traffic, cross street will become a cut through from Morrell Avenue to St Clements. It is already a dangerous road as people use it for crossing through via Princes street. If the LTN is approved it will mean heavier cut through traffic on Cross street (in order to cut through and by pass traffic lights on Morrell Avenue/St Clements) which i strongly oppose.</i>
St Clements resident	<i>As well as having been a rat run for decades, Princes Street has also had cyclists going quite fast on the pavement, at times causing collision with people coming out of their front gardens. Hopefully the filter will also help with that. Or is there anything else that can be done? Also, when we will be able to afford it, we would love to have an electric car. It would be great if every street had several points of charge, possibly connected to a renewable source of energy.</i>
St Clements resident	<i>Concerned that Jeune Street is having no filter applied when pretty much every other road has. I live opposite Jeune Street on Boulter Street and witness daily the number of cars making illegal right turns onto St Clement's and the danger this poses to other road users and pedestrians. If it is the only 'cut through' remaining, surely it will become busier? Have deep concern also about increased pollution levels on St Clement's - already one of the most polluted roads in Oxford.</i>
St Clements resident	<i>How can you encourage cycling given the predominantly disgusting weather we experience in this country - cold, wet and windy; do you think we live in Miami? One should be realistic rather than idealistic. Traffic has already become a nightmare with the LtNs placed in Florence park area and this proposal for further ltNs is going to gridlock the entire city! You're making the already stressful lives of ordinary people more difficult.</i>

St Clements resident	<i>How does this work for residents, who need to be able to reach by car and park near their houses? Might be better to move some filters to the other end of the street</i>
St Clements resident	<i>I already cycle or walk when doing errands locally. The only time that I drive is when going to my job as a key worker. I think that most people in the area are exactly the same. And having these barriers up will just make commutes or necessary journeys far more stressful and time consuming. They won't reduce the traffic- they'll just divert it into other rat runs. Probably making traffic on the cowley road a lot worse than it already is.</i>
St Clements resident	<i>I already cycle or walk whenever feasible. I use my car a. to take large sacks of garden waste etc to recycling; b. to start journey of 70 miles to visit my aged mother in Hants. I suspect most existing car journeys are not ones that can be changed to cycling. Blocking all cross streets will worsen overall traffic, will not local enhance life, these are student-occupied sts, and traffic is already slow and quite sparse, calming measures suffice. Make cycling safe on Iffley with protected lanes!</i>
St Clements resident	<i>I already cycle or walk whenever possible. I suspect much of the current through traffic is not people who could easily make a different choice. Hence overall effect on congestion MUST be considered, before going ahead. Creating huge jams on Cowley and Iffley will NOT improve air quality! Traffic calming measures already make cross roads safe; I suggest more of these, rather than a complete block to cars.</i>
St Clements resident	<i>I am 75 y.o. and infirm. I need my car. If these LTN's come into place I will have to drive outside of East Oxford to shop, go to restaurants/ cafes etc.. Maybe that is what the Council wishes. But many shops will go under. ***East Oxford will suffer hugely!</i>
St Clements resident	<i>I am a little concerned that cyclists and motorised scooter riders might see reduction of traffic as an opportunity to ride in these areas with impunity thus causing problems for pedestrians.</i>
St Clements resident	<i>I am builder and know of several other tradespeople who agree the LTN proposals will be a disaster for our businesses.</i>
St Clements resident	<i>I am really concerned that this whole LTNs will make the situations in St Clements and Morrell Avenue, which are already very busy and polluted, far worse by making the traffic heavier and more congested in this area. LTN area residents enjoy the peace and better air quality, at the expense of the residents on Morrell Avenue and St Clements. This will divide the community. Why does the City Council favour one group of residents against the other in this way?</i>
St Clements resident	<i>I am very concerned that Jeune Street, where I live, will not be getting a filter. And I am very concerned that the Rectory Road filter will lead to more traffic going down Jeune Street.</i>
St Clements resident	<i>I believe you are prioritising one group over another ie cyclists, I am vehemently opposed to the scheme</i>
St Clements resident	<i>I live and work in the St Clements/ divinity road. Part of my work in health care involves home visits. The plans would make home visits more prolonged and delay patient care and therefore waste more NHS time. These plans would therefore impact the most vulnerable, and families and should be opposed for this reason. There are already sufficient barriers and impediments in the lives of those who are disabled, families and those with mental health difficulties to not add further physical barriers.</i>

St Clements resident	<i>I strongly object to the plans for St Clements. It is designed by those who do not live in the area, who are able-bodied & without any consideration for those who are not. Both St Clements St and the lower Cowley Road would become chocked with traffic. I strongly suggest that the Oxford city & County Councils look to taking care of the streets round here. Alma Place, where I have lived for the past 50 years has NO road markings, is frequently jammed with illegally parked cars.</i>
St Clements resident	<i>I support this concept in theory. But I am concerned that this is being done in isolation, rather than part of a broader, holistic vision of transportation around the city. Backlash is already surfacing. I want a broad plan that deals with Oxfords ineffective and pricey public transportation, and I want incentives (price reductions) for this and the park and ride.</i>
St Clements resident	<i>I understand that St Clements is the most polluted road in the city. Extend the zero emissions zones and force Magdalen College School to act to reduce traffic. People are dying from this problem. Something must be done NOW.</i>
St Clements resident	<i>I walk EVERY DAY 5k and I have no trouble doing this in the green areas around St Clements I walk to shops and local businesses and see no problem with local traffic</i>
St Clements resident	<i>I worry about the funneling of all the traffic down Cowley Rd and Iffley Rd. I think Morrel Ave will suffer with increase of traffic: Traffic calming and more zebra crossings are needed for children to walk to school safely. Morrel Ave (where we cycle every day) is already quite dangerous for children to cycle from St Clements until the beginning of the cycle track. More provision is needed there as well.</i>
St Clements resident	<i>I worry that residents and non residents cars will not be able to turn around safely in Circus Street. Not clear how Alhambra Lane will work. People use it to get to the vet's car park as well as properties. The bollards in the middle of the street may damage cars and lead to frustration as the street is so narrow. The maps do not show where the barriers are proposed.</i>
St Clements resident	<i>I would like a barrier at the end of cross street at the junction with rectory road, otherwise the proposed system would mean that cross street becomes the natural short cut between st clements and morrell avenue in heavy traffic, and traffic will increase in cross street although decreasing in princes street. Other than this I support the LTN fully and thank you for your work.</i>
St Clements resident	<i>I'd like to know the modelling and evidence that the scheme, if implemented, will not increase traffic/congestion/pollution on the main roads, St Clement's Street in particular. It is also important that they remain at least as free at the moment for use by emergency vehicles (ambulances use St Clement's a lot), and residents already have trouble. To say 'it might increase it a bit and we'll see how it comes out in the medium term' will not do.</i>
St Clements resident	<i>Important that SC1 (Rectory Rd) and SC2 (Princes St) are implemented together - otherwise traffic will increase substantially in the other road.</i>
St Clements resident	<i>In the current proposal, traffic coming down Morrell Avenue may attempt to avoid the lights at the junction with St Clements/London Road by turning left onto Cross St and then right down Rectory Road and left onto St Clements. This issue could be mitigated by putting a barrier between Cross St and Rectory Road.</i>
St Clements resident	<i>In the Temple Cowley experiment, there has been no other traffic modification to support the scheme for example painting a 'red route' to deter parking at all times. This had led to unnecessary extra traffic chaos and distress.</i>

St Clements resident	<i>Morrell Avenue is already bad for speeding traffic, virtually no one (except maybe learner drivers) abide the 20 mph speed limit. At night boy racers, taxis and sometimes even busses regularly well exceed 40mph as there are no measures to control excess speeding. The extra traffic pushed onto this road at all times with no regard to the speed limit will make it a death trap, in particular for the elderly, school children going to the local schools and also wildlife.</i>
St Clements resident	<i>My MAIN concern is that bus services should still be available to those who need them. Catching buses both from St. Clement's out of Oxford and into Oxford. They are essential.</i>
St Clements resident	<i>My main issue is the potential use of Hurst Street/Catherine Street as a bypass for the build up of traffic on outbound iffley road traffic. If there is heavy traffic going out of the city on Iffley Road, a car could turn down bullingdon road, head south on hurst street and then Catherine Street and then rejoin iffley road via Howard Street. Anyone doing this would likely be in a 'rush' and I am concerned about the speed any such traffic would do this.</i>
St Clements resident	<i>Need to enforce current resident parking restrictions. Turning circles are obstructed, fly parking in resident spaces is unchecked both in and out of hours. Unable to park in own street so have to park elsewhere but will be made difficult by blocked roads and possible blocked turning circles. How does this link with strategy for changing to electric cars and charging if you are unable to park in a designated space outside your home. Only one charging point in the St Clements/St Mary's area</i>
St Clements resident	<i>Please consider an additional filter at the junction of Cross Street and Rectory Road, otherwise drivers are likely to use Cross Street to avoid the traffic lights on Morrell Ave.</i>
St Clements resident	<i>Prioritise the repair and maintenance of existing roads, and the reduction of damaging speed humps where vehicles regularly ground on them because this can cause dangerous loss of control.</i>
St Clements resident	<i>SC2 (Princes St): I think this should be about 10m in (not at the top of the street). This is because of the Community Centre which has its own separate traffic eg drop-offs. This way the two sets of drivers (Community Centre vs Princes St residents) can be kept separate.</i>
St Clements resident	<i>See all my comments above.copied on here All. If you do some you create rat runs. Sort out the buses - make public transport cheaper . Bike lanes on main roads - but our roads are narrow so it's a huge infrastructure change. LTNs will be hell for tradesmen, emergency, refuse, deliveries. Those who don't need to drive for work will have a shock when the prices of building works, plumbers, deliveries all go up because of the extra time it will take to get anywhere- the main roads will be stuffed</i>
St Clements resident	<i>St Clements is the most polluted road in Oxford. This scheme is acknowledged to increase vehicles and so increase pollution on St Clements. I can see nothing in this proposal that will decrease pollution on St Clements and this is if major concern to health. Need to resolve how Jeune Street as a cut through is used. Currently the No Left Turn signs have been vandalised to make it look like you can turn right onto St Clements. This is very very dangerous to cyclists and pedestrians.</i>
St Clements resident	<i>The road surface on St Clements and London Place is terrible and the bike lanes there are barely visible, are pot-holed and involve getting on and off a 'pavement'. The LTNs could make these roads busier so I think cycle lanes need to be improved at the same time.</i>

St Clements resident	<i>The traffic filter idea is just too harsh. It will create unnecessary round traffic by residents just to reach the Quickways</i>
St Clements resident	<i>The traffic that will now be forced onto already busy roads will make cycling even harder in some places, particuallly London Place, Marston Road interchange</i>
St Clements resident	<i>the whole scheme is based on the assumption that all residents are young students. older people, families, etc. all need to be able to use our cars to get in and out of the area, carry shopping or luggage, and travel when hips/knees/joints are not 100%. this is another scheme which fails to consider the needs of the population</i>
St Clements resident	<i>There are better ways to achieve lower traffic levels and lower emissions/pollutions than these: explore alternatives eg Cambridge "A registered student (except one who has MA status) keeping residence as a requirement of their course of study shall not keep, use, or have kept for their use, any motor vehicle (other than a moped) within ten miles of Great St Mary's Church during term or the Long Vacation period of residence without a Motor Licence" granted "only in exceptional circumstances"</i>
St Clements resident	<i>These proposals will only cause congestion on the main arteries, I guess this is your aim so you can justify a congestion charge, the implications to emergency services, delivery times and refuse services need to be looked at. A one way system would be a better solution. Closing both Princes Street and Rectory Road access is madness.</i>
St Clements resident	<i>This is all great but please consider some community bike sheds, possibly with numbered (and rented?) spaces, operated by RFID for safety. For marital harmony I can't give up my off-street parking place or carry our bikes through our mid-terrace house all dripping with mud, snow etc twice daily!</i>
St Clements resident	<i>Through traffic</i>
St Clements resident	<i>Traffic chaos on Cowley and Iffley road causing ILLEGAL fumes. Unfair share about to all streets. Stop students bringing cars here and stop building more flats in this area. Make all streets one way to keep traffic moving as quickly as possible. Stop making plans when you probably dont live in this area.</i>
St Clements resident	<i>Traffic using Circus Street to visit businesses in Alhambra Lane</i>
St Clements resident	<i>We need strong leadership to make potentially unpopular decisions for the greater good of all. People will never chose to give up their cars, they need to be pushed to do so. They'll be happy driving their cars into environmental oblivion unless someone does something now.</i>
St Clements resident	<i>While the Site SC1 Rectory Road Traffic Filter will cut through-traffic to Cowley Road (which is fantastic for us Rectory Road residents!), I am concerned that drivers may still use Rectory Road and Cross Street as a cut through to Morrell Avenue. I propose that this is closely monitored. If this is indeed an issue, it may be worth including another Rectory Road filter half way along the street, before the Cross Street turn off.</i>
St Clements resident	<i>Why are you intent on push more traffic to certain areas causing more pollution</i>
St Mary's resident	<i>- Driving is a necessity, not a choice for many. I chose to cycle where I can, but I need to travel by car for work and to reach large supermarkets to access affordable food. - Penalising driving doesn't stop it being a necessity for many, it just makes their lives harder. My journey to work goes from 2.3miles (10mins) to 4miles (30mins). - It will increase congestion at by funnelling all residents to Donnington Bridge and the Plane, increasing local pollution.</i>

St Mary's resident	<p>- Hurst Street will be used to avoid traffic on Iffley Road - potential for a new rat run to Charles or Percy Street and vice-versa</p> <p>- Better provision for cycling on Quickways required as traffic on them will be heavier</p> <p>- The left turn at the St Clements end of Jeune Street will need to be enforced more rigorously.</p>
St Mary's resident	<p>1) I already walk as much as I can. Walking is not the issue for my local needs. However, driving back home from out of town is going to severely impact my travel times and traffic congestion.</p> <p>2) My mother has health problems and walking is a real mission nowadays, so for any trips to doctors or shopping requires car trips. This will severely impact mum's ability to get around.</p>
St Mary's resident	<p>1) I am very annoyed that residents were not notified about this consultation. 2) I am concerned that this plan cuts off St Marys from Headington, including the hospitals. Car journeys in that direction will now be significantly longer and increase congestion and pollution on the Cowley and Iffley Roads. 3) This plan forces unsuspecting trucks round small side streets. We already have problems on Golden Road with vehicles that can't navigate the sharp turns.</p>
St Mary's resident	<p>1. Further details on how vehicles would turn on streets with SM1, SM2 and SM3 filters, and access for refuse and emergency services, are needed. Although the FAQs document provides some information about this, Temple Street and Circus Street are narrower than others and some illustration of how safe vehicle-turning will be achieved is needed.</p> <p>2. Good communication strategy and signage.</p> <p>3. Work with local businesses and institutions (e.g. Magdalen College, St Clements Surgery) from the start.</p>
St Mary's resident	<p>1. This questionnaire poorly designed does not allow be accurate in responses. box not give enough space explain. See earlier where I have annotated in spaces available though not for the purpose that I have used them.</p> <p>e.g. (not indicated earlier-lack of space) I do not see how LTN will make safer for children cycle- stranger danger; not expect car</p> <p>2. How busier main roads safer for cyclists and pede</p> <p>3. How longer bus trip encourage people take bus rather than drive?</p>
St Mary's resident	<p>1. Further info on vehicle turning points and refuse and emergency access. Although your FAQs document provide some info, Circus and Temple streets are narrow and further detail on turning areas would be helpful.</p> <p>2. Good engagement strategy and signage - to prevent conflict</p> <p>3. Engagement with local businesses and institutions (e.g. Magdalen College, St Clements Surgery)</p>
St Mary's resident	<p>Access for emergency services will become nightmare and caring for my parents who have regular hospital appointments at least twice a week will become ridiculous as getting to and from hospital in time for appointments will become impossible. I'm sure other carers and households will also face major issues. My whole street and neighbour think these LTNs are ridiculous. Why don't you consider fixing the roads of Oxford to make it safer for cyclists who can cycle without fear of hitting potholes.</p>
St Mary's resident	<p>Access to the Manzil Way GP surgery for people too unwell/disabled to walk there from the Iffley Road side of the proposed barriers. The journey is pushed onto already busy roads and made about 3 times as long.</p>

St Mary's resident	<i>According to freedom of information requests there has not been any proper plan for assessing these trials or the ones in Cowley, no assessment criteria. How can you run a trial with the method or assessment undecided? This is an absolute joke. I have requested an assessment plan from the council repeatedly but nothing is available. There is a clear lack of planning and design for these traffic measures but I suspect they will be approved anyway without proper assessment. A very sad state.</i>
St Mary's resident	<i>Actual traffic data showing if the larger roads can cope with the number of cars being forced onto these roads because of the reduction in cut through traffic. Will the problem just be moved elsewhere (re-distributing the pollution). I'm concerned this will be the problem in the initial trial period when people's habits will not change (they won't get out of their cars and on to bikes for months if not years if they can avoid it).</i>
St Mary's resident	<i>Am keen but I'm worried about people trying to dodge traffic on Iffley Road by using Hurst Street loop down Aston, Bullingdon, Henley St. Can there be a filter half way down Hurst St?</i>
St Mary's resident	<i>As a car owner living by the Howard Street filter, I wonder if implications for parking space (which is already very tight) have been considered. For example to avoid a 10 minute trip round, we will consistently park our car on the other (Iffley Road) side of the filter as that is the route we need access to. I imagine other nearby residents will also pick one side or the other, potentially putting additional pressure on the most popular side.</i>
St Mary's resident	<i>As a Cowley Road worker and resident I feel that blocking off car access via side roads onto both Iffley Rd and Morrell Ave will lead to more cars unnecessarily having to drive the length of Cowley and Iffley Rd instead. This will lead to traffic jams on Cowley Rd and more noise and air pollution. I don't drive but accept that the quickest route for local residents to south Oxford or Headington/Marston is to use the side roads to access the other main roads. This is unfair on residents here.</i>
St Mary's resident	<i>As a taxi driver, this will hinder my job. Also, will hinder access to my extended family scattered across the city. It's all very well to have quiet local roads, but why should it not be possible to access own street from a number of other streets when returning from time out of town?</i>
St Mary's resident	<i>As above safety on Hertford Street in front of Comper school absolutely needs addressing as does safety on Iffley Road for both cyclists and children crossing to get to Comper and Mary and John schools. A young girl was knocked down and seriously injured just last week. Every family I know has had so many near misses in this crossing point. It's so very dangerous.</i>
St Mary's resident	<i>As stated above, I am a little concerned that both Howard Street and Magdalen Road are too narrow to support two-way traffic flows. So I wonder why the existing one-way system will not be preserved - this strikes me as a better idea than making both two-way in the segments closest to Iffley Road. I also think it is very important that we at least give these LTNs a try for at least 6 months. Please, please don't call off the plans before having trialled them.</i>
St Mary's resident	<i>At present traffic on the side streets is a result of bottlenecks on Cowley and Iffley roads (e.g. Donnington Bridge) - if these were solved, it would be a much easier sell to folks, because there would be less worry about unavoidable jams on the principal thoroughfares.</i>
St Mary's resident	<i>Between the hours of 8-9 and 4-6 there is already stand still traffic on Iffley and Cowley Rd. I am concerned about the additional traffic on Iffley Rd and Cowley Rd and the health impact on those living there.</i>

St Mary's resident	<i>Circus St would be very hard to U-turn in. But if Circus St is the only through street it will be over-used. Iffley Road must not have extra traffic on it as it regularly jams, especially approaching The Plain. The Plain will be a nightmare jam with the proposals. The first surveys are invalid as all the residents we know in this area, on Iffley and Cowley Roads, were not leafleted. Circus St was not properly surveyed</i>
St Mary's resident	<i>concern that traffic is not going to be able to turn in Circus st; equally it cannot be the only cut-through as this would be intolerable for residents.. I think local councillors stated that no survey of traffic or turning places had been done in this street.</i>
St Mary's resident	<i>Concerned that if Howard Street and Magdelane Road are both two way streets we will have to loose parking spaces to make this possible.</i>
St Mary's resident	<i>Concerned that if Howard Street is one way that mature trees will have to be cut down</i>
St Mary's resident	<i>Cowley and Headington have been completely cut off. Traffic from St Marys area is forced down to the plain which is already congested before going via Headington Hill or Morrel Avenue to get to Headington.</i>
St Mary's resident	<i>Cowley LTNs already causing chaos so extending will create more problems, increase pollution on main routes, raise driver frustration & temperatures, it will impact the local economy . Turning cars could create issues and increase safety concerns for children. More should be done to manage traffic coming in to the city (ban students from bringing their cars!), illegal parking (Bullington Road Cowley Road end can be shocking with illegal curb parkers and in resident spaces) and speeding.</i>
St Mary's resident	<i>. The blocked off streets become cul-de-sacs. If residents' parking is to be unchanged they will enter e.g. Temple Street from Iffley Rd. Must they then do U-turns to get back out onto Iffley Rd..if so where is the turning point. Or do they reverse the length of Temple Street...and out onto Iffley Rd - a "main road". Not permitted under the Highway Code. How will delivery drivers and tradespeople park?</i>
St Mary's resident	<i>cycling into Oxford means you have to use Iffley or Cowley Road, this will make it more dangerous for cyclists and more pollution for walkers too</i>
St Mary's resident	<i>Danger that Hurst Street becomes a rat run. We need exclusion zones around schools in parallel as these are source of much traffic</i>
St Mary's resident	<i>Directing all the traffic onto the main roads will add pollution to these areas and the main roads also have residents living here too. How will increasingly congested main roads used by buses help with reducing traffic and pollution and encouraging bus use? Already along the Iffley Road one can walk faster than the bus.</i>
St Mary's resident	<i>Don't think anyone is deterred from walking. I cycle regularly already & have no problems in any of these E Oxford Rds currently but very concerned that there are no additional cycling safety measures planned on Cowley or Iffley Roads: these are the main danger zones for cyclists & sometimes for pedestrians. School traffic e.g. in Hertford Street will NOT be decreased by this scheme. There needs to be heavier parking penalties/barriers to parking at schools (never been effectively engaged with).</i>

St Mary's resident	<i>Emergency services, Rubbish collection, Parking cars which are charged for (can the council afford not to have that money) Two way traffic will make a big impact on my house with the noise. How can you make Magdalen Road into two way traffic as it is not wide enough for parked cars and the extra traffic that will be generated by this. Lorries in particular will be stuck as there this no side roads wide enough for them and nowhere for them to turn. 12 local business's and 1 pub how will they cope</i>
St Mary's resident	<i>Filtering all the traffic into a small number of roads will increase journey times and increase the time traffic is sat stationary in traffic queues. This will increase traffic pollution as cars are least efficient at slow speeds. To create safer roads we need Slow Traffic Networks to reduce the speed of cars on the proposed closures, not closing altogether. The St Clements roundabout is one of the most dangerous in the country for cyclists. Increasing traffic here will increase the number of ac</i>
St Mary's resident	<i>Florence park LTN has had a terrible impact on our street. Traffic increased. Pollution increased. 1-3hr traffic jams, when Iffley Rd traffic extends beyond Howard street (daily). Our windows are 4 meters from exhaust pipes. Now larger vehicles use the street (cement mixers, military!). More cyclists on the pavement avoiding cars. This street wasn't like this. Howard street has tried calming measures: steep speed bumps, reduced parking, chicane, one way. We see this LTN as a life line.</i>
St Mary's resident	<i>For people like me who have no choice but to travel daily by car to work, these schemes are going to increase my journey distance and time and will create more pollution as a result, not less</i>
St Mary's resident	<i>Forcing traffic through the roundabout at the plain will make dangerous bottle neck considerably worse.</i> <i>I'm a cyclist, yet see no sense to isolating areas and pushing traffic onto already heavily congested roads.</i> <i>London LTNs have led to significant pollution increases on major roads. What about the interests of the people who live on these main thoroughfare.</i>
St Mary's resident	<i>Generally I think it seems good although I am slightly concerned that people will still use these areas as a rat-run, just a much more complicated rat-run with a lot more turns,</i>
St Mary's resident	<i>High levels of congestion and pollution that will be created on the Cowley Road.</i>
St Mary's resident	<i>How to reduce the overall volume of traffic, not just move it about?</i>
St Mary's resident	<i>How will two-way traffic work on Magdalen Road and Howard Street? There are currently no passing spaces. To create passing spaces would lose parking spaces which are already extremely limited on these roads.</i>
St Mary's resident	<i>Howard st is a huge through road. Can't imagine where all the traffic will go. Deliveries etc but I'm definitely willing to give it a try.</i>
St Mary's resident	<i>Howard street is not wide enough to become a 2 way road, either cars will be constantly going on the pavement to let each other pass or parking spaces will need to be removed, which are already limited and so should not be an option</i>
St Mary's resident	<i>Hurst St has no closures to traffic allowing traffic to avoid congestion on Iffley Rd and use the area as a 'rat-run' and goes against the reason for an LTN for streets off Iffley Rd</i> <i>Eg increased traffic along Charles St because the plan allows for traffic to avoid Iffley Rd traffic queues by following James St- Hurst St - Catherine St - Charles St before rejoining Iffley Rd</i> <i>Solution:</i> <i>Include a point closure for motorised vehicles along Hurst</i>

St Mary's resident	<i>Hurst street is already used by traffic going too fast and if this plan goes through that will get worse</i>
St Mary's resident	<i>I already cycle as much as I can but cannot walk long distances because of arthritis in my knees. I think this whole scheme is an idiotic waste of money that ought to be spent on social care. The existing speed control measures in Howard Street work perfectly well so why change them? We have already seen the appalling consequences of forcing more traffic onto the Cowley and Iffley roads. Please put an end to this madness as soon as possible.</i>
St Mary's resident	<i>I already do most short journeys by bike and use my car only when is nesenary so this scheme will not make me walk or cycle more. I can't carry the equipment I need for work, or the shopping for my family on my bike.</i>
St Mary's resident	<i>I already walk and cycle - I don't need these transport modes to be 'suggested' - it's common sense. The system seems very unfair, and divisive between communities. Iffley Road and Cowley Road are already congested... these LTN plans are adding to the problem. Cycling and walking on Iffley Road/ Cowley Road - especially going in and out of town is already dangerous because of the busy, congested, and polluting traffic - and cyclists are always on the pavement because of the traffic.</i>
St Mary's resident	<i>I already walk as much as I can. I only drive for journeys outside E.Oxford and cannot cycle with small children and no bike storage space.</i>
St Mary's resident	<i>I already walk or cycle where appropriate but sometimes the car is needed for essential reasons (obviously) and you should not be taking this option away as we have paid for our freedom and paid a lot to live here and continue to pay a lot to our Council to park our car near our house. You should focus on reducing traffic speed through residential areas. Our roads are safe enough for children to walk or cycle to school as they continue to do so every day without difficulty. Most drivers willing!</i>
St Mary's resident	<i>I also strongly support the LTN in St Mary's because there are a lot of school kids going to the primary school in Hertford St and the LTN will make it safer for them by reducing the number of cars cutting through from Iffley Rd to Cowley Rd by using Magdalen Rd (right near where kids are walking and cycling to the school).</i>
St Mary's resident	<i>I am concerned about Howard Street becoming two-way given the current arrangement of parking. Particularly during the early phase of the trial, I suspect that more vehicles may try to avoid congestion on the Iffley Road by using parallel routes in the residential roads to the north of Iffley Road, and having two-way traffic on Howard Street in those circumstances risks gridlock.</i>
St Mary's resident	<i>I am concerned that traffic entering Magdalen Rd for the businesses will not turn around and drive back out on Magdalen Rd once it is made two way but will instead decide to turn onto Hertford Street passing the school and then down Percy Street (where I live). This could result in increased traffic down our road and increased traffic past the school which is undesirable. Could an extra filter be placed outside Comper School? This would also providing safer school pickup and drop off.</i>
St Mary's resident	<i>I am enthusiastically pro LTNs, but also feel that access for those with disabilities needs to be more carefully embedded in plans - for instance barriers that can be opened to those with blue badges, and promotion of how LTNs make streets can make streets more friendly to those who use mobility aids.</i>
St Mary's resident	<i>I am fully supportive of the LTN. However, would there be access to Co-Wheels car sharing club in Hertford Street for instance?</i>

St Mary's resident	<i>I am in favour of a filter in Howard Street but strongly oppose making it a two way. With traffic trying to turn into the Iffley road and more traffic on that road because of the filters in the side roads and the traffic lights, queues will build up. Co-op lorry makes several deliveries daily and parks at top of Howard Street. Chicanes and the number of cars parked in Howard Street will make it dangerous if it is two way. Benefits to residents will be non existent.</i>
St Mary's resident	<i>I am particularly concerned about the damage that approval of the LTN trial would have on local businesses.</i>
St Mary's resident	<i>I am pro active transport and reducing emissions but this consultation is very limited. You don't seem to account for people who live in the LTN but work outside Oxford. Have you asked the members of Silver road there preference for connection to Iffley or Cowley? I only use my car when travelling out of Oxford (mainly for work) but what would have been a 500m journey to Iffley Road is now 3.15km. With the current proposal I will not be parking on my street. The roads are narrow - ? 2 way system</i>
St Mary's resident	<i>I am unimpressed with this supposed survey. It looks like a bit of flam.....as ever I presume minds have been made up and opinions against will be ignored.</i>
St Mary's resident	<i>I am unsure about the change to two-way flow on Howard St West. As a road with fully accessible pavements, it would not be acceptable to move the parking partly onto the pavements to allow for this. Secondly, the junction with Iffley Rd is already dangerous for cyclists, as the road filters to 3 lanes here, so cars being allowed to turn in to a single lane road could be extremely dangerous. Thirdly, it is likely people would turn into Howard St to park for the Co-Op and other shops on Iffley Rd.</i>
St Mary's resident	<i>I am very concerned about the noise effects on the main roads, e.g. Cowley and Iffley Road. What about residents on these streets? Could these be closed to traffic other than necessary traffic e.g. buses, services, local traffic etc?</i>
St Mary's resident	<i>I am very concerned that the St Mary's LTN map seems to indicate two-way traffic on parts of Howard Street and Magdalen Road (including directly outside my house) that are currently one-way, and don't have space for two-way traffic because of all the parked cars. There are a lot of businesses in this area visited by large delivery vehicles, as well (too large - they should look at alternatives). How is that workable? In St Clements, Jeune Street needs filtering, surely?</i>
St Mary's resident	<i>I am worried that Hurst Street might become a rat run for traffic trying to avoid Iffley Road congestion. I am also worried that the Plain might become even more congested and unsafe to navigate as a cyclist or pedestrian, along with making journeys in and out of my home a lot more time consuming by having to go to the Plain every time.</i>
St Mary's resident	<i>I am worried that local and national businesses such as delivery and taxi companies are using their considerable lobbying power to influence people against the LTN's. It is currently a very unpleasant situation locally and needs careful management. Post-Covid, people are pretty obsessed with making money fast and using their vehicles to do so</i>
St Mary's resident	<i>I anticipate that traffic on the main roads will immediately become worse & queuing on the Iffley Road is already a problem. An issue needing further investigation is that any driver trying to get up the Iffley Road, will use Hurst Street & Catherine Street as a short cut. Therefore these roads will see an increase in traffic & Howard Street is already backed up because of this. The same will happen using Parker, Warwick & Stratford Streets. These will become gridlocked.</i>

St Mary's resident	<i>I believe that the plans are informed by outcomes from established LTNs in other local authorities. If this is not the case, as I think, these should be investigated as a priority. Where there is evidence informing specific concerns (especially those in your FAQs) they should be highlighted eg give evidence of LAs who found that additional traffic on main roads reduced after the LTN had been in place longer.</i>
St Mary's resident	<i>I believe the problem is poor control of existing rules and poor road marking. People are speeding on Cowley and Iffley roads at 80 mph and more, and they parking wherever they prefer. This should be under control, fines should be issued and collected. Smaller roads absolutely have to stay drive through, but made impossible for speeding - add parking spots, or flower/tree pots to show this is residential area where drivers should be cautious. There is absolutely no need in LTN for this.</i>
St Mary's resident	<i>I bike every day through the St. Mary area and I don't feel that it has high cut-through traffic. Consequently believe that traffic filters won't produce a significant traffic reduction, yet they will make it more inconvenient for those of us who live there to move by car. Example specific issue: I live in near SM10. With the proposed filters coming back home by car from Cowley Rd. requires a completely unreasonable detour.</i>
St Mary's resident	<i>I cycle and walk every day, but we also need the car. Some women from minority groups and often with more kids do not cycle. How are they going to move around while bringing kids to school and running errands? It is important to think about everyone and not only on terms of white British/European people. If the UK is serious about multiculturalism should also think about these issues. Additionally, some are elderly or have health issues and you cannot ask them to cycle.</i>
St Mary's resident	<i>I feel that traffic on Iffley and Cowley road has greatly increased following the Cowley LTN introduction. I feel it is wrong to cause greater congestion and intensify the pollution to these artery roads for the sake of less traffic in my area. I work in construction and understand that trades people need their vans to work and many will probably have to travel across these LTN areas to get to their destination. This is also applicable to material deliveries.</i>
St Mary's resident	<i>I have a young family and commute out of town. This will result in longer journey distances as the direct routes will be closed. All traffic will be forced onto the main roads which are already congested. Increasing congestion increases air pollution and makes roads more dangerous and less appealing for cycling and walking. Slow moving car journeys far worse polluters than cars making progress. All roads would need to be shut as large delivery vehicles will not be able to turn in our road.</i>
St Mary's resident	<i>i have been seeing more cars coming through my street as a result i don't feel safe when using my mobility scooter because whenever im out i have cars always behind and I feel very unsafe I will gladly support LTN for my street and all of east oxford</i>
St Mary's resident	<i>I just don't see the need for this. It's not like the road will be closed permanently and children's play areas created on the road - which would be really great. Be really bold or don't bother. LTNs are still roads with some cars. Just a lot more aggro for drivers. Council should focus on helping people get electric cars and proper speed bumps so it's all more pleasant for everyone.</i>

St Mary's resident	<p><i>I love the LTNs! They are making my commute by bike MUCH safer. I see more people cycling/on foot including children! How much I love the planters, they should be turned into retractable bollards to allow emergency vehicles when made permanent.</i></p> <p><i>I strongly feel that the LTNs should be accompanied by more a reliable (and cheaper) alternative transport including bus network.</i></p> <p><i>On a side note here, the plain round-about cycling path needs to be address as it is a very dangerous place for cyclists!</i></p>
St Mary's resident	<p><i>I often walk or cycle depending upon where I'm going or the weather. Other times it is necessary to take the car. I support the clean air issue but you should not try to take away people's freedom of choice. We have paid a lot to live here and you work for us. By all means slow traffic down and continue to make nuisance drivers aware, but do not punish residents by limiting our freedom.</i></p>
St Mary's resident	<p><i>I rarely use my car and always walk through the side streets between Iffley and Cowley rd. I mainly walk and cycle into town via the Iffley rd. Walking with your proposal would involve breathing more pollution and cycling would be infinitely more dangerous at peak times round St Clements. The side streets are mainly students who probably would appreciate a street play area but this comes at a great loss of the wonderful Iffley Rd.</i></p>
St Mary's resident	<p><i>I strongly support establishment of LTN. But I would like to put forward proposal to move the St Mary's Ward traffic filters to Cowley Road junctions, so neighbourhood traffic enter/exit via Iffley Road, to avoid congestion on Cowley Road and make a Cowley Road more pedestrian friendly.</i></p>
St Mary's resident	<p><i>I strongly support this initiative since Howard Street right now must exceed the allowed pollution limit by far. The only thing I don't know is how to deal with turning cars close to a filter.</i></p> <p><i>I also would like to understand the traffic pattern in our roads. Most people driving through Howards Street seem to want to go over Donnington Bridge.</i></p>
St Mary's resident	<p><i>I support LTNs but I am seriously concerned about this plan, because it seems virtually identical to what was tried in this same neighbourhood some years ago, with gates across the side streets, and it was such a complete disaster it had to be abandoned in a few days as far as I remember. It caused gridlock on St Clements, Cowley Road etc as the amount of traffic on those main streets increased so dramatically. I find it hard to believe the council has not taken into account those mistakes.</i></p>
St Mary's resident	<p><i>I think people are unlikely to make the modal switch you're hoping for unless you also provide segregated cycle infrastructure on your Quick routes. LTNs only make the last bit of your journey safer.</i></p>
St Mary's resident	<p><i>I think SM8 encourages cars to pass Comper school on Hertford St. I think Hertford St should be blocked completely at the Magdalen Road end to stop traffic going past the school site.</i></p>
St Mary's resident	<p><i>i think this would be a good move for residents within the 'triangle'. However the displacement onto Iffley Rd worries me in terms of increased pollution, noise and traffic generally. We do not use our car much but accessing Iffley Rd from Jackdaw Lane has become more difficult recently, and I think this scheme will make it worse. The Iffley Rd/Bullingdon Bd/Jackdaw Lane junction is very heavily used, and quite dangerous at busy times. Consider measures to reduce or slow traffic on Iffley Road?</i></p>
St Mary's resident	<p><i>I think we should work on fixing the roads and speed control by making residential areas 20 mph and the repair of worn out roads. Even if this plan goes ahead it's not safe for cyclists on the road due to these problems.</i></p>

St Mary's resident	<i>I wish to complain about this consultation document and it's wording for misinterpretation and I strongly disagree with Howard Street being closed and forced onto Cowley Road which is already a very busy road.</i>
St Mary's resident	<i>I worry that access by car, which we need because my husband is disabled, will be more difficult and take a lot longer. I'm worried that traffic on Cowley and Iffley Road will get a lot worse, given it's already bad. I'm worried that cycling on Cowley and Iffley roads will be less pleasant and more dangerous because of increased traffic.</i>
St Mary's resident	<i>I worry the two-way proposal for Howard St will prove tricky with the current parking bay set-up, even with fewer cars. Since traffic doesn't seem to be reducing inside the city, I'm concerned your proposed 'Quickways' will be constantly congested! If the Florence Park LTN is made permanent, it is ESSENTIAL that the St Mary's LTN happens, too. Either ALL rat runs between Cowley and Iffley Rd are removed, or NONE. Otherwise, residents suffer, as is the case with Howard St currently.</i>
St Mary's resident	<i>I would be keen to see detailed modelling of the proposed LTNs and their impact on surrounding routes in advance of implementation. I have a concern regarding filter SM8 as I have observed already an increase in speed and frustration caused by LTN filters already implemented in Cowley. The proximity to the Comper school of this filter and therefore of traffic routed down/up Hertford street needs further detailed investigation, particularly if there is a plan to make Magdalen road two way.</i>
St Mary's resident	<i>I would just like consideration of extra rock to cyclists and pedestrians on the presumably busier fairways particularly at junctions such as the top of Rymers lane onto Between Towns Road. Where it feels riskier now the LTN is in place. The ends of Howard st onto Iffley and Cowley rds etc could become more difficult for cyclists to navigate.</i>
St Mary's resident	<i>I've lived on magdalen road all my life and know the area very very well. Turn all two way roads to ONE WAY. This will help with Traffic on side roads, cyclists, walking, making for a cleaner and safer environment for ALL. LTN in East oxford will impact NEGATIVELY ON EVERYONE in some for another as described in the survey above. PLEASE PLEASE TAKE THE ONE WAY SYSTEM ON ALL ROADS INTO ACCOUNT.</i>
St Mary's resident	<i>Idling traffic pollution on Iffley Rd. It already is congested as cars try to get back on A34 so more traffic on Iffley Rd is simply not fair; it will not make people walk or cycle more. More money needs to be invested in the electric vehicle infrastructure. People's lives revolve around getting to work and or school/childcare as gone are the days when the wife would stay at home and the kids would go to the local school. These proposals are expecting people to live like we did in the 1950s</i>
St Mary's resident	<i>If Howard Street and Magdalen Road are two way, they are too narrow for two cars to pass each other at the Iffley Road end, so cars will be backing up waiting to enter the street, causing further congestion on the already congested Iffley Road. Cars will be turning in the street, which caused problems last time the street was closed. I cannot see how this situation is safer for pedestrians or cyclists, or less polluting, as cars will be queuing for even longer.</i>
St Mary's resident	<i>If Howard Street is open to two way traffic then many of the parking spaces will need to be removed. Where will these cars go? Boundary Brook Road is already full as a result of the CPZ. It would be better to leave Howard Street (and Magdalen Road) with their current one way systems</i>

St Mary's resident	<i>if LTN is approved I will of course cycle more as there will be no other options to go about... everyday there are 2/3 km of queues on iffley and cowley roads.. Image what would happen when you also decrease the amount of cars that "escape" from many roads to avoid traffic jams!</i>
St Mary's resident	<i>If roads are made cul-de-sacs then not even residents can use their roads cos they are too narrow for two-way traffic and very few people have cars/vans, or the driving skills, to turn around in the street.</i> <i>Traffic will be forced to increase congestion on remaining roads. Reduces robustness, so slight errors and all traffic stops.</i> <i>You don't differentiate between cars and vans. A van is a commercial vehicle that doesn't carry live humans as primary cargo: why apartide?</i>
St Mary's resident	<i>If the level of traffic on the Plain roundabout will increase as a result of the LTNs in the area, the roundabout needs to be improved for cyclists. I believe this already one of the most dangerous roundabouts in the country for cyclists, so just adding more cars to it and not making it safer makes no sense and will NOT encourage more cycling.</i>
St Mary's resident	<i>I'm concerned about the impact on Cowley Rd. It's already too busy and polluted.</i>
St Mary's resident	<i>I'm in favour of trying this scheme. As a resident of Howard St with a proposed filter very near I'm worried about how it will change people's parking habits. Will we all end up contested for parking on one side or the other?</i>
St Mary's resident	<i>I'm not happy that St Marys should be divided into north and south so a journey to my doctor and vet will take so much longer.</i>
St Mary's resident	<i>I'm struggling to understand how 2 way traffic will work on Howard Street given the road layout does not have space for passing. This will also create northbound delays on Iffley Road at busy times with cars struggling to turn in to Howard Street.</i>
St Mary's resident	<i>Important to carry out improvements to cross Oxford public transport arrangements in conjunction with LTNs. Am concerned about recent increased car usage</i>
St Mary's resident	<i>It is already easy and safe to cycle and walk in the residential streets in east Oxford. This LTN initiative is odd - it isn't needed.</i>
St Mary's resident	<i>It is disgraceful that I only found out about this because of a protest against the plans, despite being a resident in the area. We should've been told about the plans & this consultation. The proposals will cause congestion on an already busy Cowley Rd and chaos in the area. I'd favour a congestion zone or other traffic-reduction measures, but these plans and the way the council has gone about them are a disaster. Please do not do the trial.</i>
St Mary's resident	<i>It is unreasonable to expect Silver Rd residents to make all of their journeys via Cowley Rd. As raised (and well-supported) at the meeting a few months ago, please move SM10 to between Silver Rd and Cricket Rd so that Silver Rd traffic can exit the area via Iffley Rd.</i>
St Mary's resident	<i>It's pointless encouraging more people to cycle or walk unless you give them clear and safe priority over The Plain roundabout. The 'no left turn' from Cowley to Iffley is frequently ignored by cars and vans and MCS turning is designed in a very dangerous way for cyclists correctly using the Iffley cycle Lane. The High street filter to The Plain encourages drivers to cut up cyclists intending to ride to Cowley or Iffley roads. The entire design is car-centric and dangerous for all other users.</i>

St Mary's resident	<i>It's so important to have REALLY clear signage up for car drivers in advance of the filters being installed, and really clear directions for the preferred routes for cars. If the signage is there and clear, and maintained, it will just lead to huge problems.</i>
St Mary's resident	<i>Jeune Street onto St Clements, currently feature 'Left turn only', perhaps this should be changed to "Right turn only", to facilitate access to St Clements without chocking up The Plain. Consideration for SM5,6,7 filter could be moved north to boundary of Cowley Road.</i>
St Mary's resident	<i>The filter "Site SM5" will create problems for James St residents on the Cowley Rd side, which we already suffer from chaotic traffic and illegal parking. Unless the filter is moved before the James St/St Mary's corner, it is an opened invitation for drivers to use James St / St Mary's Road / Magdalena Road as an alternative route to avoid what will become an even more congested Cowley Rd. Thank you for the consultation</i>
St Mary's resident	<i>Like many residents I already walk/use public transport as much as possible. Restrictions this extensive will make leisure or outdoor activities with families outside this area impossible at times of busy traffic such as weekends, thus worsening social isolation and mental health problems already evident during lockdown. It will also turn cowley and iffely road into polluted traffic corridors.</i>
St Mary's resident	<i>Location of SM6 appears to benefit the 1-way section of Bullingdon Rd at the expense of the far greater number of residents who live in the much busier 2-way section. Could it not be moved to the intersection with Denmark St instead?</i>
St Mary's resident	<i>Main arterial roads will become much more congested. Car parks with engines running. People will travel farther than at present to get from A to B. I don't think that car use will decrease much. If you are a parent with 3 children who attend different schools and you have to then get to work, it will just take longer and lead to major frustration.</i>
St Mary's resident	<i>Maintain the cycle routes on the main roads (Cowley and IffleyRds) in/out of city. My concern is that these will be abandoned and replaced by routes through the back streets of the LtN. This may be safer, but as indirect and slower to navigate, therefore less attractive to user who will stick with main roads and take the risk.</i>
St Mary's resident	<i>Management of speed on local roads, aggressive driving and lack of consideration for children cycling or using pedestrian crossings needs to be addressed in east Oxford. Staffed Lollipop crossings at Iffley road for the school run. Careful planning for cycle lanes to ensure they do not end abruptly and are of sufficient size. Upgrading of dropped kerb access for wheelchairs & ensuring pavements are repaired following disruption by utility companies etc. Benches for rests for older people.</i>
St Mary's resident	<i>The proposal assumes that leaving Essex st via Cowley road is the best option, This assumption ignores that that if you wish to reduce car use from this street you need to think about where people might go from Essex St. If you survey Essex st i suspect that you would find that most of us avoid Cowley road and use Iffley road/ abingdon road to leave the city. I feel that forcing us to use Cowley road will increase our journey times. Please change</i>
St Mary's resident	<i>The specific issue is the deliberately poor design of this survey makes it impossible to properly express dissenting views.</i>

St Mary's resident	<i>Longer queues on main roads, more pollution, more risk of accidents on main roads, traffic bottlenecks on main roads, smaller streets being used as rat runs, access for emergency vehicles from main roads to smaller roads will be longer, risk to life, no smooth traffic flow, increase in road rage, small, medium, large businesses in the area will suffer, loss of income and livelihood, increase in crime, insecurities for OOH workers, no advantages in LTN.</i>
St Mary's resident	<i>My concern is that it won't fix the major issue of cars pulling up in residents parking & double yellow lines to use the services on cowley rd. I think the intro of road blocks will actually make it more chaotic, as at least now if you can't find a space you can try on the road over and snake between them all whereas if as many cars are driving down and not finding a space it will be a nightmare, particularly if people continue to disrespect double yellows/turning space</i>
St Mary's resident	<i>My key concern is the knock-on impact on the traffic on Cowley and Iffley Roads, which are already heavily congested. Ditto for the ring road, which seems barely able to cope at times.</i>
St Mary's resident	<i>My main concern is that we live near the Howard Street filter and I'm concerned the filter could create more traffic and pollution outside our house due to cars turning around outside our house and delivery drivers parking up with their engines left on for longer periods of time.</i>
St Mary's resident	<i>My main concern is the traffic chaos the LTN will cause - I understand a similar scheme was tried previously and was abandoned due to the INCREASED congestion it caused.</i>
St Mary's resident	<i>I fear St Mary's Rd will become an overflow route for Cowley Rd, vehicles using Cowley Rd end of Magdalen Rd as well</i>
St Mary's resident	<i>nando's restaurant is a big problem causing traffic congestion on the corner of cowley road/temple street and illegal parking in temple street (being residents permit parking) this becomes more apparent from early evening onwards until it closes, which needs taking into consideration and possibly monitoring. i dont think people will be deterred for access to doctors, dentist and bar/restaurant either.</i>
St Mary's resident	<i>Need for much more robust modelling/ impact assessment (to include impact on surrounding areas) and for LTNs to be part of a wider traffic management system</i>
St Mary's resident	<i>Need to work with businesses on Magdalen Road over deliveries. Need to combine RH and MN CPZ zones. Need to invest in public domain improvements.</i>
St Mary's resident	<i>No problems. I can imagine people will be vocal though, particularly against and I implore the council to see this through for the trial period and not just listen to the loudest voices.</i>
St Mary's resident	<i>Of course people generally don't like change, and treat their car as if Zeus herself designed it, so expect lots of lies and bs responses.</i>
St Mary's resident	<i>our car is already only used for essential travel (moving musical instruments/commuting Coventry) and this scheme wil probably add long waiting periods and increased mileage to our journeys.</i>
St Mary's resident	<i>Our street will still have regular traffic to a business centre; we will be inconvenienced by congestion from this traffic and the clogged up main roads. Our street will not change.</i>
St Mary's resident	<i>Parking bays on Iffley road need to be removed. Even currently bikes are blocked by these when there are regular queues of traffic on Iffley road. Hurst street should have a filter. Otherwise I think you'll see cars trying to avoid queues on the Iffley road by cutting up and round Eg James street to Aston street. I see quiet ways gives two way access to bikes on magdalen rd and Howard street - will these be segregated cycle lanes? It really doesn't work 2 way access for bikes 1 way for car</i>

St Mary's resident	<i>Part of the problem is people's current unwillingness to use buses. While it's very good that traffic be moved off side streets, Iffley Road (for example) will become even more congested as a result - and if the Council could have ads etc. urging people to use buses and emphasising their safety that might help. It'd mean going against the 'fear narrative' resulting from the pandemic, but that narrative really needs pushing back against in any case.</i>
St Mary's resident	<i>Pavement parking will continue to be an issue. Households should only be allowed one car max - simply not enough space in East Oxford that was designed before cars were invented.</i>
St Mary's resident	<i>People constantly three point turning in these small streets, and damaging parked cars - including mine. Which already happens enough.</i>
St Mary's resident	<i>People like me can not stand noise and close contact with other people. My only chance of going out is to use a vehicle. If main roads are jammed with traffic this terrifies me and makes not leave the house. This will result in me being mentally depressed and housebound.</i>
St Mary's resident	<i>Personally I think that the James St filter could be moved to the Cowley Road junction, like on the other streets. The big issue we face on that road is people parking all over the place whilst they nip in to KFC or Sainsbury's, leaving little to no space for vehicles to get by. If it was moved closer to the end of the road a loading bay could then be created across the road for delivery lorries As much as I support all of the measures, I fear implementing them at the same time would cause chaos</i>
St Mary's resident	<i>Divinity Road: Completely blocking this route blocks the natural route to hospitals and creates significant choke points. Surely a one way system with traffic calming would be more appropriate? St. Marys: The natural direction of car travel is out towards Iffley Road as this is the direction for travel 'out of town' so forcing traffic onto Cowley Road instead is ridiculous as this direction is much more likely to be travelled on foot or by bike.</i>
St Mary's resident	<i>Placement of the ltn on James Street. I have major concerns this will only cause more chaos on the Cowley Road junction with illegal and dangerous parking. If the ltn were to be placed at the junction making James Street a dead end road this would create the desired quieter residential road the LTN promises and prevent non residential cars being able to park illegally on this end of the road.</i>
St Mary's resident	<i>Plans fail to consider disruptive effects of additional traffic on Iffley Road and the Plain. If the desire is cut out rat-run traffic, then rising bollards or similar would achieve the effect without intolerably impeding residents' access.</i>
St Mary's resident	<i>Planting trees as breaks in the roads instead will calm traffic, slow speeds, and improve air quality and provide much-needed shade. It will also look attractive. Measures already exist in this area (e.g on Magdalen) which work well. Using bumps in St Mary's instead of modal filters will work better. If ltns are adopted Cowley Rd and Iffley Rd will become traffic-filled and even more polluted.</i>
St Mary's resident	<i>Please can you also work at making Iffley and Cowley Rds safer for cyclists - they are an absolute nightmare to cycle on with children going to school, which forces us into a car unnecessarily. If Iffley Rd was safer with dedicated cycle lanes it would take our car off the road completely.</i>
St Mary's resident	<i>Please consider a 'cycle crossing' point/lights at the bottom of Divinity Road across to Leopold St.</i>
St Mary's resident	<i>Please do not split CPZ zones based on the LTN filters. I would park on the other side of a filter to where my house is. I live near one end of my road, but my commute naturally takes me to the quickway at the other end of the road. It would be needless to have to drive around each day (if I were forced to park on 'my' side of the filter) instead of a 30sec walk to my car.</i>

St Mary's resident	<i>Please measure pollution levels and number of vehicles using streets in St Marys before the LTN, during the LTN and after the LTN. There should be evidence-based decision making rather than skewed and emotional tickbox statements as per the earlier part of this consultation. Sadly the process for other Oxford LTNs seems to have promoted conflict and pitched residents against each other. Please also introduce 20mph speed limits that you will enforce in St Mary's and other traffic calming measures</i>
St Mary's resident	<i>Pollution build up to dangerous levels on key roads, such as Iffley road due to increased traffic on these routes has not been highlighted as a potential risk by this survey. A survey into travel methods and an assessment of the impact on them by LTNs will not produce accurate results when carried out now as Covid has reduced the amount of car travel commuting taking place in the local area.</i>
St Mary's resident	<i>Pollution outside my house Iffley Rd. Reduced accessibility Iffley Rd residents.</i>
St Mary's resident	<i>Proper speed calming measures and enforcement on intermediate roads should be looked at before blocking them and turning Iffley and Cowley road into gridlock and making it a misery for the people who live and on those streets and who regularly walk and cycle them.</i>
St Mary's resident	<i>1. Traffic on Hurst st increased as Hurst st & Catherine st could be used to rat run and avoid heavy traffic on Iffley rd. Currently very quiet street and few problems with the traffic. 2. Iffley rd likely to become more congested. As a cyclist this street is already dangerous to cycle down. It would be much better to reduce speed limits and add a cycle lane here</i>
St Mary's resident	<i>Riding of bicycles on the pavement of Howard Street is a major problem affecting safety and well-being of pedestrians and residents, especially those with small children.</i>
St Mary's resident	<i>Roads turned into cul-de-sacs will need areas for turning - not necessarily easy to provide.</i>
St Mary's resident	<i>See above about parking close to my house because of disabled mother and 2 year old grandson. I am in favour of LTNs but also need access and no more loss of parking</i>
St Mary's resident	<i>since the roads here are so narrow it would be good to have alternating roads dedicated to car and other to bikes</i>
St Mary's resident	<i>SM1/2/3/4 all appear propose the blocking right at end of the road at the point where they meet Cowley Road. These should be inset slightly in so that it is possible for delivery vehicles to safely turn in and away away - as such, should the test for these streets having the block in-set a few doors down rather than right on the junction. Otherwise, the rest of the road will be heavily used by large, polluted, loud delivery vehicles driving on and parking on quiet residential streets to deliver</i>
St Mary's resident	<i>SM10 & SM9 move these east of Silver road towards Cowley Road.</i>
St Mary's resident	<i>SM9 on Barnet Street. It should be moved to between the top of Silver Road and the bottom of Essex Street. The residents of Silver Road are being particularly penalised in terms of accessing Howard Street.</i>
St Mary's resident	<i>Some filters will need CCTV or monitoring to avoid vandalism or people driving around them if they are sited with gaps. Council should monitor carefully how traffic gets redistributed over the trial period and whether it is impacting residents on other roads (e.g. Cowley Road itself). There have been claims with existing LTNs that emergency vehicles are not able to attend scenes quickly enough. Council needs to communicate regularly with residents over the trial to show +ve or -ve impacts</i>

St Mary's resident	<i>Some genius who came up with this idea didn't put no brain in about putting more pressure on all surrounding main road as they all have residents and what about their health and safety dividing community what a shame also traffic already has gone worse on holloway cowley Road and iffley Road. This idea is just stupid leave the things as they are.</i>
St Mary's resident	<i>St Clements, Cowley & Iffley rds are already highly congested & I can't imagine how much worse they will be if LTNs are added. I imagine journey times could be increased to over 20mins during peak times which could be life or death if an ambulance is trying to get through The overall pollution reduction if journey times are increased needs to be carefully assessed. There maybe local reduction within the LTNs but at the expense of increasing pollution along main routes.</i>
St Mary's resident	<i>Temple Street is of limited width with parking either side, limiting drivers to a single car width to drive along. There are two restaurants, doctors and dental surgeries, and a church along its length. There are no places in which to turn a car, so. all residents, visitors, delivery and bin lorries will have to reverse up to 200 yards down a narrow street to reach Iffley Road, where they would have to reverse out into a busy main road.</i>
St Mary's resident	<i>The aim should be not to make car travel insufferable (as this proposal will) but a) to discourage it (through cheaper and more efficient public transport) and b) to encourage car drivers to drive more considerately of pedestrians and cyclists. Consider reducing the speed-limit in these areas to 15mph and enforcing it and introducing more road-calming measures. The proposals will improve nothing; but they will adversely affect older and vulnerable residents.</i>
St Mary's resident	<i>The design is not great and will, I think incur a lot of opposition. A lot of making it better is just detail.. but happy to talk and provide ideas if you call me</i>
St Mary's resident	<i>The first phase in Florence Park etc has not even been approved yet and you are cracking on with additional changes? Sounds like the "consultation" is lip service and the decision to keep these insane LTNs permanently has already been made.</i>
St Mary's resident	<i>The LTN schemes in Florence Park have already increased traffic flow onto Iffley Road so that we're already gridlocked at rush hour. Iffley Road is a residential street and it is unfair that these schemes, especially the proposed St Mary's scheme, will force even more traffic onto Iffley Road so that we residents who live on Iffley Rd have to suffer increased pollution & congestion. SSMJ school is off Iffley Road so I can't see how this promotes road safety for children trying to get to school.</i>
St Mary's resident	<i>The LTNs will mean people have to drive longer routes to get to where they needs to go, and sit in traffic more often. Both of these will add to, and not reduce traffic. It's I'll thought out and improperly researched, and overall a pathetic attempt to improve the pollution levels.</i>
St Mary's resident	<i>The maps do not include a proper legend for the symbols used or a definition for "quickway" and "quietway". If local residents cannot easily interpret the map, what are they being consulted on? This lack of clarity invalidates the consultation process. I emailed the Council / Stantec on 11th June to highlight this. The maps have not been updated. I am therefore strongly objecting to the LTNs on this basis. New maps should be produced and the initial consultation process should be repeated.</i>

St Mary's resident	<i>The plans will force all traffic in the area onto the single node that is the roundabout at the Plain. LTNs in principle are worthy but they need the main road infrastructure around the areas to be able to cope with the extra traffic. Iffley Road, Cowley Road and London Road all meet at the Plain. Even with some traffic avoiding the roundabout by using the crossroads, these three roads at peak times are terrible. The scheme is being pushed through without proper planning.</i>
St Mary's resident	<i>The Quiet way should not end up on Cowley, it should end on Iffley where there is space for a segregated cycle lane on both side. Think ahead to build an integrated cycle network. Please add a filter in the middle of Hurst St, real rat runners will use the parallel road to Iffley Rd to gain few minutes.</i>
St Mary's resident	<i>The raison d'être for LTNs is to reduce car use, reduce short one person journeys where public transport or cycling/walking is feasible.</i>
St Mary's resident	<i>The reason I only 'tend to support' the St Clements plans is that I think another filter might be needed on Jeune Street. Otherwise that street will get a lot of the traffic that is prevented from going down Princes St and Rectory Rd.</i>
St Mary's resident	<i>the specific issue that needs investigating is the impact that school buses would have in reducing traffic rather than LTNs. If people want less traffic on their doorstep, move to the countryside!</i>
St Mary's resident	<i>The traffic filters at the end of Temple Street and Circus Streets in particular are welcome but how vehicles turn around needs to be given serious consideration as these streets are narrow. Signage at the Iffley Road ends of these streets needs to be thought through - if cars still drive down Temple Street to park outside Nando's or the Temple lounge (as they currently do in droves) there will be chaos - the short term parking in Temple Street will need to be removed especially outside Nando's.</i>
St Mary's resident	<i>The traffic on main roads is chaos since the LTN's, pollution is higher due to stationary traffic, very dangerous now crossing main roads as they are more busier. Effecting my work as a lot more time is wasted on travelling to and from jobs and buying materials due to high levels of traffic. Very frustrating. It will also divert our school journeys making them unnecessary longer.</i>
St Mary's resident	<i>The zebra crossing on Iffley Road near the Plain is in my experience can be dangerous as a number of times I am on the crossing and car does not always stop - in one instance a club car (recognized the logo) flew by me as I was walking half way across which was quite scary! Another concern is the number of cyclists (sorry generally always men) who cycle fast on the pavement particularly along Iffley Road and sometimes the pedestrian crossing over Magdalen Bridge.</i>
St Mary's resident	<i>There are problems in many EO roads with authorized pavement parking (as well as unauthorized pavement parking). This makes it harder to walk in the area. Is this trend going to be reversed (and is illegal parking going to be tackled properly)?</i>
St Mary's resident	<i>There are too many parents transporting children to Comper School on Hertford Street marketing the streets and even pavements unsafe. Closing out minimizing this traffic would be a vast improvement.</i>
St Mary's resident	<i>There should be a way around to control residential area traffic. But not completely closing them. Need access to cut the traffic on main road and even emergency services cannot go through.</i>
St Mary's resident	<i>There should be an added Point Closure at the crossing in Magdalen Road between Hurst Street and Catherine Street, otherwise cars will still skip Iffley Rd traffic entering at James Street, drive along Hurst street, cross Magdalen Road into Catherine Street and exit along Charles Street. In heavy traffic this often happens as cars often speed along Hurst Street and get stuck in Charles Street.</i>

St Mary's resident	<i>There should be more filters on the Iffley Road side (ie. One on every other street)</i>
St Mary's resident	<i>these LTNs are effectively CREATING traffic - it didn't work on Walton street, which is now open again in North Oxford, it hasn't worked on the Florence Park area (traffic is worse now - Howard street is now where all the traffic that once used to be across different roads is) so why are you continuing to promote this scheme. this is not the way to improve air quality - it will worsen it, create longer journeys for people, angrier drivers, and makes little to no difference to the residents.</i>
St Mary's resident	<i>This has not been properly modelled for the effect on traffic flow and has been undemocratically pushed on all road users locally</i>
St Mary's resident	<i>This questionnaire does not give the applicant any forum to express specific comments etc. It only leads with its own targeted questions that appear to be aimed at reaching the responses that the pro LTN supporters wish the survey to achieve.</i>
St Mary's resident	<i>This survey assumes that all people can or want to cycle, but cyclists can be as dangerous as cars, particularly when cyclists cycle down the wrong way down Magdalen Road, which happens frequently. If the council believes in dealing with pollution and the environment, trees and really well designed planters would help slow down traffic and improve the environment. All these filters will increase the traffic in Iffley and Cowley Roads and have a detrimental effect on the bus services.</i>
St Mary's resident	<i>This survey is making out the people of oxford don't own cycles or god forbid don't have legs, we all walk and cycle where we can I'm an avid Moutain biker and encourage cycling through out my entire family. But the LTN scheme needs to be removed it's causing massive problems already I have seen road rage because of it and we really don't need them may have worked in other parts of the country. We need to look at pot holes and making our oxford beautiful again as it needs some TLC.</i>
St Mary's resident	<i>This survey is very directive, particulalry about motivation (for and against). In addition - I have no car I already cycle and walk almost everywhere but I am asked whether I would cycle or walk more. There is nothing specific about pollution levels or speed of traffic. (It is speed that makes people feel unsafe.)</i>
St Mary's resident	<i>This survey was created with bias and should be properly recreated with a level of competence that doesn't presuppose an outcome. If you re going to do a survey to collect feedback at least do in a professional manner.</i>
St Mary's resident	<i>This will affect local traffic more than traffic coming in to the city; it will make travel to the hospitals difficult. Emergency sevices, deliveries will be impacted. It will hurt the elderly and disadvantaged who cannot afford delays getting to work or hospital or other services. The pollution impact on all the arterial roads will be huge and there has been negigible REAL consultation. This questionnaire is thoroughly biased and indicates decisions have already been made.</i>
St Mary's resident	<i>this will make st clements pollution worse. i walk but object to cyclists on pavements. pensioners too should feel able to walk safely on pavements with out being threatened by cyclists or more will take to cars instead. i was hit by a cyclist on the pavement one afternoon in the ltn between templars square and florence park. he did not even stop and carried on along the pavement whilst i was left with an injured arm. please take up to date traffic & pollution readings before any action.</i>
St Mary's resident	<i>This will make the main roads more dangerous to cyclists going into Oxford.</i>

St Mary's resident	<i>Today (Tuesday 29 June 2021) at just 3:30pm (and without any roadworks or broken down vehicles) SouthEast bound Iffley Rd traffic backed up all the way from the Donnington Bridge Road traffic lights to James Street, which was pretty awful. I am certain that the proposed LTN could only make that even worse!</i>
St Mary's resident	<i>I suffer from severe and chronic anxiety (agoraphobia, etc.) and am registered disabled. The impact of the LTN scheme in Cowley has already had an adverse, distressing effect on me in respect of having to sit in long queues of very slow moving traffic on Iffley Road - this can only increase with the extension of the scheme. I fear that I will be unable to travel anywhere from my home if this scheme is implemented.</i>
St Mary's resident	<i>Too many cycles some with children on going the wrong way along Howard Street often on the pavements, too many moped riders and cars going the wrong way. Address this as it is a daily problem even though I have informed police. Keep out large commercial vehicles using it as a short cut. With so much pavement parking marked out on pavements for cars how is any of this going to make it easier for anyone to walk as they can't use the pavements now for parked cars.</i>
St Mary's resident	<i>Traffic diverted to St Clements and the Plain will add to the already illegal levels of local air pollution. Additional measures should be brought in, to control access to such areas, e.g. traffic lights to count vehicles into the area and limit congestion, to keep traffic moving through these hot-spot. This could be achieved by holding traffic queues back in more open areas such as Marston Road and Headington Hill, with enforcement of no engine idling whole in the holding area.</i>
St Mary's resident	<i>Traffic drives at dangerous speed along Charles street and Sidney Street</i>
St Mary's resident	<i>Traffic volume on arterial roads prior to implementation and baseline used to measure changes in traffic volume during any trial period.</i>
St Mary's resident	<i>Unclear why Jeune Street remains open for traffic from the Cowley Road to St.Clements.</i>
St Mary's resident	<i>We already walk and cycle here. What we need is stopping incoming traffic using street to cut across</i>
St Mary's resident	<i>We live on Silver Road and are unsure whether the Howard St and Barnet St filters are optimally placed. Would it be best if Silver Road had access to Iffley or Cowley Rd by car? Other roads will have similar dilemmas. It would be good if long term planning and review could (as well as assessing overall benefit of LTN) include analysis to see if precise location of filters should be altered over time, either by pilot testing or modelling.</i>
St Mary's resident	<i>We really worry that drivers will use Ridgefield road as a bypass and will drive on it at high speed to bypass the unavoidable traffic jam on Cowley road. This will make it extremely unsafe for our children, and very uncomfortable for residents on our street. If the plan goes ahead, several effective speed bumps should be added on Ridgefield road (similarly to Magdalen road) to avoid a disaster.</i>
St Mary's resident	<i>We really worry that drivers will use Ridgefield road as a bypass and will drive on it at high speed to bypass the unavoidable traffic jam on Cowley road. This will make it extremely unsafe for our children, and very uncomfortable for residents on our street. If the plan goes ahead, several effective speed bumps should be added on Ridgefield road (similarly to Magdalen road) to avoid this disaster to happen.</i>
St Mary's resident	<i>What steps will be taken to ensure the quietways will actually be quietways.</i>

St Mary's resident	<i>While sympathetic to the intentions, I have severe reservations about the lack of good traffic data and the quality of the process for developing these LTN plans and the forthcoming cycle Quickways. It all seems based on emotion rather than sound data, it assumes a reduction in traffic overall (without evidence) and to have unintended consequences, particularly that the plans move traffic from local streets onto the same major roads that are suggested as cycle Quickways.</i>
St Mary's resident	<i>Why is St Mary's Rd designated a quietway, but Hurst St isn't? As far as I can see, Hurst St's relation to Iffley Rd mirrors St Mary's Rd's relation to Cowley Rd ... Is there some consequence attached to being designated a 'quietway', rather than being left unlabelled? (I couldn't find any mention in the consultation documents on what the significance of being designated a 'quietway' was ...)</i>
St Mary's resident	<i>Will cause more pollution due to much longer routes and more congestion Discriminates financially against poorer families, disabled and elderly Evidence required before introducing such a disruptive change, on 1)who is doing 'short cuts'- ie I believe it is local people using the shared resource (roads), not 'outsiders'.... 2) pollution levels pre and post, 3) ?basis for thinking traffic will be faster/fluid on Cowley/Iffley.Impossibly long/slow journeys in emergencies; eg Aston St to hospitals</i>
St Mary's resident	<i>Will oxford make main roads safe for cyclists too? Otherwise car use is hard to avoid with 2 kids over long distances, and hard to send kids alone when no cycle paths.</i>
St Mary's resident	<i>Without alternative provision, this will simply cause chaos and more pollution / irate drivers making the roads even more unsafe for cyclists and pedestrians. The alternative provision for cyclists is highly disingenuous since these are already well-known quiet/quick cycling routes. What is the money going on? It is important to leave a route open to Iffley Road from the north side of the proposed restrictions. Why is there not enough space in this consultation to provide proper answers?</i>
St Mary's resident	YOU MUST NOT BLOCK OFF TEMPLE STREET WHERE THERE IS A SURGERY AND A DENTIST YOU WILL CAUSE ACCIDENTS
St Mary's resident	<i>You say that local businesses have been consulted. Can you please send me a list of the businesses that were consulted and what the responses were. I have spoken to a few random business owners on Cowley Road and non have been consulted and I am very concerned about the literature being circulated that businesses were consulted. Also what alternatives to LTNs have been considered to make roads safer/pleasant?</i>

Respondent type	Q25 How did you find out about this consultation? [OTHER]
Divinity Road area resident	<i>Because you've completely disrupted the way people can travel people are angry so everyone knows lol</i>
Divinity Road area resident	<i>DRARA</i>
Divinity Road area resident	<i>Drara</i>
Divinity Road area resident	<i>Drara</i>

Divinity Road area resident	<i>Drara</i>
Divinity Road area resident	<i>Hill Top Road Community Group</i>
Divinity Road area resident	<i>Hill Top Road Traffic committee, Hill Top Road was only made aware 1st February 21</i>
Divinity Road area resident	<i>I live right next to LTN on Temple Road</i>
Divinity Road area resident	<i>Mosque</i>
Divinity Road area resident	<i>we have a street whatsapp group</i>
East Oxford resident outside 3 LTN areas	<i>"Stop the Road Closures" leaflet put through my door.</i>
East Oxford resident outside 3 LTN areas	<i>BBC News</i>
East Oxford resident outside 3 LTN areas	<i>Bloody traffic in main road</i>
East Oxford resident outside 3 LTN areas	<i>By accident, sheer chance via a local business</i>
East Oxford resident outside 3 LTN areas	<i>Cyclox news letter</i>
East Oxford resident outside 3 LTN areas	<i>email from a councillor in response to an email from me.</i>
East Oxford resident outside 3 LTN areas	<i>email from school</i>
East Oxford resident outside 3 LTN areas	<i>I only heard about this from a neighbourhood source - I should contacted directly by the council</i>
East Oxford resident outside 3 LTN areas	<i>Leaflet</i>
East Oxford resident outside 3 LTN areas	<i>Leaflet</i>
East Oxford resident outside 3 LTN areas	<i>Leaflet</i>
East Oxford resident outside 3 LTN areas	<i>LTN leaflet - This was poor if I didn't already know what an LTN was this wouldn't have helped.</i>
East Oxford resident outside 3 LTN areas	<i>My own research</i>
East Oxford resident outside 3 LTN areas	<i>Nextdoor</i>
East Oxford resident outside 3 LTN areas	<i>Nextdoor app</i>
East Oxford resident outside 3 LTN areas	<i>Oxford Golf Club</i>
East Oxford resident outside 3 LTN areas	<i>Oxford Golf Club</i>
East Oxford resident outside 3 LTN areas	<i>Recent online public meeting (green councillors)</i>
East Oxford resident outside 3 LTN areas	<i>Reconnect Oxford - as you make a point of not asking intended victims their opinion - usual dirty t</i>

East Oxford resident outside 3 LTN areas	<i>reconnecting oxford</i>
East Oxford resident outside 3 LTN areas	<i>School</i>
East Oxford resident outside 3 LTN areas	<i>School and employer, separwtely</i>
East Oxford resident outside 3 LTN areas	<i>The day to day issue with the LTN</i>
East Oxford resident outside 3 LTN areas	<i>Through golf club</i>
East Oxford resident outside 3 LTN areas	<i>Various routes</i>
East Oxford resident outside 3 LTN areas	<i>via Cyclox</i>
East Oxford resident outside 3 LTN areas	<i>Visiting the area on day to day basis</i>
East Oxford resident outside 3 LTN areas	<i>WhatsApp - people trying to organise opposition to this sensible development</i>
East Oxford resident outside 3 LTN areas	<i>Work colleague</i>
Local business / school / employer	<i>Another local business that also objects passed to me</i>
Local business / school / employer	<i>Colleague</i>
Local business / school / employer	<i>Daily info</i>
Local business / school / employer	<i>Email from OCC</i>
Local business / school / employer	<i>Employer</i>
Local business / school / employer	<i>leaflet through letterbox - nothing from council (no surprise!)</i>
Local business / school / employer	<i>Through work colleagues</i>
Local business / school / employer	<i>workplace</i>
Representative of a group, campaign group or organisation in the east Oxford area	<i>Cyclox monitors all consultations</i>
Resident of another part of Oxford	<i>A leaflet in the local garage</i>
Resident of another part of Oxford	<i>An email from Cyclox</i>
Resident of another part of Oxford	<i>BBC Oxford</i>
Resident of another part of Oxford	<i>Cheney School</i>
Resident of another part of Oxford	<i>Complaints from many people on social media</i>
Resident of another part of Oxford	<i>Cyclox</i>

Resident of another part of Oxford	<i>Forward from WhatsApp</i>
Resident of another part of Oxford	<i>From Oxford City Golf Club</i>
Resident of another part of Oxford	<i>Leaflet from opposition group</i>
Resident of another part of Oxford	<i>Leaflet from Reconnecting Oxford</i>
Resident of another part of Oxford	<i>Nextdoor</i>
Resident of another part of Oxford	<i>Nextdoor website</i>
Resident of another part of Oxford	<i>Oxford City Golf Club</i>
Resident of another part of Oxford	<i>Oxford golf club</i>
Resident of another part of Oxford	<i>Oxford golf club</i>
Resident of another part of Oxford	<i>Poster in window of shop on the Cowley Road</i>
Resident of another part of Oxford	<i>Taxi Office</i>
Resident of another part of Oxford	<i>Through Royal Cars</i>
Resident of another part of Oxford	<i>Went to gov.uk to say how much I safer I feel cycle via LTNs on Rymers Lane & Church Cowley Road</i>
Resident of another part of Oxford	<i>What's app</i>
Resident of another part of Oxford	<i>WhatsApp</i>
Resident of another part of Oxford	<i>word of mouth, the publicity given this by the county council has been poor</i>
Resident outside Oxford	<i>Did you consult tradespeople, businesses, carers, drivers who are trip chaining?</i>
Resident outside Oxford	<i>Manager of Oxford golf club</i>
Resident outside Oxford	<i>Massive Demonstration on the Cowley Road today</i>
Resident outside Oxford	<i>My workplace</i>
Resident outside Oxford	<i>Through Oxford Golf Club</i>
St Clements resident	<i>First I heard about Divinity Rd on the grapevine, then we had a leaflet.</i>
St Clements resident	<i>From Councillor Tom on doorstep during election campaign.</i>
St Clements resident	<i>It wasn't easy to find.</i>
St Clements resident	<i>local councillor knocking on the door</i>
St Clements resident	<i>Local counsellor</i>
St Clements resident	<i>Local WhatsApp group wanting us to reject the proposal.</i>
St Clements resident	<i>Neighbors</i>
St Clements resident	<i>Oxford Golf Club</i>
St Clements resident	<i>Rumour. After hearing neighbours worry, I contacted the council direct. Poorly done Oxford Council.</i>
St Mary's resident	<i>A campaign group against the LTN has a better communication plan than the useless council.</i>
St Mary's resident	<i>A leaflet through my door .</i>
St Mary's resident	<i>A leaflet through the door against the low emission zones</i>

St Mary's resident	<i>An anti LTN leaflet through my door</i>
St Mary's resident	<i>From many sources - councillor, OCC, Cyclox</i>
St Mary's resident	<i>Heard nothing from the council until 4 days before end of consultation!!!!</i>
St Mary's resident	<i>I am surprised that there was not a more concerted effort to elicit participation in this survey.</i>
St Mary's resident	<i>Leaflet from a group protesting against the LTN.</i>
St Mary's resident	<i>Leaflet from council, Facebook, local community group, Twitter</i>
St Mary's resident	<i>Leaflet from local councillor</i>
St Mary's resident	<i>Leaflet from local people. Was not told by council.</i>
St Mary's resident	<i>Leaflet from someone just now</i>
St Mary's resident	<i>leaflet in a shop</i>
St Mary's resident	<i>leaflet in a shop</i>
St Mary's resident	<i>leaflet through the post</i>
St Mary's resident	<i>Local anti-LTN leaflet through the door</i>
St Mary's resident	<i>Local councillors</i>
St Mary's resident	<i>Local Green Party (that was the friend)</i>
St Mary's resident	<i>Local school</i>
St Mary's resident	<i>More than one of the above</i>
St Mary's resident	<i>My Green councillor told me about it and then put a leaflet through the door.</i>
St Mary's resident	<i>Nextdoor App & Friends</i>
St Mary's resident	<i>Nothing from the council absolute disgrace</i>
St Mary's resident	<i>Protest at Manzil Way. I should have been informed by the Council.</i>
St Mary's resident	<i>Street Whats App Group</i>
St Mary's resident	<i>Through the post</i>
St Mary's resident	<i>Variety of above</i>
St Mary's resident	<i>With great difficulty!</i>

A2_2: Feedback from Stakeholder Workshops

AREA	Main points
Divinity Road	Massive support for Option B, less support for Option A
Divinity Road	Issues for access with Option A with access to golf club, traffic having to go around large areas to get in
St Mary's	Colleagues now having 30 minutes to get through small journey in Oxford to reach main routes. Colleagues resigning, key workers, staff recruitment and retention issues. Speeding and bike racks need replacing, parking shortages. Can we make data available for baseline traffic counts.
Divinity Road	In depth analysis provided needs to be actioned and understood. Felt that unequal impacts between Options A and B affecting north and south sides of Divinity road, these need to be understood. Residents need to understand the validity of certain sources eg Emergency Services preference.
All	Broad agreement within group that filters are in the right places for trial. Increasing car use in Oxford raised as a problem and needs to be addressed, how do we support people away from this.
All	Wide appreciation for the meeting being held, and for conducting the discussion with stakeholder and taking views on board.
Divinity Road	We had a meeting in December with DRARA, only offered option A and we realised Hill Top residents hadn't been consulted. 500 members plus visitors at the golf club, main entrance 75% come via top of Divinity Road. Making everyone come via Cowley Road would be very awkward especially those living on East side of Oxford. Unsure of the impact on the main arterial roads, has Oxfordshire done any traffic analysis?
Divinity Road	Option B far preferred by all members. Suggested this to DRARA early on. Also preferable for Hill Top residents. Will be awkward for some people, nobody entirely happy about LTNs, but agree that these roads are terrible rat runs so can understand the residents in the area wanting an LTN.
Divinity Road	Unfortunate that cameras are not allowed. London always given as a good example but Oxford does not have the same integrated transport system.
Divinity Road	Difficult to walk with golf bags, and age of golfers is restricting ability to perform active travel. Option A would be a bit problem
All	Why is Divinity Road bollard in the middle? Morrell Avenue is a Quietway but how will Quickways affect it? Will cars all be directed towards the Plain roundabout and up St Clement's ? Need to be clearer with what the overall vision is
All	Offers of help from St Mary's councillors of letter drops. Hill Top have done some modelling work, have concerns with option A. Similar issues as golf course. Option A would increase 80,000+ extra miles. Option B reduces by 70%. Warneford lane cycle safety worries. Filters may be blocked by parked cars in St Mary's can this be enforced?
All	Short term displacement of traffic discussed and the emissions impeding the scheme from this. Impact and monitoring of impact on busses. Making sure people are really heard and communities are not divided. Solutions found based on most important points.
All	Do most cycle journeys from the area you showed go into the city centre? Have you done consultations out in blackbird leys and these areas etc to see if they would cycle?

All	Most of the main routes were built in the mid 1800s and to filter all of the traffic down these routes will then affect people that cycle down them currently. Surely it would be a priority to invest in the road systems before implementing the LTNs?
All	What percentage of home owners or people renting in the areas targeted own a bike?
All	Why would people feel more confident using public transport because of LTNs?
All	Have the LTNs in Cowley led to an increase in cycling?
All	Has there been any consideration for businesses in the area?
St Mary's	Ive spoken to a number of businesses on the Cowley road and none of them have been spoke to be councillors. You need to do an independent consultation. What is the rush for these LTNs?
All	Im concerned a lot of weight has been given to councillors, can you explain to me the structure of the consultation and how you avoid it being skewed by keyboard warriors? I would like all doors to be knocked
All	Do you have an up to date survey for the Cowley LTNs for after instillation . We find the phrase rat running very offensive and inappropriate
St Mary's	Might need to hire extra delivery drivers as a business on the Cowley Road, I don't think I can afford that as a business and other takeaways agree in the area. Routes that would normally use 1 driver, will now need 2 due to the filter locations.
Divinity Road	Without having the access up Divinity Road to access other areas, nobody knows what the true impact on the arterial routes will be
St Mary's	I think making Howard Street and Magdalen Road two way is crazy. They're very narrow and there is lots of parking, I think it would cause more congestion there. I think a one way system should be considered.
St Mary's	Looking at it from a business perspective again, I have regulars on Howard Street, it would put a lot of delays on my journey. My wife is a carer and this would pose a lot of delays in getting to patients and getting home.
St Mary's	Will our beer delivery truck still be able to get to rectory road where the pub is? Concerns about turning points
St Mary's	With regards to cars on the Cowley road, people use cars for shopping and disabled people need to use cars for certain reasons, what kind of impact will this have

Divinity Road Area	<p>Important that good signage is available.</p> <p>Some satnavs don't update so that is an issue.</p> <p>doing something is imperative. Design to have trial LTN meant people marked both preferences A and B. Option B Hilltop group which is already low traffic. What is Emergency Services and Refuse Services rationale?</p> <p>zones. Bear in mind fighting fund of £20,000 from councillors.</p> <p>Lockable bollards recommended for all ladder streets.</p> <p>A lot of people will not want Option B but want an LTN. Parking spaces and turning spaces problem. Stoner Street and Morrell Avenue should be involved.</p> <p>wants an LTN but concerned about congestion and discrimination if option B.</p> <p>Want to understand Emergency Services rationale for putting a bollard in the middle of the road. Want to read the report to get an understanding.</p> <p>Golf club has surge in membership and waiting list.</p> <p>both options do not have equal impact on residents. Option B parking is already under pressure, have Coop, student cars. Overall feeling is will cut residents off from higher area, who won't be impacted at all. Bollards would cut neighbourhood into two. Feels there would be a divide. Cars park on DYL at Coop, which will be worse with bollards. She sometimes has to park at top of road, even though she lives at the bottom.</p>
St Mary's	<p>would appreciate a response to 17 recommendations from Council. Combining CPZ zones would help – all in report that was sent. Would like to cover residential parking within two</p>
St Clement's	<p>What's happening along Morrell Avenue – clarification of Quickways.</p> <p>How do you ensure displacement is factored in and managed accordingly? Vital joined up approach needed.</p> <p>set filters back to create some public realm space.</p>
Divinity Road	<p>(chairman Oxford Golf Club) – 500 members. Weren't involved at start of process. Post code scatter map, members inside and outside of Oxford. Preferred travel into club is unpredictable. Very concerned. Push for car recognition system. If closing top of Divinity Road, would have no bookings before 10 am. Prefer option B out of both options.</p> <p>access to hospitals. Divinity Road would benefit from St Mary's scheme. Any option preventing people from Iffley Road getting up to the hospital? Going on up to The Plain roundabout will add time on to journeys.</p> <p>Getting to golf club will add pollution for some people. Cowley Road are putting up with idling traffic. Assess impact properly.</p>

St Mary's	<p>grateful for data provided by residents. Has brought up LTN when canvassing. Majority had heard about scheme.</p> <p>how are you going to help the people who oppose this so they don't run over bollards? everyone's opinion must be heard.</p> <p>only have Whatsapp group, not like DRARA and parts of St Mary's, etc.</p> <p>Ensure some areas of St Mary's don't become a one way loop.</p>
St Clement's	<p>re Jeune Street, can see why no filter, but substantial illegal right turning.</p> <p>cars that do need to be used, all load up bus routes. Time will tell if it is worth getting a bus into Oxford. Concerned buses will be like snails. Have lived in Holland. Oxford is radial route and have to go into centre to get out again so not ideal.</p> <p>encourage Police to take cycling theft seriously.</p>
Divinity Road	<p>Vast majority of Divinity Road area residents are increasingly frustrated, worried about volume of through traffic and LTNs offer horrific solution to problem. Where is through traffic from and going to. Opinion is coming from Abingdon, Newberry A40 going through via hospital or school. Concern create moving pollution from one place to another. Am support of concept but impact of where signage is put. Needs to go 6 miles out onto A34 and impact on what diversion route. Need to use ring road, but won't happen. Holloway will have problems.</p> <p>Why ES prefer option B? Substantial amount of people disadvantaged because of this. If ES can get through barriers it doesn't matter which option.</p>
All	<p>Taking engineer approach and not strategic approach. Need all things working together. Where do people go what change of behaviour. Need bus priority and cycle lanes and CPZ's, hospitals reduce parking and Brooks and Oxford University to reduce parking. Some of carrot not available at the moment and just stick.</p>
St Mary's	<p>Cowley Road caused by turning traffic James to Princes Street and vice versa and Rectory Road and queuing on Divinity Road. Advantage of LTNs if more traffic on main roads should move more smoothly.</p>
All	<p>Haven't given an opinion but support active travel. Bus connection is lacking from Whitney and outside towns. Helpful if more political clarity from Connecting Oxford which would take out some of this traffic.</p>
All	<p>People who have no option but to use a car (who can't drive and have carers). Stopping in city centre are limited. Think about those who are going to be disadvantaged.</p>
St Mary's	<p>James Street from Cowley Road. There is one signed from Iffley Road onto James Street. What to do with existing signage that already is a quiet route.</p>
St Mary's	<p>Is there anywhere other than Iffley Road and Cowley Road are being directed? If not, everyone has to go to the Plain to turn around. Is there a knock on effect further up.</p>
St Mary's	<p>Magdalen Road is A34 route coming into Oxford. Roundabout already blocked. Lots of buses and putting all commuter traffic onto single track roundabout. On a hiding to nothing.</p>
St Mary's	<p>Agree in short term, but commuters should use ring road and not Iffley Road. That is the whole point.</p>
Divinity Road	<p>Divinity Road is current option of displacement. Cowley and Iffley are not at capacity at present so by limiting Divinity shouldn't be a problem putting them onto main roads.</p>
St Clement's	<p>No filter on Jeune Street. If no filter, needs to ensure people can't turn right, otherwise this street could end up getting busier.</p>
St Clement's	<p>Morrell Avenue flagged as Quietway. Feel needs more than logos on road to encourage cycling. Quite a lot of traffic and on street parking. Are there any plans re organising on street parking. Any filters for Morrell Avenue or bus gate.</p>
St Clement's	<p>Agree with Adam, it isn't a Quietway.</p>

St Clement's	Fear OCC trying to look good and not understand how people travel.
Divinity Road	Why can't filters be put to north or south re hospital access.
Divinity Road	DRARA were told Cowley Road area ruled out. Option B creates a smaller cul-de-sac.
Divinity Road	Sad Hilltop are campaigning where they already have a nice low traffic neighbourhood.
Divinity Road	<p>group represented (but not DRARA) concerned about option A. Undertook survey in January, residents surprised there were proposed LTNs. DRARA claiming most wanted option A. Hilltop Road survey and zoom meeting to share concerns/support/suggestions. Survey sent to Cllr Constance. Concerns about bollards at top of road re Emergency Services access, access to residents, carers, deliveries, etc. When DRARA did survey majority preferred option B. Lots of modelling, looking at original data quoted by DRARA and Council, so worth looking at again (surveys s2019). Gold course mentioned again and the impact What is the wider impact on Cowley Road? 81,700 additional miles if you put bollards at top.</p> <p>– lives in area so will be inconvenienced but happy to have filters put in place because she recognises the amount of traffic going up and down Divinity Road. Have young children and cycle and walk. How does this interact with infrastructure on Warneford Lane. Inadequate at the moment and car doors open out. Maybe move cycling signs into the middle of the road. This is the only safe area to cycle.</p>

St Mary's	<p>RH to MN combining CPZ looks tricky. EW talked to Jim Whiting who said this wouldn't be a problem as zones are around 5 minutes away. Merging zones would cost approximately £10,000.</p> <p>was well consulted on within the community. Illegal pavement parking at intersection with Cowley Road. These filters may be blocked by vehicles preventing cyclists and walkers. Not feasible to steward.</p> <p>re comment about 2 minutes extra to get to hospital. Modelling has to be done properly otherwise it will fell. The term Ghetto is appalling to use,</p> <p>car ownership within St Mary's is low. Car park at Union Street is normally empty. People use residential neighbourhoods to park instead. Reduction in traffic during lockdown was wonderful due to being low.</p> <p>are residents in Cowley Road included in consultation? Katherine said St Mary's ward (Iffley Road and Cowley Road were both included). Some response mentioned by Craig. 10% who responded do not live in the area.</p> <p>observing traffic at weekend on Cowley Road, proposed filters are in the right place. A lot of congestion is caused by cars coming from Rectory Road and Princes Street and going into James Street. If you restrict this it will free up routes.</p> <p>Rectory Road is no entry from Cowley Road, so stopping traffic coming out of Rectory Road. Princes Street community centre, good to put a set back filter to create a bit of space. Katherine – as part of Oxair focus group, someone had collected air quality data which was high due to through traffic.</p> <p>asked Katherine to share any data. How are Council going to intergrate the LTNs and look at modelling and impact on traffic flows? Has this been done.</p> <p>confirming all areas within East Oxford to be implemented at the same time. Confirmed.</p> <p>Timing of communications, large turnover of residents, particularly in September.</p> <p>some residents thought Cowley consultation questionnaire was biased. Can we get community to redraft questionnaire.</p> <p>ask Councillors to send out leaflets as extra resource. Young people prefer hard copies. James Street survey sent in.</p>
St Mary's	Concern on Magdalen Road – how is it possible to make that a two way road with parking on both sides? It is not wide enough and there are chicanes
St Mary's	Residents on Magdalen Road have now paid for the parking permits so its your assumption that residents will stop driving. There will be damage to vehicles. On other roads people park on the pavement to do this, this is asking for problems. Not just cars, there are lorries and deliveries. People will bump up the curbs to get by and this will be dangerous
St Mary's	Most of us cycle to work on Leopold Street, but we get several deliveries a day often. It's not going to be possible any more using the current route, Aston street is a nightmare even for a car, not suitable for a delivery van. It ill cause more traffic miles for the delivery vans. Secondly, if you want to do this you need to create a change in the road network to one way streets eg Aston Street.

St Mary's	<p>LTN in Howard Street will impact on staff and parents getting in and out of work. One route in on Shelley road, concern about emergency incidents and staff recruitment. National shortage of teachers which makes it even more difficult. Increase in lateness of students arriving at school. Quickways will become slowways due to the amount of traffic. On a personal note, people that bought houses in this area bought on the factor that cars can use roads.</p> <p>You are limiting people to having jobs to where people live. People need to travel to work.</p>
All	<p>Businesses aren't being consulted, clearly we have an agenda from the councillors, not sure how this will be impartial but I hope you take the information back. Businesses are overwhelmingly against this. None of these LTNs are designed to allow access for deliveries or taxis. Can you please ensure you do a proper consultation and go out and speak to people.</p>
All	<p>You mention the congestion on the roads at 5pm being on every road, partly I agree, but partly this is down to roadworks being done at the same time. Secondly, has anyone been around the city centre near the new west gate, the design is bad and causes chaos and blocks the whole city with traffic.</p> <p>You say emergency services can get through these bollards, but these quickways, when you have a 999 call down the Cowley road or Iffley road, and the streets are full of traffic, how are they going to get down these streets</p> <p>Passengers will be in the taxis for longer, and it will cost more as the meter is ticking through traffic. It will be causing more pollution.</p>
Divinity Road	<p>Divinity Rd. is definitely a rat run. There is already plenty of evidence for this. Worked collectively as a community through the resident's association *AUDIBLE car horns in background 95% of residents are delighted by the idea that resident's streets should be for residents Not essential vehicles should have to find other routes through the alternative routes</p>
Divinity Road	<p>LTNs welcome – or lack of congestion in residential streets Wants to ensure LTNs only go in where appropriate Some places may benefit from speed reduction schemes instead of LTNs</p>
Divinity Road	<p>Support Patrick in that Headington traffic is extraordinary, and every single car had one person in it If there were proper cycleways then people would use them and not drive</p>
Divinity Road	<p>Divinity Rd. is horrendous What's the air quality and how is it monitored?</p>
Divinity Road	<p>We need to ensure that all that data is systematically collected at County and made available Hopefully a huge LTN going into my division Ensure County officers are aware of the need of data and information to move forward.</p>
St Clement's	<p>SC2 / Princess Street Lots of prior support from residents phoning in – 40mph speeding, feeling unsafe with their children in that area.</p>
All	<p>East Oxford heavy for LTNs and traffic filters. Why?</p>
St Clement's	<p>If there is an accident or incident on Cowley or Iffley Rd. there will be a huge backlog of traffic</p>

St Mary's	Some residents feel as though they are being penalised for just living in area, some of whom have lived there for a very long time
St Mary's	Lack of bus routes
St Mary's	Any way to monitor air quality, because standstill traffic can be very dangerous, especially if congestion will increase in first months
St Mary's	Plans are not socially inclusive – people with disabilities, people without family or friends, those with social anxiety Some with suffer more than others Important to get it right
Divinity Road	Change from the original designs Original one had a filter at the top of Divinity Rd. Much better with it in the middle, as the plans show DR1 Divinity Rd. & DR2 Southfield Rd as escape routes for road works and traffic incidents What happens if there are major traffic works and incidents? Can traffic filters be moved short term to allow for temporary through routes
Divinity Road	Can't see justification for QR4 & QR5 Makes it difficult to sell to the local area

A2_3: Feedback from Letters and Emails

Comment submitted	For/ Against LTN proposals
Already making a difference in allowing children and adults to walk and cycle safely through our neighbourhoods.	For
The Travel Team supports the existing Low Traffic Neighbourhood (LTN) in Cowley and the proposals to extend these to East Oxford and Headington. Experience elsewhere in the UK and Europe has shown these can reduce traffic volumes within residential areas, improve road safety and air quality whilst facilitating more pleasant, walkable and cycleable streets less dominated by vehicular traffic. The East Oxford LTN can be expected to improve the safety of University staff and students walking and cycling to the Headington Hospitals and Old Road Campus from South and East of Oxford	For
Lives on Howard Street.	For
Don't be swayed by a few voices, there is huge support for LTNs in the Divinity Road Area based on residential surveys.	For
Cars speed on Howard Street and damage cars.	For
benefit local businesses through an increase in sales and higher spend in people who walk or cycle to a high street, create new public space, improve air quality, reduce car-use for shorter trips, increase social interactions between neighbours and strengthen communities.	For
Air pollution, physical inactivity Climate emergency, road safety, reduce car use. Need to integrate Connecting Oxford.	For
Safer neighbourhoods, cleaner air. Volume of cutting through traffic high, confrontational car drivers going down narrow streets, car speeds, drivers have little regard for cyclists and pedestrians.	For
Benefit from quieter streets, less noise, reduction of carbon	For
Move towards active travel, air quality, safety, inclusivity, carbon emissions and simply getting around Oxford.	For
Integrated planning and radically reimagined public transport.	For
rectory road will become open to two way traffic, cross street will become a cut through from Morrell Avenue to St Clements. It is already a dangerous road as people use it for crossing through via Princes street. If the LTN is approved it will mean heavier cut through traffic on Cross street (in order to cut through and by pass traffic lights on Morrell Avenue/St Clements) which i strongly oppose. I would like the end of Cross Street/Rectory Road to be blocked in order to stop this. I think this has been overlooked on the plans.	Support
Cycling and walking not a viable option for staff and pupils and travel times will take longer.	Support in principal but reasons why need to pause
Excess of 100 cars go through Bullingdon Road each day. Noise, pollution and speed is horrendous. Doesn't feel safe on bike and hard to get children out of car, due to traffic. The matter will get worse if nothing is done.	Support
One way streets will not stop speeding traffic	Not stated
If LTNs go in, will need to put some crossings in for elderly, as cars already speed.	Not stated
More traffic onto main roads. Waste of money, use trees rather than wooden planters.	Not stated
Small businesses will lose out.	Against
Small business in Magdalen Street, which is too narrow to be two way	Against

Pollution, congestion on Cowley Road and Iffley Road worse. Howard Street not wide enough for two way traffic. LTNs problematic for disabled people.	Against
bid as Blackbird Leys and Littlemore, yet the schemes almost entirely focus on more affluent and generally middle class streets whose residents wish to enjoy the amenities of a large city whilst living in a series of bollarded cul de sacs that push traffic on to less affluent and less politically articulate communities and streets. Whilst car ownership may be lower in less affluent parts of the city there is also a higher preponderance of individuals who are unable to work from home and who rely on their cars and vans to travel to work nearer the centre. Tradespeople, carers, domestic helpers and taxi drivers in particular will be disadvantaged by the proposed LTNs and many state they have already been adversely impacted by the Cowley LTNs introduced earlier in the year. East Oxford's roads are providing goods and services and are unlikely to disappear through modal shift. Air quality poor.	Against
Temple Road already narrow. Cars and refuse vehicles will have to reverse, cause congestion and chaos.	Against
LTNs will cut me off from key facilities. Cause more congestion and pollution.	Against
Will add time on to car journeys.	Against
Create more congestion on Iffley Road and Alhambra Lane. Circus Street is not a rat run.	Against
Air pollution worse and more cars on Iffley Road and Donnington Bridge.	Against
Bollards do not allow enough turning space. Reduce bus fares and improve public transport.	Against
Penalises drivers. Park and ride free, improve buses, don't let students drive into city, control taxis and their emissions.	Against
Displacement of traffic due to Cowley LTNs is bad and now wanting to do in East Oxford.	Against
More congestion, higher air pollution	Against
More congestion on Cowley Road/Templars Square, don't like using bus as hot	Against
Trying to get rid of the car, which is still needed. More congestion on roads and higher air pollution.	Against
HR for local school. Staff are taking longer to get in and having to find jobs elsewhere.	Against



Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

East Oxford Low Traffic Neighbourhood Proposal

July 2021

Contents

Section 1: Summary details 3

Section 2: Detail of proposal 4

Section 3: Impact Assessment - Protected Characteristics 8

Section 3: Impact Assessment - Additional Community Impacts..... 14

Section 3: Impact Assessment - Additional Wider Impacts..... 15

Section 3: Impact Assessment - Climate Change Impacts 16

Section 4: Review..... 20

Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Proposed East Oxford Low Traffic Neighbourhood scheme
Is this a new or existing function or policy?	No
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).	<p>Drawing on funding secured through the Department for Transport's Active Travel Tranche 2 fund, a proposal to create a low traffic neighbourhood including quietways within Divinity Road Area, St Mary's and St Clement's has been developed and consulted on. The proposal puts forward benefits for people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities will also benefit from a removal of barriers to active travel, affording them an equal space on the street. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council's ambition of reducing carbon emissions. As designed, the proposal does not intend to discriminate or unfairly disadvantage any individual or groups within the community. Monitoring of the scheme will be undertaken. The aim of the measures is to create a place that is accessible and beneficial for all.</p> <p>Restriction measures are implemented in an area where motorised traffic will be prevented from taking short cuts. These are intended to be enforced through physical measures, such as planters and bollards, which should create quieter and safer streets where residents may feel safer and more comfortable when making local journeys by bus, by cycle or on foot. The measures are proposed as an effective means of promoting walking and cycling, in line with council objectives of public health, traffic decongestion, climate change and</p>

	air quality. East Oxford was identified in the Local Cycling and Walking Infrastructure Plan as an area lacking cycling facilities and poorly served by connectivity to the city centre and surrounding area.
Completed By	Emma Walters, Senior Transport Planner
Authorised By	Eric Owens, Assistant Director: Environment and Place
Date of Assessment	16 July 2021

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Walking and cycling are good for our physical and mental health. Switching more journeys to active travel will improve health, quality of life, air quality and has wider gain for the environment. These are substantial win-wins that benefit individual people and the community as a whole.</p> <p>In response to COVID-19, the DfT launched two funding streams for Active Travel. This project is in response to the second round of this funding announced in November 2020. The aim of this funding is to support active travel interventions that will meaningfully reallocate road space for cyclists and develop both cycling and walking as an attractive alternative mode of travel for short journeys, whilst encouraging public transport use. In addition, promoting active travel has many health benefits, including tackling obesity.</p>
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	<p>According to the DfT Gear Change and Public Health England – A bold vision for cycling and walking publication 2020, physical inactivity is responsible for 1 in 6 deaths in Britain and costs £7.4 billion a year to business and wider society.</p> <p>Oxfordshire County Council is proposing an LTN in east Oxford, covering Divinity Road Area, St Mary’s and St Clement’s. The aim is to engage in a series of consultations with statutory stakeholders (Thames Valley Police, ambulance service, fire brigade and ODS refuse service), as well as key stakeholders and the public, which have now taken place.</p> <p>Key Dates:</p> <ul style="list-style-type: none"> • 8 June - Public consultation on proposed LTN scheme opens • 29 June - Public consultation on proposed LTN scheme closes • 29 July - Council decision based on officer recommendations following consultation • August/September - New ETRO measures implemented if approved • February – March 2022 - Formal consultation on how the measures are working • Before August 2023 – Decision on whether to make measures permanent
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The proposed scheme would be introduced by an experimental traffic regulation order (ETRO) which will last no longer than 18 months. Within this period a decision will be made on whether to make the measures permanent.</p> <p>To make it easier for people to walk and cycle in this area, the proposal will restrict movements by motor traffic at the following locations:</p> <p>Divinity Road Area DR1 Divinity Road DR2 Southfield Road</p> <p>St Mary’s SM1 Circus Road SM2 Temple Street</p>

	<p>SM3 Stockmore Street SM4 Marston Street SM5 James Street SM6 Bullington Road SM7 Leopold Street SM8 Magdalen Road SM9 Barnet Street SM10 Howard Street</p> <p>St Clement's SC1 Rectory Road SC2 Princes Street</p>
<p>Evidence / Intelligence</p> <p>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.</p>	<p>In line with government guidance, alongside its statutory obligation to consult with emergency services and other statutory consultees, Oxfordshire County Council will be undertaking surveys if measures are implemented. The county council has been monitoring air quality since March 2021, whilst city council data has been ongoing pre-Covid-19. Boundary roads, such as Cowley Road, Iffley Road and Morrell Avenue have been monitored since early 2019 and are ongoing. Further monitoring in Divinity Road and Cowley Road will be undertaken using permanent automatic traffic counts from July/August 2021. Analysis of the whole LTN area has been ongoing since 2019 using Geofence and will be procured for 2020/2021. Journey time data is also available using Google Journey Planner and is based on current congestion levels for cars.</p> <p>Workshops were conducted with relevant stakeholders in March, April and May 2021 to identify principles to work to and discuss possible options. Oxfordshire County Council has undertaken a (non-statutory) 3 week consultation 8 – 29 June 2021 for stakeholders and the general public. The consultation includes a questionnaire survey for responders to give their feedback. The final questions of the survey ask for demographic details to understand whether there are any equality issues. We can analyse the data according to equalities groups. Where there is a significant discrepancy in support or objection between</p>

	<p>groups, it is considered important to understand the reason for that. Further comments will be provided in an accompanying report to the county council’s Cabinet Member for decision on Thursday 29 July 2021.</p>
<p>Alternatives considered / rejected</p> <p>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.</p>	<p>Oxfordshire County Council is currently looking at measures to promote active travel. To incentivise active travel i.e. cycling and walking and use of public transport within the area, the proposed scheme is to make vehicle travel less desirable for motorists and hence make the streets more appealing to cyclists and pedestrians, which given the budget, was the only real option. Evidence from Public Health England shows that well designed, accessible streets can encourage people to walk or cycle more as part of their daily routines, leading to a healthier lifestyle. Streets that encourage people to linger and spend time can also provide economic benefits, for example for local retail.</p>

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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Allows all ages to cycle and walk safely within the proposed LTN area, which will increase sustainable travel within the area.</p> <p>E-scooters will be able to use existing roads, as it is illegal to travel using pavements.</p>			Implementation of new ETRO August/September 2021

<p>Disability</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>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. 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 should benefit from less traffic on neighbouring routes when using motorised vehicles, but there is likely to be traffic displacement whilst</p>			<p>Implementation of new ETRO August/September 2021</p>
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				<p>the scheme beds in, as well as additional travel costs.</p> <p>Pupils using Special Educational Needs transport require door to door pick up.</p>	<p>Further consultation is required, as this could result in negative impact to the pupils, time implications additional costs for travel. (see Providers section)</p>		
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			

Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	71% of respondents were white.	Easy Read produced to consult with diversity groups and those who have literacy and language barriers.		
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence from Sustrans that some people 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 a irrespective of sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			

Religion or Belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Work with various religious groups i.e. access to mosques and churches for worship	Continue consultation and monitor impacts, if any, such as ability to access facilities via the ETRO process		Implementation of new ETRO August/September 2021
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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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Whilst scheme beds in, travel journeys for carers may take longer to access destination	Continuously monitor scheme via the public perception survey's	Innovation Hub	Implementation of new ETRO August/September 2021
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People in areas of deprivation are more reliant on bus and less on car. The main purpose of the scheme is to improve the cycle and walking routes to these areas and work with bus companies to encourage use.			Implementation of new ETRO August/September 2021

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
Other Council Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Staff resources to be able to deliver the scheme	If under-resourced may impact on current timetable		
Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If journey times extend will have a negative impact on SEN school transport (see Disability section)	Continuous communication and monitoring of service		Implementation of new ETRO August/September 2021
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Interaction within community, feeling safer to use area through sustainable travel			Implementation of new ETRO August/September 2021

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 (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Compared to pre July 2019 reference point, Measures will encourage modal shift to sustainable travel modes and thereby set a benchmark for further progress			Implementation of new ETRO August/September 2021
Our fleet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Compared to pre July 2019 reference point, Measures will encourage modal shift to sustainable travel mode and thereby set a benchmark for further progress.	Ensure that routes are understood by staff using motorised transport so that journey lengths are minimised		Implementation of new ETRO August/September 2021
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It will encourage cycling and walking to work and use of public transport			Implementation of new ETRO August/September 2021

Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable.			
Maintained schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It will encourage more children to walk or cycle and thereby increase health and attention levels			Implementation of new ETRO August/September 2021

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It will encourage walking and cycling, therefore reducing pollution and CO2. Will also act as a mechanism to influence driver behaviour, by reducing the ease of journeys by the private car thereby incentivising consideration of other modes.			Implementation of new ETRO August/September 2021

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	19 July 2021
Person Responsible for Review	Emma Walters, Senior Transport Planner, Growth and Place
Authorised By	Eric Owens, Assistant Director for Growth and Place

Divisions affected: *Cowley*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT 29 JULY 2021

OXFORD: COWLEY CENTRAL EAST & WEST CONTROLLED PARKING ZONES – PROPOSED AMENDMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is RECOMMENDED to approve the following amendments to the Cowley Central East and West Controlled Parking Zones (CPZ):
 - a) Cowley Central East CPZ: to amend the legal order by removing the exemption for permit holders not having to comply with parking restrictions at the following time restricted parking places:
 - i. 30 minute parking in parts of Barns Road and Cleveland Drive;
 - ii. 1 hour parking in parts of St Lukes Road
 - iii. 2 hour parking in parts of Barns Road.
 - b) Cowley Central West CPZ: to introduce a section of 'No Waiting at Any Time' (Double Yellow Lines) on Crowell Road west side for 15 metres either side of the junction with Lewin Close. This in place of the current 'No Waiting 8am to 6.30pm Monday to Saturday'
 - c) Cowley Central East CPZ: to allow residents of Nos.147-169 & 156-166 Oxford Road to apply for both residents & visitor permits subject to a check of any properties granted planning permission on the basis of being car-free developments.

Executive summary

2. This report presents responses received to a statutory consultation to amend the recently introduced Cowley Central East and West CPZs in respect of the current exemptions for permit holders at time limited parking places and in respect of waiting restrictions on Crowell Road in the vicinity of its junction with Lewin Close.

Financial Implications

3. Funding for consultation on the proposals has been provided from the CPZ programme, which will also fund their implementation should they be approved.

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 will facilitate the same movement of traffic including cyclists and pedestrians.

Consultation on proposed amendments to time limited waiting places and proposed new no waiting at any time restriction

6. Formal consultation on the proposed amendment to the legal order and the additional parking restrictions on Crowell Road was carried out between 3 June and 2 July 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, Oxford City Council and local County Councillor. Additionally, letters were sent to approximately 55 properties in the immediate vicinity of the various proposals.
7. Nine responses were received during the formal consultation. 2 objections, one raising concerns, 5 in support and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. The police did not object to the proposals.
9. The local Oxford City Councillor supports the proposals.
10. The remaining comments focused around the restrictions on Crowell Road with a number of residents supporting proposals for the addition of double yellow lines near the access for Lewin Close but also others objecting on the grounds that they are not required and more should be done to allow other residents to park on the road.
11. The original design for the Cowley West CPZ included proposals for parking bays on Crowell Road in the vicinity of Lewin Close for permit holders or 2 hour parking. Objections were received in response to the public consultation and at the former Cabinet for Environment Delegated Decisions meeting on 17 December 2020 it was decided to remove these proposals from the final scheme. A further commitment was made to review the current restrictions to ensure visibility is maintained from the access.
12. The proposals have been developed in consultation with local members and outside the operating hours of the single yellow line restriction there is further opportunity to park in other parts of Crowell Road.

13. Residents on Crowell Road where the single yellow line is in operation can park in surrounding roads with parking permit.

Consultation on proposed amendments to parking permit eligibility

14. Formal consultation on parking permit eligibility was carried out between 20 May and 18 June 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, Oxford City Council, and local County Councillor. Additionally, letters were sent to properties in the immediate vicinity of the proposals.
15. Three responses were received .2 objections and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
16. The police did not object to the proposals.
17. Two objections were received from members of the public on the grounds that granting eligibility for addresses on Cowley Road would add to parking pressures on the adjacent residential roads within the CPZ. While noting the above, the intention of the recently introduced CPZ restrictions on these roads was to address problems with parking by commuters and shoppers but also – by the limit of two vehicle permits per property – to help address wider issues of residents parking demand. As noted in one of the responses, many of the properties already have off-street parking and/or are land-uses that would not generate resident parking demand that cannot be accommodated within the property. If approved, a check will be carried out of planning approvals and any development approved on the basis of being car-free will be excluded from permit eligibility.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

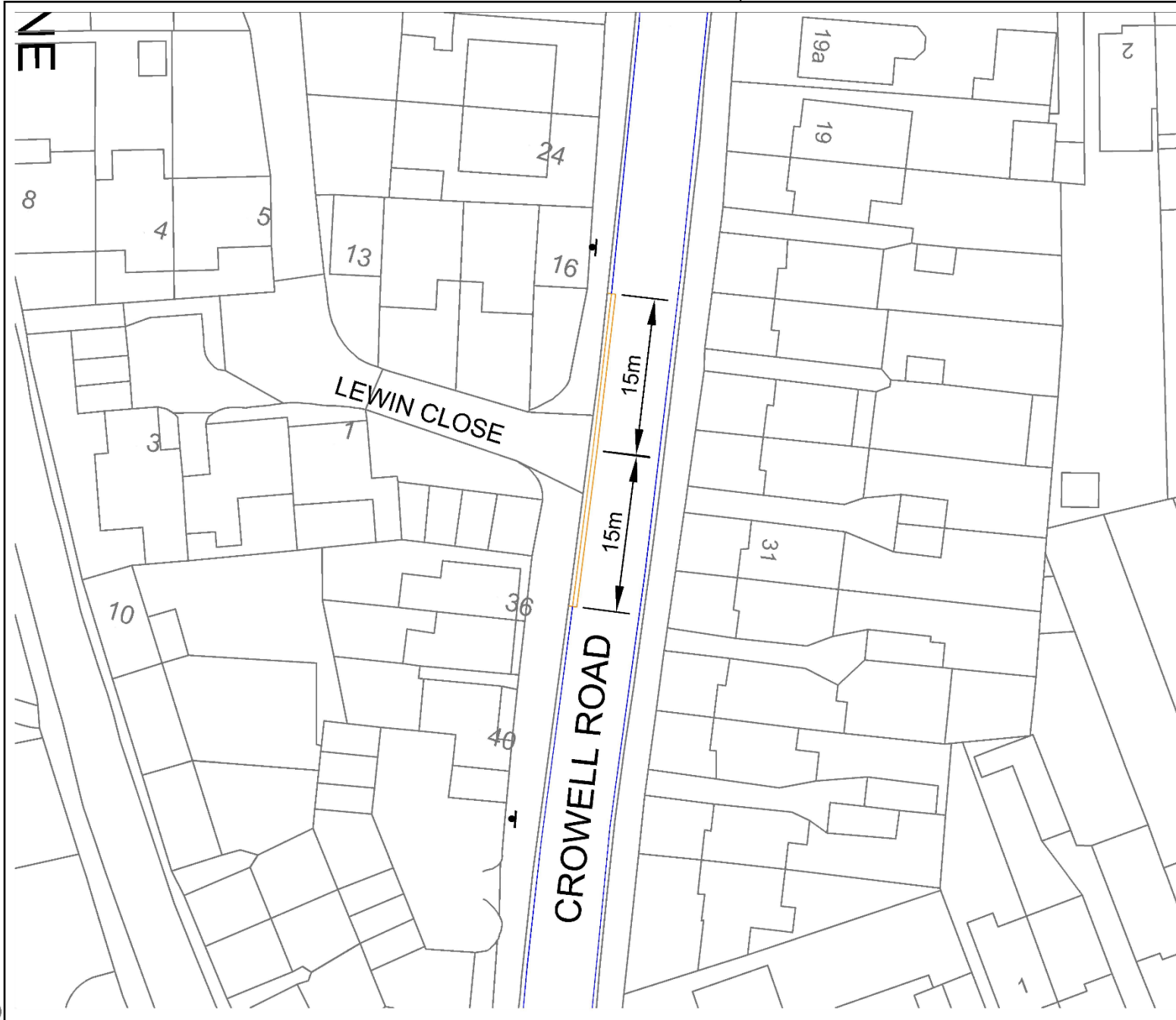
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Jim Whiting 07584 581187

July 2021



KEY

EXISTING NO WAITING
MON - SAT 8AM TO 6.30PM
(SINGLE YELLOW LINE)
TO REMAIN

PROPOSED NO WAITING
AT ANY TIME
(DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION (ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)
USE (ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins
Director for
Infrastructure Delivery
Communities
OXFORDSHIRE COUNTY COUNCIL
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
COWLEY CENTRE EAST

Drawing title
**PROPOSED NO WAITING
AT ANY TIME
CROWELL ROAD**

Drawing Status

Scale @ A4 NTS	Drawn by JW	Checked by KS	Approved by KS
	Date drawn 22.12.20	Date checked	Date approved
Oxfordshire Project No. & File Ref.			Revision 0

RESPONDENT	COMMENTS
A. Parking Restrictions	
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Local Oxford City Cllr, (Cowley Ward)	Support
(3) Owners & Residents Association, (Lewin Close)	Support – we would like to express full support for the proposed changes.
(4) Local Resident, (Oxford)	Object – It is not needed, parking for residents there is not a problem. Unless you are going to provide free permits & unlimited visitor passes for all residents to prove it is not just another way of generating revenue from residents who unfortunately are also car owners.
(5) Local Resident, (Oxford)	<p>Object – The proposed additional parking restriction for a section of Crowell Road seems both unnecessary and unjustified. Now that Crowell Road is not a major conduit for traffic to and from the ring road, the level of traffic, and the incidence of illegal parking, has been vastly reduced.</p> <p>We live on Crowell Road and I've never observed vehicles obstructing access to any roads leading off Crowell Road. With Lewin Close - in particular - the council refuse lorries always seem to have ease of access (we can see them using the close from our back windows). If they can access it, then I don't believe accessing it would present an issue for ambulances or fire engines - apart from steering around the Close's own vehicles.</p> <p>If anything, now that Crowell Road sees so little traffic, the existing single yellow lines should be abandoned in favour</p>

CMDHM5

	<p>of a 'residents' parking area' restriction.</p> <p>An additional restriction on parking for residents of Crowell Road seems discriminatory at best.</p>
(6) Local Resident, (Oxford)	<p>Concerns – I have no issues with the restrictions but I got issue with that I have asked you to create parking spaces on Crowell road as well for permit holders, you keep pleasing people of Lewin Close what about others we pay road tax as well why can't we park close to our house I want answer.</p>
(7) Local Resident, (Oxford)	<p>Support – Unlimited parking in the area causes problems in terms of seeing the road ahead for car drivers, pedestrians, cyclists etc.</p>
(8) Local Resident, (Oxford)	<p>Support – Restrictions to parking across the area will hopefully encourage using healthier means of transport, keep local parking for residents and reduce pollution.</p>
(9) Local Resident, (Oxford)	<p>Support – We welcome greater access for emergency vehicles</p>
<p>B. Parking Permits</p>	
(10) Traffic Management Officer, (Thames Valley Police)	<p>No Objection</p>
(11) Local Resident, (Oxford)	<p>Object – I am concerned about the possibility of a further 33 households from the main Oxford Road getting parking permits when there is such limited parking space in the area. I live in St Omer Road, and I feel that this will once again become a parking nightmare if this goes ahead - therefore undermining any of the benefits of the new CPZ for resident in this road. Since the CPZ has been recently introduced in our road we have enjoyed for the first time an ease on the parking pressure in this road. We had the good grace to accept the new parking zone, but were not told that this could include residents who live on the Oxford Road. This move will reintroduce all of the parking pressure we had before, which made it often impossible to find a parking space in the area, and residents often had to resort to parking several streets away. In addition, due to new traffic rules around the side roads off of Oxford Road, it seems</p>

	<p>that it is our road and the one below (Cleveland Drive) will be the only places to park for residents on the Oxford Road. There are simply not enough spaces to accommodate a further possible 33 houses (147-169; 156 - 166). On this basis, I would like to register my concern and opposition to this plan.</p> <ol style="list-style-type: none"> 1. Prior to the CPZ scheme there was enormous pressure on parking in St Omer Road and Cleveland Drive, including parking on single and double yellow lines etc. especially in the evenings. 2. When the CPZ came in that parking pressure was relieved and it now works well. 3. If you now extend that 'residents' parking to people who do not reside in these streets (i.e. those on Oxford Road) then that pressure will re emerge. This is over 30 households - some of whom may have numerous cars PLUS their visitors . I strongly object because the street does not have the capacity and you may well have a situation where people have paid for residents permits but will not be able to find a parking space. This causes tension in the street among neighbours vying for limited resources (that they now feel entitle to as they have paid for permits) and is unhealthy for the neighbourhood. <p>Can the council sell more annual parking permit for a CPZ than there are spaces? And if not, are there any limits in terms of ratio of number of spaces and houses permitted to apply? I think you will be doing this and once again unsettling the streets concerned. I also feel that there has been a big oversight on the part of the council's planning if they are only now considering residents from London Road as 'residents' in the CPZ I (assume because of complaints)....</p>
<p>(12) Local Resident, (Oxford)</p>	<p>Object – My comments relate to the Cowley East area – Nos. 147-169 and 156-166 Oxford Road:</p> <p>No. 166 – I think this relates to a business (Benfield and Loxley) – they have parking spaces at the side of their building.</p> <p>No. 164 – the conversion of a house to four flats – no site parking was agreed. ? was this planning permission given on the understanding that no cars were allowed?</p> <p>No. 156 – this is a business, although there is a small flat over it (not certain if it is used as a dwelling now)</p> <p>No 158 – There is a planning application for this site with on-site planning? No action on this site at the moment and the hedge affects Cleveland Drive – hardly possible to walk that side of Cleveland Drive and road sign is hidden!</p> <p>No. 160 – Good drive way – have put a double gate up now but there is a fair bit of driveway beyond the gate (it was</p>

<p>open for many years)</p> <p>No. 162 – Good driveway – but vision very poor because of growth over the driveway and pavement - ? only need visitor permits</p> <p>Most of the parking from 147 – 169 has been well extended with long driveways. Only a couple with space for one/two cars. ? visitor permits only:</p> <p>147 – Good driveway 149 – plenty of parking and gap in between houses allows cars beyond the house 153 – plenty of parking and turning space 155 – long drive 157 – one space 159 - drive with 2 spaces 161/163 – big drive with turning point 167 – big drive, with vans parked 169 – 1 space.</p> <p>Just wondered if anyone had visited to look at the area?</p> <p>I accept it is not easy to come out on to Oxford Road anywhere along the stretch of the road, but with the introduction of the Local Neighbourhood Areas traffic is very slow and it is much easier to get out, even though the traffic is continuous for much longer periods that it ever was!</p>

Divisions affected: *Ploughley*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 29 JULY 2021

LAUNTON: BICESTER ROAD – PROPOSED NO RIGHT TURN RESTRICTION AT ACCESS WITH EAST WEST RAIL PROJECT SITE AND ALLOTMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is **RECOMMENDED** to approve the proposed no right turn restriction from a new access on the south west side of the Bicester Road, Launton as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a proposed no right turn restriction from an access on the south west side of the Bicester Road at Launton (currently serving allotments) approximately 45 metres south east of its roundabout junction with the A4421. The proposal has been put forward as a result of the additional use of this access by vehicles as part of the East West Rail project and due to restricted visibility to the right.

Financial Implications

3. Funding for consultation on the proposals has been provided by the East West Rail Alliance and, if approved, will also fund implementation.

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 will facilitate the safe movement of traffic including cyclists and pedestrians.

Consultation

6. Formal consultation was carried out between 20 May and 18 June 2021. A notice was published in the Bicester Advertiser newspaper and an email sent

CMDHM6

to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Bicester Town Council, Ambrosden Parish Council and local County Councillor.

7. Nine responses were received during the formal consultation. 3 objections, 4 in support and two non-objections. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police objected on the grounds that no engineering is included in the design to help self-enforce the junction, which could result in poor compliance of the intended restriction, although separate to their formal response also acknowledged the desirability of the right turn not being permitted on safety grounds. Noting their concerns over the potential for non-compliance, the site constraints would make the provision of physical measures such as a central island extremely expensive but the proximity of the roundabout should appreciably improve compliance as compared to the many other similar restrictions currently in place.
9. Launton Parish Council and Cherwell District Council have not objected.
10. Two objections were received from members of the public. One on the grounds that visibility to the right was adequate and that the proposal was a waste of funds, with there being other sites nearby meriting safety measures and the other that the mandatory left turn could add to congestion at the roundabout and be less safe than making the right turn. Noting these concerns, the proposal is considered to be justified taking account of the available visibility to the right and noting also that the roundabout has an acceptable safety record. The proposal, if approved, would be funded by the East West Rail project and so if not progressed funds would not be available for any alternative local project.
11. The Launton Plotters Allotment association supported the proposal but expressed the hope that it would not increase delays for vehicles turning into the access. That is not anticipated to be the case given the very limited volume of turning movements to or from the access. Their response also included a concern over the potential for fly tipping and anti-social activities on the length of the road between the Bicester Road and the gate. Three other expressions of support were received from members of the public, at least one of whom was an allotment holder. Two of those responses also expressed concerns about the siting of the gate. Although the latter is outside the scope of the proposal for decision, it will be relayed to the County Council's Road Agreements Team who are liaising with the East West Rail project on these works.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation plan 1

Annex 2: Consultation plan 2

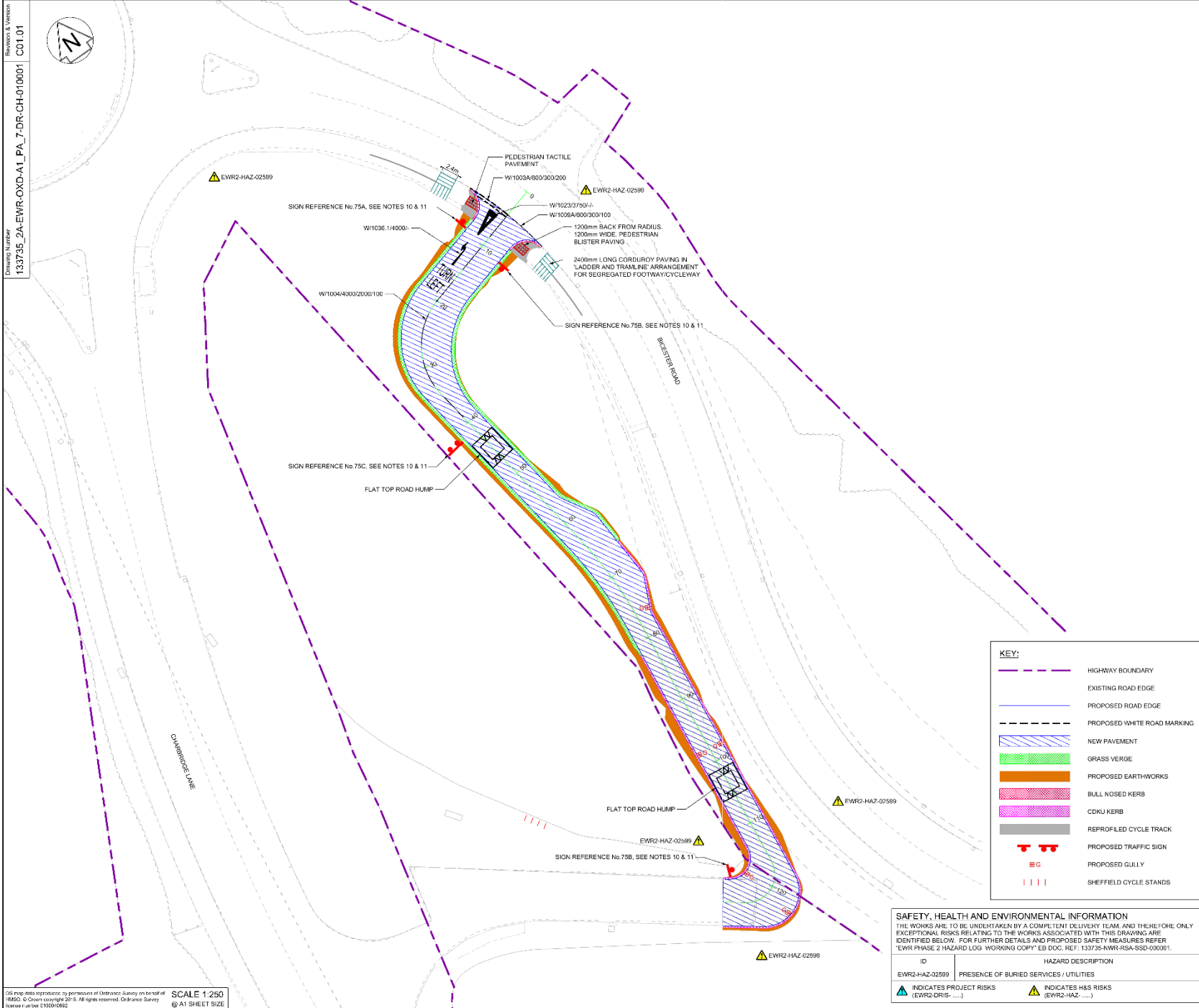
CMDHM6

Annex 3: Consultation responses

Contact Officers: Tim Shickle 07920 591545

July 2021

Revision & Version
C01.01
Drawing Number
133735_2A-EWR-OXD-A1_PA_7-DR-CH-010001



KEY:

- HIGHWAY BOUNDARY
- EXISTING ROAD EDGE
- PROPOSED ROAD EDGE
- PROPOSED WHITE ROAD MARKING
- NEW PAVEMENT
- GRASS VERGE
- PROPOSED EARTHWORKS
- BULL NOSED KERB
- CDUK KERB
- REPROFILED CYCLE TRACK
- PROPOSED TRAFFIC SIGN
- PROPOSED GULLY
- SHEFFIELD CYCLE STANDS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE WORKS ARE TO BE UNDERTAKEN BY A COMPETENT DELIVERY TEAM AND THEREFORE ONLY EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW. FOR FURTHER DETAILS AND PROPOSED SAFETY MEASURES REFER 'EWR PHASE 2 HAZARD LOG - WORKING COPY' (E3.DOCX REF: 133735-NWR-RSA-SSD-000001).

ID	HAZARD DESCRIPTION
EWR2-HAZ-02599	PRESENCE OF BURIED SERVICES / UTILITIES
	INDICATES PROJECT RISKS (EWR2-DRISF - ...)
	INDICATES H&S RISKS (EWR2-HAZ - ...)

- NETWORK RAIL (EAST WEST RAIL WESTERN SECTION PHASE 2)**
- NOTES:**
- CONSTRUCTION OF THIS ACCESS IS NOT TO BE UNDERTAKEN UNTIL PLANNING PERMISSION HAS BEEN GRANTED.
 - THIS DRAWING IS NOT TO BE SCALED.
 - ALL DIMENSIONS ARE IN METRES (m) UNLESS SHOWN OTHERWISE.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE HIGHWAY DESIGN PACKAGE OF DRAWINGS AND DOCUMENTS.
 - WHEREVER REQUIRED, ROAD MARKINGS ARE TO BE LAID IN ACCORDANCE WITH 'THE TRAFFIC SIGN REGULATIONS AND GENERAL DIRECTIONS 2016' & 'TRAFFIC SIGNS MANUAL CHAPTER 5 (2003)'
 - FOR POSITIONS OF UTILITY COMPANIES APPARATUS REFER TO DRAWING No. 133735_2A-EWR-OXD-A1_PA_7-DR-CH-010003.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH STANDARD DETAILS DRAWING No. 133735_RW-EWR-XX-XX-DR-CH-000216.
 - FOR DRAINAGE DESIGN REFER TO DRAWING No. S 133735_2A-EWR-OXD-A1_PA_7-DR-CH-001000 TO 001002.
 - GULLY POSITIONS SHOWN ARE INDICATIVE ONLY. REFER DRAINAGE DRAWINGS FOR THEIR FINAL LOCATIONS.
 - REFER TO DRAWING No. 133735_2A-EWR-OXD-XX-DR-CH-010259 FOR OFFLINE HIGHWAYS SIGNAGE STRATEGY.
 - FOR DETAILS OF SIGN FACES, POSTS AND FOUNDATION, SEE SIGNAGE STRATEGY SCHEDULE DRAWINGS 133735_RW-EWR-XX-XX-DR-CH-000300 - 133735_RW-EWR-XX-XX-DR-CH-000301.

APPROVED FOR CONSTRUCTION

Name: Julien Green	Title: CEM Design
Signed: J. Green	Date: 03/02/21
CURRENT	

DR	Appr	Com	R1	L1	J1
Rev	Date	Description of Revisions	Drawn	Checked	Appr
01	04/08/21	Accepted for Implementation			A6



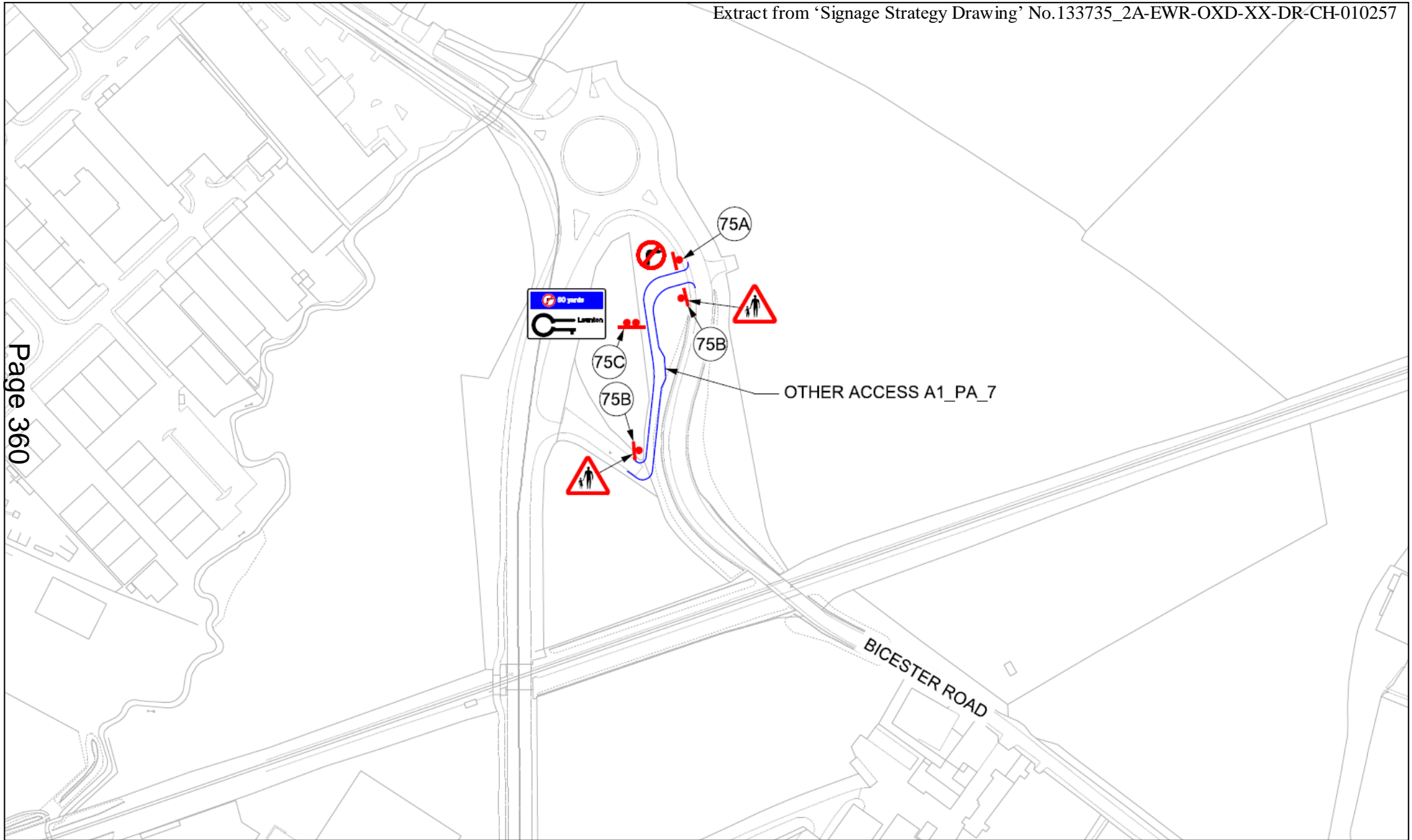
Project
East West Rail (Western Section) Phase 2

Drawing Title
OTHER ACCESS A1_PA_7 GENERAL ARRANGEMENT

Designed	Naagath Thomas Revu Kumar	Checked	N. T. R. Kumar	Date	04/08/20
Drawn	Jamesella Nawaz	Signed	J. Nawaz	Date	29/09/19
Checked	Luca Taylor	Signed	L. Taylor	Date	04/08/20
Approved	Julien Green	Signed	J. Green	Date	03/02/21
Scale:	1:250	Scale:	As Shown (Chainage Miles Yards)		
Design Package Risk Classification	OXD - Normal	Sheet	1 of 1	Revision	C01
Drawing Number	133735_2A-EWR-OXD-A1_PA_7-DR-CH-010001				

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SCALE 1:250
@ A1 SHEET SIZE



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – From the drawing included with these proposals, it would appear there is no engineering included in the design to help self-enforce this junction, resulting in poor compliance of the intended restriction.</p> <p>Unless robust engineering measure are included the Police object to the proposal.</p>
(2) Launton Parish Council	<p>No objection – The PC met informally last Thursday (as we can't meet virtually in a formal way at the moment) and there are no comments or objections to the proposal.</p>
(3) Cherwell District Council, (Development Management)	<p>No objection – The matter relates to the new access to serve the existing allotments as their original access is to be closed in connection with the new overbridge. Planning permission for the new access was granted under application number 20/01029/F.</p> <p>CDC has no objections or further comment.</p>
(4) Local Group, (Launton Plotters Allotments)	<p>Support – Great safe idea. The speed bumps which have been fitted on the road up to the No Right Turning are also an added bonus. I am definitely in support of the no right turn out of my allotment even though I will need to go left and then around the roundabout to come back to my home in Launton. I hope there will not be difficulties with allotment holders coming from the roundabout (Bicester) having to wait too long to turn right into the allotments though? As the allotment road is a highway owned road I hope this means that any vehicles parked on it including travellers means that they can be legally moved by the police? I also hope that the road will not receive any fly tipping with it being open to the public up until the allotment gate.</p>
(5) Local Resident, (Launton)	<p>Object – It is a needless restriction, as sight lines are adequate for safely turning right. Also, very few cars will use the slip road - it only goes to a few allotments. If the council are really concerned about safety in the area, they should</p>

CMDHM6

	study the number of near-misses at the Station Road crossroads and consider how to address this dangerous junction rather than address non-issues such as this.
(6) Local Resident, (Launton)	Object – May cause more congestion on the roundabout, potentially more dangerous than turning right.
(7) Local Resident, (Launton)	Support – The proposal will make the junction safer.
(8) Local Resident, (Launton)	<p>Support – As a plotter at the Launton allotments with 3 plots I think having to turn left when you leave the allotments is a very good idea. From a safety point of view it is very close to the roundabout and some people come off that roundabout so fast it would be very dangerous to turn right.</p> <p>In hindsight the speed bumps may have been better served on the road off the roundabout rather than the new road into the allotment parking area.</p> <p>One other concern I have with this new road is the positioning of the new gate. If we had the gate nearer the road it would eliminate the risk of fly dumping or visits but others up to no good such as drug abusers and travellers, both of these typically steel or do damage to the property of innocent senior law abiding citizens such as myself and fellow allotmenters.</p>
(9) Local Resident, (Launton)	Support – Not a problem but i cannot understand the mentality of those on the council to have sited the gate to the allotments where they have and not 2 or 3 car lengths in. T HIS IS AN OPEN INVITATION TO FLY TIPPING ,ILLEGAL PARKING AND TRAVELLERS. Makes you wonder what the council have between their ears.

Divisions affected: *Kidlington South*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 29 JULY 2021

GOSFORD: WATER EATON LANE – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is RECOMMENDED to approve the proposed waiting restrictions on Water Eaton Lane as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce no waiting Monday to Friday between 9am and 5pm on both sides of Water Eaton Lane south of the existing no waiting at any time restrictions in the vicinity of its junction with Bicester Road.

Financial Implications

3. Funding for consultation on the proposals has been provided by Gosford and Water Eaton Parish Council and from the County Council's Parish Support Budget. If approved the Parish Council will fund implementation.

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 will facilitate the same movement of traffic including cyclists and pedestrians.

Consultation

6. Formal consultation was carried out between 20 May and 18 June 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, Cherwell District Council, Gosford and Water Eaton Parish Council, and the local County Councillor. Additionally, letters were sent to approximately 75 properties in the immediate vicinity of the proposals and public notices also placed in the area.



Drawing No.	Revision 2	
<p>Proposed any Time (Double approx. 300m in length on both sides) APPROVED</p> <p>Proposed extents of 'No Waiting Mon-Fri, 9am to 5pm' parking restriction (Single Yellow Lines) approx. 350m in length on both sides</p>		
<p> Site Location</p>		
<p><small>Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2017. 100023343</small></p>		
<p>Chris McCarthy (Interim Director) Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: (0345 310 1111)</p>		
<p>OXFORDSHIRE COUNTY COUNCIL</p>		
<p>CONSULTATION PLAN</p>		
<p>WATER EATON LANE (GOSFORD) PROPOSED TRAFFIC REGULATION ORDER</p>		
Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM	ADK	
Date drawn:	Date checked:	Date approved:
26/07/2017	26/07/2017	
Drawing No.		Revision 2



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In line with previous consultation dated 16th November 2017 I have no objection. I must point out such restrictions feature very low in terms of any Policing priorities and these restrictions should be introduced in line with the introduction of future Civil Enforcement throughout Cherwell District.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Gosford and Water Eaton Parish Council	<p>Support</p>
(3) Cherwell District Council	<p>No observations</p>
(4) Local Resident, (Kidlington)	<p>Object –</p> <ol style="list-style-type: none"> 1. I am a resident on Water Eaton lane and having spent a lot of the day at home as a home based worker, over many years, I do not recognise the picture you paint of "wild-west" parking on the lane blocking emergency vehicles. I have never seen this occur which refutes your claim on this. 2. From time to time visitors to my property need to park on the lane in a harmless way as there is limited space on my driveway, your proposals will make this impossible to accommodate during the proposed day time restrictions. 3. If you insist on acting then having a clear lane for emergency vehicles could be achieved by imposing parking restrictions on only one side of the road instead of both sides. Restricting parking on the side opposite the dwellings

	<p>would win this and still allow parking outside resident's own homes.</p>
<p>(5) Local Resident, (Gosford)</p>	<p>Object - I have lived on Water Eaton Lane for many years and I STRONGLY object to these proposals.</p> <p>There is NO NEED for parking restrictions here. Your letter refers to the 'levels of unregulated parking' on the Lane but that level is, and always has been, very low, with a typical maximum of 2-3 cars parked on the street at any one time.</p> <p>The 'Statement of Reasons' document provides no EVIDENCE that there is a problem with unregulated parking, (such as a survey, with actual facts and figures, comparisons with other streets etc.), merely an assertion. I am appalled that the only arguments made by the Council in favour of this change are entirely opinion-based rather than measured against a recognised standard. I can think of many, many streets in the vicinity that are narrower and regularly have a far higher density of parked vehicles on them and am at a loss as to why Water Eaton Lane has been singled out for this proposed Restriction.</p> <p>The stated reason is "to help prevent parked vehicles obstructing visibility and restricting the safe passage of traffic along the lane, as well as ensuring agricultural & emergency vehicles are able to travel unhindered".</p> <ol style="list-style-type: none"> 1. There is very little problem with reduced visibility as the road is largely straight. 2. There is a very low overall volume of traffic in total as it is a dead-end road. 3. Agricultural vehicles do use the road, as do caravans/camper vans, but, in general, very infrequently. <p>These are facts from OBSERVATION, as I am at home most of the day and am in an excellent position to see what traffic is on the Lane and how it is flowing. Yes, vehicles sometimes have to wait to let others pass, or very, very occasionally, reverse a little, but it is at a very low level compared to nearby roads, and certainly does not give rise to concern that emergency vehicles would be delayed thereby. It is hugely easier to 'travel unhindered' on Water Eaton Lane than on the section of Bicester Road leading to Oxford Road!</p> <p>There seems to have been a concern when the proposals to restrict parking were first made a few years ago that the opening of Parkway Station would lead to commuter parking. There is no evidence that this has ever happened - in fact the station is at a minimum distance of 1.3 miles, or 25 minute walk, which is simply too far to be tempting to any commuter wishing to avoid parking charges.</p> <p>The drawbacks to this proposal include: visitors to properties on Water Eaton Lane would be displaced to other, often even narrower and more crowded streets in the vicinity. So far from solving this perceived 'problem', it simply moves it</p>

	<p>elsewhere.</p> <p>Also, it would be hard for legitimate workmen who need immediate access to tools and machinery in their vehicles to provide services to residents (some properties have multiple parking spaces in driveways, but many others, such as my own, do not). I experienced both these issues during the temporary imposition of yellow lines during the construction of the railway - but accepted them as a necessary evil at the time and was utterly relieved when it ended.</p> <p>In conclusion - this proposal is totally unwelcome, presented entirely without evidence, and its downsides far outweigh the spurious benefits assigned to it.</p>
<p>(6) Local Resident, (Gosford)</p>	<p>Object - I live on Water Eaton Lane. I have worked from home for the last 10 years from my office facing out onto Water Eaton Lane. I really am at a loss trying to understand what problem that parking restrictions from 9:00 am to 5:00 pm will solve.</p> <p>As a resident of Water Eaton Lane, my experiences have not been sought regarding the existence of the 'issue'. A quick poll of some residents has led me to believe that there has been no research undertaken at all from the residents on the street - the apparent beneficiaries of this solution.</p> <p>The fact is that parked cars do not obstruct visibility or hinder the safe passage of traffic. Cars have only ever been parked on one side and the road is wide enough for all vehicles to pass when they are parked - including farm traffic and emergency services vehicles.</p> <p>I'm glad that farm vehicles are mentioned in the submission because when cars are parked in the street, it forces them to slow down to an appropriate speed for the road. When there are no cars parked, these noisy vehicles speed down Water Eaton Lane, like it is their private driveway at all times of the day and night. I have seen more than one person scared and intimidated by the size and speed of these oversize vehicles as they are driving too fast for the residential street.</p> <p>If there is a problem, please provide some supporting evidence. The blanket statements offered in the 'statement of reasons' do not apply and suggest that this is being pushed through by someone with some influence and a vested interest.</p> <p>In summary, this is a solution to a problem that doesn't exist.</p>

<p>(7) Local Resident, (Gosford)</p>	<p>Object - There has never been an issue with unsafe parking or obstruction and I've lived in the Lane for eleven years. There is no evidence of parking restrictions being required therefore I believe this is a waste of council time and money.</p>
<p>(8) Local Resident, (Gosford)</p>	<p>Object - It is necessary for the residents to be able to park on the street. As a resident, I have never been aware of any problems with visibility or problems driving past. The land must serve the residents and occupiers of the property first that live on water Eaton Lane. Not being able to park on the street would stop residents from reasonably using their property.</p> <p>The cars force the agricultural equipment to slow down as otherwise they drive too fast down the road which is not only unsafe but scary especially for residents with young children. This also happens at all hours of the day. The agricultural equipment drives at an inappropriate speed for the road which is dangerous, erodes the road, incredibly loud contributing to noise pollution and ruins the nature of the area.</p>
<p>(9) Local Resident, (Gosford)</p>	<p>Object - I think it is a ridiculous suggestion to have two-sided parking on a rural road. There's no traffic down there, there are houses only one side of the road. Nobody's ever parked on the other side of the road, it's a ridiculous bureaucratic nonsense. I will speak to my County Councillor, to express my views as well. It is ridiculous to think of putting double yellow lines on a rural lane. The house owners only park one side of the road, ever. If the cars were parked nose to tail on one side, the road would be perfectly acceptable up the other side. I think it's a waste of the County Council's time, it's so ridiculous it's laughable.</p>
<p>(10) Local Resident, (Gosford)</p>	<p>Object - I live on Water Eaton Lane and I am opposed to the No Waiting single yellow lines proposal. This proposal will reduce the safety of the lane. Cars parked on the edges reduce width which reduces speed. Studies in the Netherlands and elsewhere have shown that residential roads with kerbside parking have fewer pedestrian accidents than clear roads. This road is extensively used by walkers, dog walkers and families as because it is not a through route it is quieter than many surrounding walks.</p> <p>The housing along this road is diverse and a number of properties including mine have very short drives. My drive is only one car length.and restricting waiting would make it very difficult for anyone to visit during the day. Small traders and handymen requiring access to their vans would find it very difficult to provide service during working hours. Because my house it at the end and the living area looks over the road I am very aware of the agricultural and</p>

	<p>emergency vehicles that access the road. I have never observed them being blocked. Waiting vehicles park along the Western side of the lane and allow for access. The benefit to agricultural vehicle speed seems disproportionate to the inconvenience caused to residents by imposing these restrictions.</p>
<p>(11) Local Resident, (Gosford)</p>	<p>Object – From 2017 we've been waiting for these yellow lines to appear along Water Eaten Lane. I read with dismay you don't mention beagles close is where there is even more danger of accidents happen.</p> <p>The turn from Water Eaten Lane into Beagles Close it is always surrounded by cars parked right in the corner along Beagles Close.</p> <p>There are elderly people are including a gentleman in a wheelchair having to come into the middle of the Road. The cars from Water Eaten Lane have two were the wrong side of the road to avoid the cars parked along beagles close.</p> <p>Are you all waiting for an accident to happen for you do something about? Beagles Close is more urgent than Water Eaten Lane. I do hope you resolve it before long.</p>
<p>(12) Local Resident, (Gosford)</p>	<p>Object – I would dispute the need for any more restrictions. I am at home most of the time and have not noticed any regular increase in parking. Apart from the two cars belonging to the residents which are usually parked on the road. (more cars than drive space), there is minimal parking - usually people who park while walking dogs in the field. There is rarely any commuter parking.</p> <p>Please consider the needs of residents who may have visitors during the day, and the need for workmen of all sorts who need access to our homes.</p>
<p>(13) Local Resident, (Gosford)</p>	<p>Concerns - Please note that Water Eaton Lane is quite a long Lane and it goes beyond the bridleway. Restrictions one end will impact on residents at the other end. However, people want to park up to use the bridleway - and this should be allowed (this is a relatively traffic free bridleway so safe for young families, is wheelchair friendly, safe for lone walkers, favourite spot for local dog walkers etc). Please note:</p> <ul style="list-style-type: none"> - People will just park elsewhere in order to access the bridleway - People should be allowed to use the bridleway - Signage down the road needs to improve: - narrow lane (give access to oncoming traffic)

	<ul style="list-style-type: none"> - no footpath - drive slowly - as the path is narrow allow room for emergency vehicles - don't block entrances and exits to residents driveways - pick up your litter
<p>(14) Local Resident, (Gosford)</p>	<p>Concerns - I live close to the lane on Bicester Road, Gosford. The only parking available to me and my neighbours is the layby that is on Bicester Road next to my house. With the proposed work I can see that this will encourage more people to use the layby for daily parking. Currently, the available space is being reduced by new housing being built directly next to the layby taking away about half the available parking space. Also residents from Bramley Close use it as an overflow and commuters use it as an easy park and ride to take the bus or cycle from there in to work in the city every day.</p> <p>The proposed work may cause further congestion resulting in me having to park in the road / on the pavement outside of my house next to the traffic lights which is obviously not safe for me, pedestrians or other road users. I have written previously in response to the planning application for a new house that is in the beginnings of being built to request consideration for resident parking restrictions but have been told there were no funds for this. Please could it have further consideration within the work you are planning for Water Eaton Lane?</p>
<p>(15) Local Resident, (Gosford)</p>	<p>Concerns - I am a resident in Beagles Close, which as you know is just off Water Eaton Lane, Gosford. I received your letter outlining the proposed parking restrictions in Water Eaton Lane.</p> <p>I am in favour of them, having got friends who live on Water Eaton Lane and since the farmer understandably prevented parking at the entrance to the Bridleway I have seen how this has resulted in so many cars blocking access for residents. And I have witnessed emergency service vehicles struggling to attend to one of the properties at the end of the lane.</p> <p>I am however concerned about the impact of imposing parking restrictions on Water Eaton Lane (which I fully support) without also including Beagles Close. I am very worried that the people who would have previously parked on Water Eaton Lane, will instead park on Beagles Close. In fact, I saw this happen yesterday, having recognised a car who parks on Water Eaton Lane regularly to take their dog for a walk.</p>

<p>(16) Local Resident, (Gosford)</p>	<p>Concerns - As a resident of Beagles Close which is just off Water Eaton Lane I do not have any objections to the proposal and fully understand the rationale for these restrictions.</p> <p>However, the situation over the last few months has changed regarding the parking in Water Eaton Lane. The farmer has planted shrubs and hedging along the sides of the roadway that leads the private land owned by the farmer together with no parking signs. (I am sure this has arisen due to the volume of vehicles parked there which made it difficult for farm vehicles and other vehicles to access and pass through entrance road).</p> <p>The net effect of this is to move the parking from that end of Water Eaton Lane to the further along the road with cars parked half on the road and half on the pavement. This has also resulted in motorists parking dangerously on the corner of Water Eaton Lane and Beagles Close, plus people parking in the close itself.</p> <p>Whilst we cannot prohibit anyone parking in the Beagles Close it makes it difficult at times for delivery vehicles and residents to traverse the road due to the inconsiderate parking of vehicle owners who walk their dogs and/or walk across the footpaths and land surrounding Water Eaton Lane.</p> <p>This can be particularly difficult where vehicles are parked half on the road half on the footpath and even more so for those residents who have disabilities and find walking problematic. Also our elderly neighbour has careers attending 6 occasions per which in itself means there are extra vehicles needing to park, yet this may not always be easy to do so.</p> <p>I have a particular problem in that my house was built in 1969 when cars were much smaller and shorter and I cannot park my car off the road. So I can find some days when I return home a vehicle has been parked across the road or carelessly parked limiting how others can park, not just for myself but visitors to other residents in Beagles Close.</p> <p>I would therefore wish to raise this as a matter of concern and wonder whether the yellow lines could be extended round into Beagles Close and perhaps have residents only parking signs displayed to deter those inconsiderate motorists who park haphazardly and cause problems to the residents?</p>
<p>(17) Local Resident, (Gosford)</p>	<p>Concerns - I am a resident at Beagles Close, which joins Water Eaton Lane. We regularly see cars parked in Beagles Close that are non-residents. Often cars are parked very close to the junction where Beagles meets Water Eaton Lane. This is dangerous and I believe in breach of the highway code. My concern with regards introducing double yellow lines on Water Eaton will be to encourage more cars to park in Beagles Close. I have attached a picture to indicate where many cars park. Often we see four cars in a row, right up to where the road meets Water Eaton Lane</p>

	<p>making it dangerous when Beagles Close residents are turning into the close. Can a solution be proposed that will avoid additional cars using Beagles Close as a car park. Perhaps residents only parking.</p>
<p>(18) Local Resident, (Gosford)</p>	<p>Concerns - I fully support this but would like to draw your attention to a request from residents of Beagles Close asking that the lines be extended 30mtrs into Beagles Close. Our request is made because of the number of cars that now park on the corner, and beyond. People use the close so they can walk the bridle path.</p> <p>Parking causes great concern to us, in particular, as my husband uses a mobility scooter and he has found himself in dangerous situations where cars entering and exiting the Close have not seen him! This is an accident waiting to happen.</p> <p>Our request is also made because there are already a number of cars parked on driveways and in front of properties where there are multiple drivers in a household. We cannot afford additional cars, who normally park in WEL during the day, to use the close as additional parking. On a personal note, I would urge you to consider extending the yellow line.</p>
<p>(19) Local OCC member (Kidlington)</p>	<p>Support - As a Gosford and Water Eaton Parish Councillor and local Oxfordshire County Councillor I fully support the plans to add parking restrictions on Water Eaton Lane.</p> <p>I regularly walk and cycle along this route and have noticed a significant increase in unacceptable parking over the last 2 years.</p> <p>I would also suggest extending the period of no parking to beyond 9am to 5pm as Farm vehicles use this route at all times of day and not just office hours!!</p>
<p>(20) Local Resident, (Kidlington)</p>	<p>Support - I fully support this but would like to draw your attention to a request from residents of Beagles Close asking that the lines be extended 30mtrs into Beagles Close. Our request is made because of the number of cars that now park on the corner, and beyond. People use the close so they can walk the bridlepath.</p> <p>Parking causes great concern to us, in particular, as my husband uses a mobility scooter and he has found himself in dangerous situations where cars entering and exiting the Close have not seen him! This is an accident waiting to happen!</p>

Divisions affected: *Didcot West*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 29 JULY 2021

DIDCOT: BRASENOSE ROAD & SLADE ROAD AREA - PROPOSED TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highways Management is RECOMMENDED to approve the traffic calming measures in Brasenose Road and Slade Road as originally advertised between 30 September and 30 October 2020 and as shown at Annex 2 to this report.

Executive summary

2. At the former Cabinet Member for Environment delegated decisions meeting on 19 November 2020, the Cabinet Member approved proposals for a 20mph speed limit as shown in Annex 1 but - taking note of representations being made by residents objecting to or raising concerns about the traffic calming measures as shown at Annex 2 - asked officers to investigate alternative provision of raised tables at junctions on the route (in addition to the 2 proposed at the Churchill Road junctions), namely at Morrells Close with Brasenose Road and possibly Icknield way and Oxford Crescent..

Background

3. The above proposals as shown at Annex 1 & 2 have been put forward as part of the approved residential development at Great Western Park and, if approved, would be funded by developers.

Financial Implications

4. Funding for consultation on the proposals has been provided by the developers of land at Great Western Park who will also fund implementation should they be approved.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

- The proposals will facilitate the safe movement of traffic including cyclists and pedestrians.

Consultation

- Formal consultation on the proposals as shown at Annex 2 was carried out between 30 September and 30 October 2020. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council, South Oxfordshire District Council and the local County Councillors. A letter was also sent directly to approximately 656 properties in the immediate vicinity.
- 64 responses were received during the course of the consultation and these are summarised in the table below:

Proposal	Object	Support	Concerns	No Opinion/objection	Total
Traffic Calming	20 (31%)	30 (47%)	12 (19%)	2 (3%)	64 (100%)
20mph Speed Limit	10 (16%)	46 (72%)	4 (6%)	4 (6%)	64 (100%)

- All comments are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections on the proposed traffic calming measures as shown in Annex 2

- Didcot Town Council support the proposals.
- Cycling UK Oxfordshire expressed support for the speed limit but concerns over the detailing of the proposed traffic calming measures in respect of the effectiveness of speed cushions and the safety and ease of passage of cyclists, including three wheel pedal cycles and requested consideration of cycle bypasses in accordance with current national advice on provision for cyclists.
- Noting the above concerns, the type of calming measures proposed have been very widely used in Oxfordshire including on roads with high cycle flows and found to be effective and not present a difficulty or hazard to cyclists. The scope to adjust lateral positioning of the cushions will be investigated to provide as close to the recommended 1.5m spacing as possible.
- Objections and concerns in respect of the proposed traffic calming measures were received from thirty-one members of the public, all residents of properties adjacent to the proposals. One of the main grounds for specific objection was the perceived difficulty the proposed cushions might cause for

vehicle turning to and from driveways close to the cushions and the consequent accident risk. More general grounds for the objections included concerns over the need for and cost of the proposals, with some respondents noting that on-street parking in the area was effective in helping to reduce speeds. Other issues raised included increased noise and vibration as vehicles traverse the speed cushions, increased engine emissions as vehicles slowed for the cushions and then accelerated after passing them, resulting in higher levels of pollutants harmful to health and the wider environment, increased maintenance required to keep the cushions in a good state of repair and the effect on property values. Alternative traffic calming measures were suggested that were considered preferable, including speed cameras.

14. Noting the above, the proposals comprise speed cushions which will allow vehicles to travel along the road within the speed limit without significantly adjusting their speeds, resulting, therefore, in no increase in vehicle emissions and – from experience of similar schemes elsewhere - minimal if any change in noise.
15. The suggestions for alternative calming measures are noted but would require detailed assessment and funding and it is doubtful if they are realistically proceedable, noting also that speed cameras – one of the alternative measures being suggested – are a matter for the police.
16. In respect of the difficulties that the proposed cushions might cause for vehicles turning to and from driveways close to the cushions, adjustments have been made where considered appropriate to the placement of the cushions to address specific concerns raised, while also noting that speed cushions have been widely used in similar residential roads with many vehicle accesses, where cushions are sited very close to driveways but with no reported problems.
17. Concerns over the cost of the project are noted but the construction will be funded by the developers of Great Western Park. It is accepted that future maintenance will be the responsibility of the County Council but a commuted sum will be secured from the developers for future maintenance.
18. Expressions of support for the proposed traffic calming were received from 29 members of the public.

Investigations into alternative traffic calming measures

19. Following the Cabinet Member's decision on 19 November, officers requested the developers - Taylor Wimpey - to explore this alternative design and, following the detailed design being completed, the new scheme has been costed with an increase in cost of approximately 655% when compared to the original budget for this scheme.
20. The much higher costs are accounted for by the raised tables as requested having to be designed taking into account existing driveways, level differences, drainage requirements and meeting the minimum distances between each set of speed calming features and has meant the tables are a

Drawing No. Revision 0

Key

- Proposed 20 MPH speed limit
- Existing 20 MPH speed limit to remain
- Existing 30 MPH speed limit to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
PROPOSED 20 MPH SPEED LIMIT

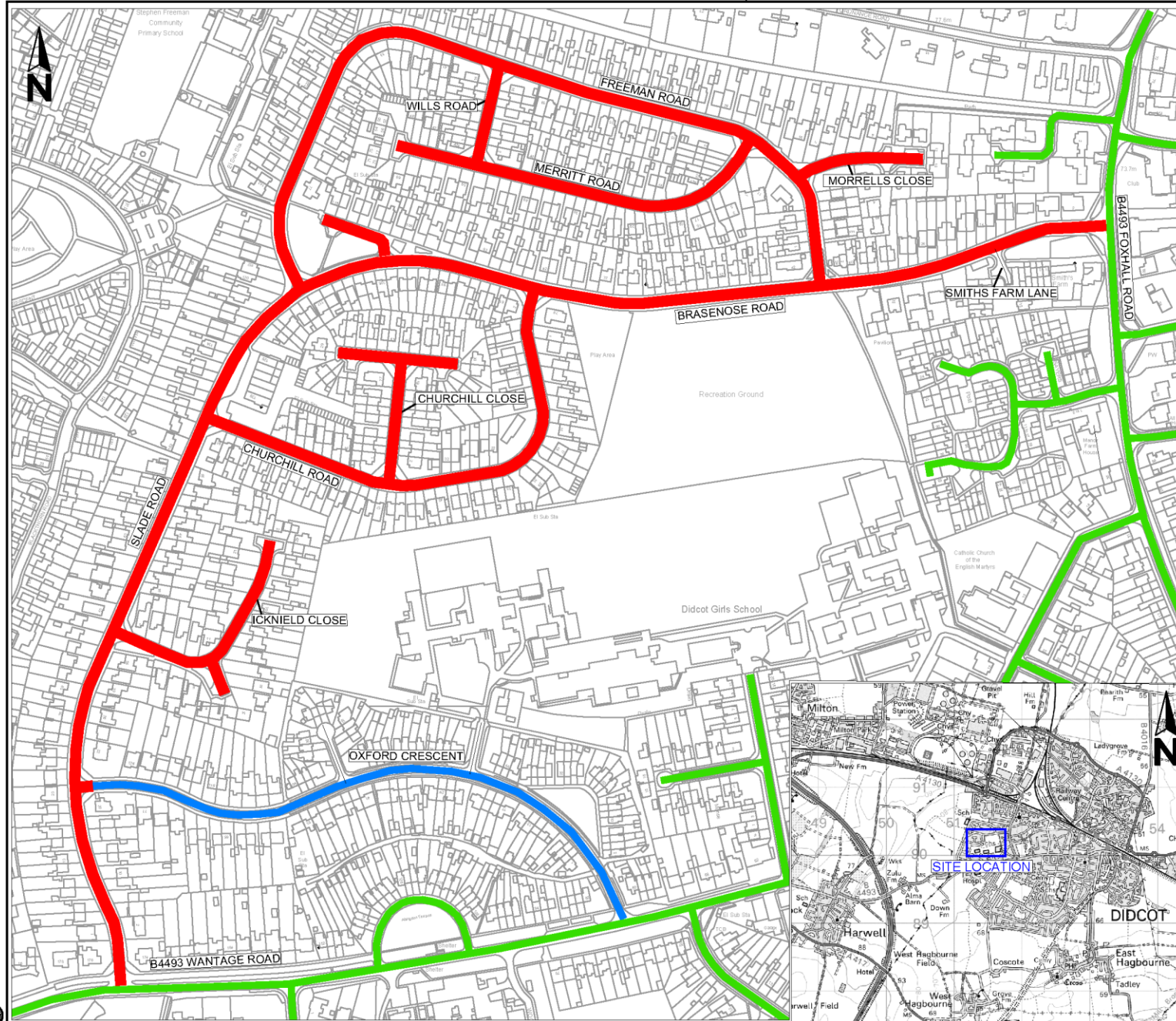
Drawing title
DIDCOT

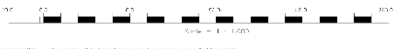
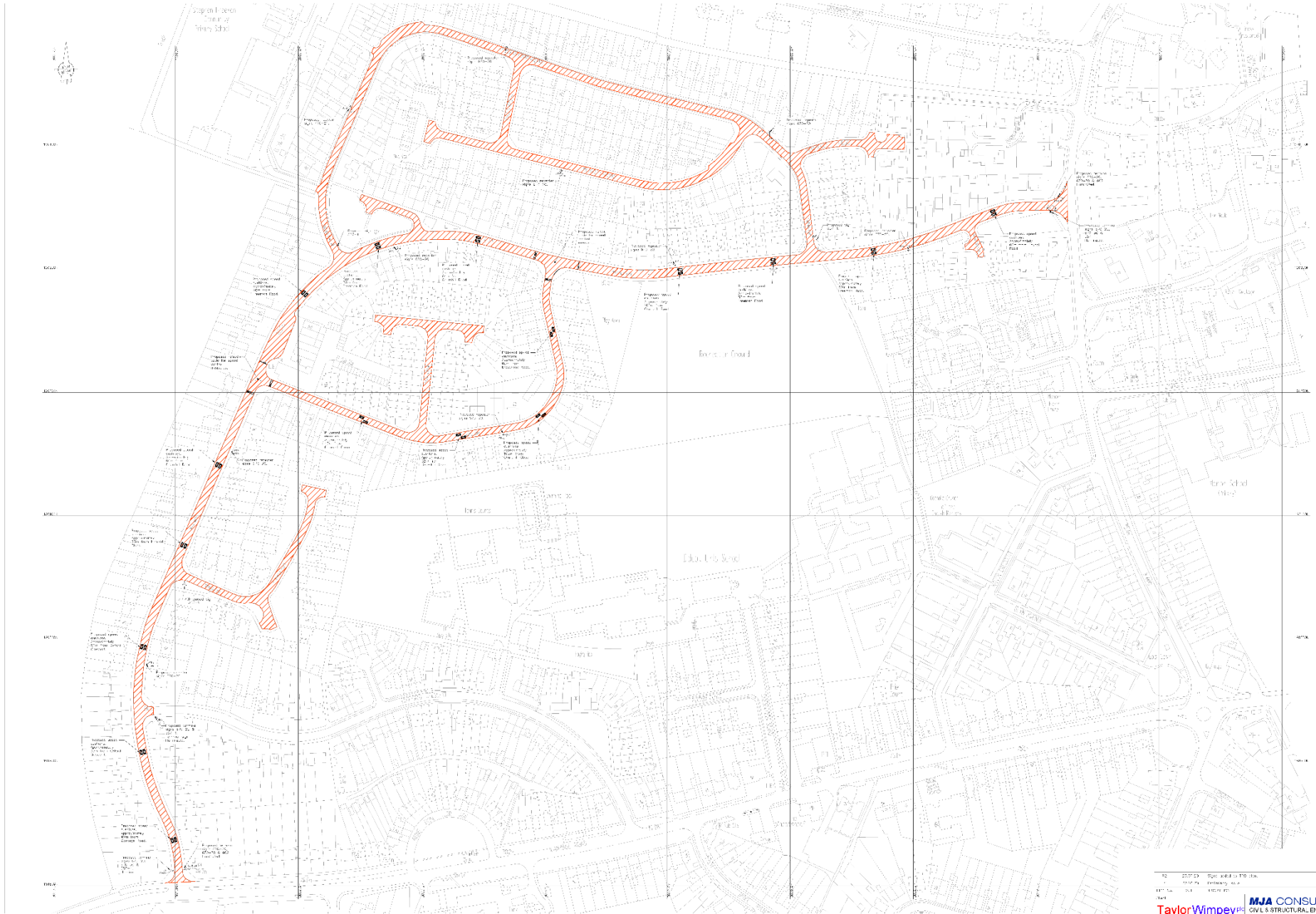
Drawing Status

Scale @ A3	Drawn by JaC	Checked by	Approved by
N.T.S.	Date drawn 09/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0





Key
 Proposed Stapton Road

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Speed Limit – Object Traffic Calming – No objection</p> <p>I have received some speed data taken in 2012 and 2014 which clearly confirms speeds at that time are clearly too high for a 20 limit. I acknowledge that Traffic Calming has been included but does not extend to all roads within the scheme.</p> <p>If I can us both areas of Great Western Park as a poor example of a 20 limit. Despite Traffic Calming in place this state continues to generate complaints from residents of speeding motorists and I imagine the roads subject to this new proposal will be no different. Can I make it perfectly clear that our own policy concurs with DfT advice that 20 limits should be self- enforcing and will not be subject to any targeted enforcement.</p> <p>Let us hope that the level of engineering included is sufficient to reduce current speeds to below 24mph. Where Traffic Calming is NOT included as part of the scheme, I would object to those roads being included.</p>
(2) Didcot Town Council	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Didcot Town Council supports the introduction of traffic calming measures and a reduced speed limit in the Slade Rd/Brasenose Rd area of Didcot. The Council is aware that the roads are used as a short cut from Wantage Rd to Station Rd and believes that the measures suggested will reduce the speed the through traffic can achieve and may reduce the number of drivers using it as a short cut.</p>
(3) Local Resident, (Didcot)	<p>Speed Limit – No opinion Traffic Calming - Object</p>

	<p>I have lived in Slade Road for many years. I do accept that this road is being used as a cut thru but i believe speed cushions are not the answer as people will just brake hard for a speed hump and then accelerate away from it causing more noise and pollution but the people who drive too fast normally don't care so drive over them as if they weren't there .Would this money and resource be better spent repairing roads in Oxfordshire. As to my knowledge there hasn't been any incidents in these roads apart from oxford crescent where a young boy did sadly die but I am led to believe was not the driver's fault.</p>
<p>(4) Local Resident, (Didcot)</p>	<p>Speed Limit – No opinion Traffic Calming - Object</p> <p>We personally do not want speed cushions along our road for many reasons as specified below and especially outside our property:</p> <p>Increased noise levels which is already an issue/horrendous enough.</p> <p>They cause ground vibrations when vehicles navigate them and send shockwaves to nearby homes. The cumulative effect has been proven to damage nearby properties.</p> <p>They have a negative effect on the environment, increasing pollution as vehicles slow well below the speed limit then accelerate away.</p> <p>They can reduce property values as prospective home buyers might reject home sited near speed cushions/humps.</p> <p>They can cause damage to vehicles and increase the wear & tear on tyres, brakes, suspension and shock absorbers.</p> <p>Additional to the above, it will increase the difficulty already experienced in trying to reverse/drive in/out of our driveway. This is a potential health & safety issue to an already dangerous manoeuvre.</p> <p>This will also lead to parking difficulties for visitors and again potentially increasing and health & safety issue.</p> <p>We also believe that speed cushions are a very poor substitute for active enforcement and believe that there are simpler and more cost effective solutions that could be implemented instead.</p>

<p>(5) Local Resident, (Didcot)</p>	<p>Speed Limit - Object Traffic Calming - Concerns</p> <p>I live in Freeman Road and I cannot understand why you want to put a 20 mile an hour speed limit on ALL of these roads. Most of them you cannot reach 20 miles an hour because of the length of them or the twists in the roads and the amount of cars parked both sides of the roads. You have put for safety reasons but we don't have accidents on these roads so the comment doesn't make sense. Most of the day we don't see much traffic on these roads only at the start and end of the days and at school drop off and pick up times. I appreciate that the entrance by the school has problems at the start and end of the school day but that is through appalling parking by the parents or people parking to then walk to the station. If you try to get out of Freeman Road at 8.30 am you cannot see around the cars that park either side and on corners of Freeman/Brasenose (by the school), it needs double yellow lines to stop dangerous parking, a 20mph speed limit will not help at all. I appreciate the traffic calming in Brasenose will help to stop anyone speeding but do you need so many? The raised ends on Churchill Road will help no end. Surely a speed camera would be more beneficial as we have no police in Didcot to enforce the 20mph. You can see this by looking at the cars parked on double yellow lines in Didcot. This seems to me to be wasting council money for no good reason as other less costly ideas are available.</p>
<p>(6) unknown, (Didcot)</p>	<p>Speed Limit - Object Traffic Calming - Object</p> <p>We personally do not want speed cushions along our road for many reasons as specified below and especially outside our property;</p> <p>Increased noise levels which is already an issue/horrendous enough.</p> <p>They cause ground vibrations when vehicles navigate them and send shockwaves to nearby homes. The cumulative effect has been proven to damage nearby properties.</p> <p>They have a negative effect on the environment, increasing pollution as vehicles slow well below the speed limit then accelerate away.</p> <p>They can reduce property values as prospective home buyers might reject home sited near speed cushions/humps.</p>

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	<p>They can cause damage to vehicles and increase the wear & tear on tyres, brakes, suspension and shock absorbers.</p> <p>Additional to the above, it will increase the difficulty already experienced in trying to reverse/drive in/out of our driveway. This is a potential health & safety issue to an already dangerous manoeuvre.</p> <p>This will also lead to parking difficulties for visitors and again potentially increasing an health & safety issue.</p> <p>We also believe that speed cushions are a very poor substitute for active enforcement and believe that there are simpler and more cost effective solutions that could be implemented instead.</p>
(7) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>I do not believe that a reduction in the speed limit is required, it is a total waste of money! A better idea would be to enforce the current speed limit and perhaps look at parking issues that are not currently addressed. Perhaps the use of cameras could be used to enforce this if money is an issue.</p>
(8) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>My objection to traffic calming in Slade road is based on the traffic calming in oxford crescent Didcot cars brake hard to slow down for speed hump and then speed up after which increases noise and pollution but also hearing the underside of cars scraping and being damaged is not good as i am a sports car enthusiast this does concern me. Slade road and Brasenose road are used as a cut through at peak times , the biggest problem with the roads are inconsiderate parking and parents picking children up from school but have nowhere safe to park. I have lived in this area for 32 years and i do not think traffic calming is the answer.</p>
(9) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>If drivers speeding down the roads don't observe the 30mph limit what makes you think they will slow down to 20mph, even with bumps? The local residents will be the ones most affected by the proposed measures and are least likely to</p>

	<p>be doing the speeding. It is unfair to put in place measures that will inconvenience the innocent whilst failing to address the cause of the problem.</p> <p>Ambulances and various delivery trucks regularly attend houses in Slade Road. Would you wish to be transported by ambulance over speed bumps?</p> <p>For what must be a similar cost, please install a few speed cameras. These will leave residents unaffected, catch those actually doing the speeding and raise money through fines to help pay for the installations. Surely it's a no-brainer.</p>
<p>(10) Local Resident, (Didcot)</p>	<p>Speed Limit - Object Traffic Calming - Object</p> <p>The speed limit on Brasenose Road is not tackling the real issue - lack of visibility due to that road being consistently filled with parked cars, when it was not designed for that amount of parking. (to see a road designed for parking next to a park see the roads around Parks Tennis Florence Park in Oxford)</p> <p>I think measures to prevent or reduce parking load during busy hours should be considered instead of lowering the limit. It might also be worth adding some warning signs that children and pets are present. Dedicated Zebra crossings would also help A LOT:</p> <ul style="list-style-type: none"> - One between the sidewalk at Freeman Road towards Brasenose Road - next to the Loyd Recreation Park - One starting on the corner at Churchill and Brasenose road, and going to the opposite side of Brasenose - One that extends from the path between Blackthorn Road and Slade Road, towards the other side of Slade Road <p>There might be one or two more good places for Zebra crossing on the start of Brasenose Road (coming from Slade Road) - e.g. towards the Freeman Primary school.</p> <p>However, if you must lower the speed limit, why not do that during school hours and weekends, instead of a permanent 20 MPH limit? A similar thing is already done on B4493 with flashing lights, which Brasenose Road connects to.</p> <p>I've never seen Slade Road be as busy as Brasenose Road, so I cannot see why a 20 is considered. If anything it might also have an over-parking issue.</p>

	<p>As mentioned already, during busy hours Brasenose road is filled with parked cars. Adding traffic calming measures seems like a waste, considering that it's impossible for two cars to pass each other without one of them stopping.</p> <p>However, if you must put some speed cushions on Brasenose Road: - Gradient of 1:8 seems like the terrible cushions in Abingdon, please consider using 1:12 perhaps</p> <p>Similar comment to the speed limit, I don't see a reason as Slade Road does not get as busy.</p> <p>There is NO reason for cushions on or raised tables towards Churchill Road. Getting into Churchill Road already takes a turn off Slade or Brasenose road, reducing the speed of the cars. The shape of the road makes and the parked cars are enough to make it impossible to go fast. I don't see a need to spend the money and time adding those. There's also barely any cars passing here throughout the day.</p>
<p>(11) Local Resident, (Didcot)</p>	<p>Speed Limit - Object Traffic Calming - Object</p> <p>This is an unnecessary waste of money and will simply make the road more noisy and polluting than it is, as traffic has to slow down and speed up multiple times. The road has a significant number of vehicles parked along it during the 'busy' school access periods, which actually has the effect to slow traffic down naturally. Visibility is mostly good, so pedestrians can easily see traffic approaching so why reduce the limit from the the national town limit? The people who speed along the road in large SUV will continue to do so despite these measures as they are cushioned from it. More random speed traps would be a better solution, for that issue. These ramps will also cause more problems for people parking on the road.</p>
<p>(12) Local Resident, (Didcot)</p>	<p>Speed Limit - Object Traffic Calming - Object</p> <p>The letter explains that the aim of the scheme is to reduce the speed of traffic travelling through the established residential area.</p> <p>Laudable as the letter tries to make this sound, I believe it is the wrong reason to implement a speed limit in the area for its own sake; rather setting a speed limit should serve the higher purpose of increasing safety.</p>

	<p>This implies that there currently is a safety issue. If such is the case, then no doubt this can be backed up with the relevant evidence. To my best knowledge, there is currently no safety issue in this area - there is no mention of a single accident in the area affected.</p> <p>Due to the unique loop-like architecture of the area and the amount of double parking going on around it, it's quite impossible to speed at present. To the best of my knowledge, however, no measurements have been carried out in the area to assess this over the past year. (I'd be quite happy to be set straight on this if you have better information, but it may ultimately be immaterial since the existing speed limit doesn't appear to translate to accidents). Since the safety argument doesn't seem to hold water, the only result to be expected from lowering the speed limit is introducing a long-term, minor annoyance to a neighbourhood's worth of people, while spending money in an attempt to solve a problem that is merely hypothetical.</p> <p>The relevant facts available to me suggest that there is no need for this change. It also suggests relevant measurements suggesting otherwise have not been carried out. At best the suggested speed limit change is premature, as the data backing it up have not yet been collected; at worst, it's solving a problem that doesn't exist at the cost of the local population. In the spirit of fact-based government, this would be a poor use of public funds and I find this objectionable.</p>
<p>(13) Local Resident, (Didcot)</p>	<p>Speed Limit - Object Traffic Calming - Object</p> <p>As a long term resident, I oppose the proposal and a blanket 20mph speed limit on the Brasenose estate and I'm definitely against traffic calming measures. I would go as far to say that the implementation would drive me to move from the area I've not only grown up in but also gone on to raised a family in.</p> <p>However, I also fully understand the need to do something as the building of the Great Western Park development etc. has had the unfortunate knock on effect of making Slade and Brasenose Roads a rat-run for motorists (especially during the long running roadworks on Wantage Road. The rat-run fast traffic, coupled with the school time parking on the bend of Brasenose Road and the recent sport players parking by the park, equates to danger for pedestrians and other road users.</p> <p>Those who speed through our estate, in the main do not live on our estate. Therefore, any measures that are installed would push the rat-runners to find another route, leaving us law abiding residents to bounce over traffic calming for</p>

	<p>eternity. Plus, after many years of bouncing along the uneven roads of the estate, we have only just finally got a smooth surface to enjoy, the council now want to ruin it for us again!</p> <p>It is known from other areas where a reduced speed limit has been implemented, that those motorists that already ignore 30mph limits would definitely ignore a 20mph limit and would even overtake compliant motorists. In fact, it would be hard to find more that 20% of motorists who would adhere to the limit (for example, the majority of motorists already ignore the 50mph on the new Harwell by-pass, the ridiculous new 40mph limit on Milton Road - where I've been overtaken by an articulated HGV and the recent reduction to a 20mph limit in Milton Park - again, widely ignored). The common factor is the total lack of enforcement (there's very little risk of getting caught). Therefore, I would suggest a counter proposal that would have less impact on the compliant motorists, save money for the council (in fact, it may even pay for itself and make profit) and would penalise those who choose to speed and endanger life.</p> <p>I propose the installation of average speed cameras in strategic locations (Oxford Crescent to Churchill Road west end and then another set from Churchill Road east end to the junction with the B4493 Foxhall Road). Once fines have been issued, this will have the desired affect of slowing traffic as it will hit motorists in the wallet. Average cameras have been proven on Smart Motorways and (by utilising lamp posts for example) should lend themselves to be very useful tools to manage speed in urban areas.</p> <p>Didcot has become a motorists dream where they can speed and park with impunity and as they cannot be trusted to act responsibly, legally or even to have respect for other road users or pedestrians, it's time to start catching and fining them rather than penalising all road users.</p>
<p>(14) Local Resident, (Didcot)</p>	<p>Speed Limit - Concerns Traffic Calming - Concerns</p> <p>The measures do not extend to Oxford Crescent where an existing 20mph speed limit has proved ineffective. Both commercial and private vehicles daily exceed 30mph at times and ignore any signage. This is a school route which already has one young fatality and is risky to emerge for residents. Further physical traffic calming features are needed including it's junction with the new scheme.</p>
<p>(15) Local Resident, (Didcot)</p>	<p>Speed Limit - Concerns Traffic Calming - Concerns</p>

I believe that the issue of parking for people using Brasenose park is a major contributor to the hazards along Brasenose Road and I must urge your team to address this as part of the proposed improvements. This problem is worst on evenings and weekends because the park is used for football clubs, and there is no space on the park for the 20-40 additional vehicles parking curbside during these times. There is also a constant need for parking because the gates to the little car park are locked when the football finishes, but many people bring their children or dogs to the park by car. If your team is unable to visit to see this, please let me know and I will send video/photo evidence.

Solution:

The roadway from the Smiths Farm Lane junction heading westward is wide enough for 3 vehicles. I believe that it will make the road much safer if the south side was designated and MARKED as parking against the curb on the park side, in addition to two lanes for moving traffic with a marked centre line, and double-yellow on the whole of the opposite north side of the road.

This will maximise the space available for parking, improve visibility, prevent jams, discourage "slalom driving", and ensure that children do not have to cross the road to get to their parents' cars.

What I propose is the double yellow all the way up the side that has houses. These houses all have sufficient garages and driveways for 2-3 cars on their own property, so should not require on-street provision.

As this proposal would affect the alignment of at least 4 pairs of speed cushions, I wanted it considered before those are placed please.

There is also the opportunity to place raised pedestrian crossings, preferably zebra crossings with sufficient illumination, at 4 places used regularly by many children and elderly residents. These are the start of Slade Road about 10m in from Wantage Road Junction (in conjunction with the new cycle path infrastructure along Wantage Road), on Slade/Brasenose Road just west of the western Freeman Road Junction (linking the shops to the primary school), on Brasenose road about 20m east of the Churchill Road northern junction (park exit) and on Brasenose Road just east of the eastern Freeman Road Junction (park exit). Due to the number of schools in this area, shops, park gates, pathways etc, these points are very high risk.

Again, this would affect some of the cushions, and in some instances it may be sensible to replace the nearest pair of proposed cushions with the raised crossing.

Lastly, I must appeal for better road markings please - especially double yellow lines in all the intersections. We struggle with cars parking on or too close to the corners, or with T-junctions cars often park directly opposite the side

	<p>roads, making turning in and out of junctions hazardous.</p>
<p>(16) Local Resident, (Didcot)</p>	<p>Speed Limit - Concerns Traffic Calming - Object</p> <p>I live on slade road putting in the calming measures will be damaging my vehicles suspension and is unnecessary I don't notice that there are many speeding vehicles yes there are a few but everyone gets that everywhere does that mean we need to put in speed bumps on every road NO but lowering the speed limit works. Would the Council lower the Council tax in the areas that live on these road to compensate for the extra wear caused to everyone's vehicles.</p>
<p>(17) Local Resident, (Didcot)</p>	<p>Speed Limit - Concerns Traffic Calming - Object</p> <p>The 20mph speed limit seems to indicate that at school times such a speed is possible. This is most unwise as it will encourage drivers to assume that they can proceed far faster than at present. The area is noted for being difficult to negotiate due to parked vehicles and most vehicles proceed with great caution as they have to. Indeed along most of the length of road the speeds are reduced due to the parking.</p> <p>Most vehicles appear to proceed below 20 mph due to the number of parked vehicles and frequent side entrances.</p> <p>The traffic calming measures proposed seem to be using a sledgehammer to crack a nut! I have noticed few incidents along here and the sight of youths doing wheelies in the middle of the road seems to indicate no one perceives an issue.</p> <p>It would surely be a better idea to cut the number of HGV along the road by simply installing a bus gate (similar to the ones at Orchard Centre) at the junction of Slade Road and Brasenose Road. This would have the advantage of reducing the number of cars and lorries using the combined roads as shortcut avoiding the problems of the Wantage Road.</p> <p>Finally I note that no figures are given for the number of accidents along the road now is there any indication of speed measurements. Providing these to the public would go some way towards reducing the perception that the Council is</p>

	<p>not spending money wisely with this scheme.</p>
<p>(18) Local Resident, (Didcot)</p>	<p>Speed Limit - No opinion Traffic Calming - Object</p> <p>I object for the following reasons:</p> <ol style="list-style-type: none"> 1) The extra noise caused to residents by cars braking and then accelerating. 2) The detrimental effect on the environment by increased CO2 emissions as cars accelerate after each speed cushions. 3) These are residential roads with many parked cars making speeding quite difficult in normal circumstances. 4) Cyclists may have to pull out onto the speed cushions to get round parked cars which could be dangerous. 5) No evidence has been provided that any residents requested this. We have lived on Slade Road for 20 years and speeding has not been a problem. 6) This is an unnecessary and (subject to my remarks in 4 above) unwanted. 7) The money would be better spent on mending potholes, improving the safety of cyclists in particular.
<p>(19) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Object</p> <p>Action to reduce traffic using Slade Road as a short cut to Foxhall Road has been long overdue, plus reducing the speed measures along this residential road.</p> <p>I agree with the 20mph speed limit but the speed cushions create noise pollution and environmental pollution as drivers brake, slow down, bump over the cushion, then accelerate to the next one to repeat the process.</p> <p>At a time where funds are limited for councils it makes sense to introduce the 20mph first, measure the effects / success then install the cushions if the desired effect is not achieved .. Of which I'm sure it will ..</p> <p>Slower speed limits calms traffic, humps, islands, cushions create more noise, more pollution and congestion. Please apply some common sense and introduce the 20mph first and monitor it's effects. Don't waste our money.</p>

<p>(20) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Object</p> <p>I don't think speed bumps or speed cushions would be good for the roads being affected. 20mph would be my choice.</p>
<p>(21) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Object</p> <p>I live on slade road and I feel the speed bumps will cause more traffic noise and disruption to the road. I feel that a lot of people use slade road as a cut through and the speed bumps will not slow traffic down at all</p>
<p>(22) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Object</p> <p>As a resident living on Slade rd I fully support the proposed new speed limit of 20mph and the instalment of repeater signs along the road as I along with others, believe that all residential roads such as Slade rd for example should be and would benefit from a 20mph speed limit. I do however object to the proposal of speed bumps for a few good reasons. Speed restricting bumps will only cause more noise from vehicle's not only going over them but from engine noise from accelerating away from them and the enviromental impact this also creates. I am not familiar with Larch Drive but I have the same concerns for that area also but would welcome a 20mph speed limit as Im sure the resident's of Larch Drive would agree.</p>
<p>(23) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Object</p> <p>I have had experience of traffic calming on roads for 20 years including time in the Police Service and as a local resident. Speed humps can be more comfortably crossed at excess speed. The humps deteriorate and damage tyres whilst parking nearby forces crossing the humps in a way that is likely to damage suspension. The best example of these issues is Hayden Road. In my view the LA could reduce traffic by making the road access only to stop the rat run as well as being made safer by making the bend by Brasenose Road shops No Parking. An additional help would be to increase the size of the car park in the park and make one side of the road passing the park No Parking to</p>

CMDHM8

	<p>improve safety when this popular park is in use for sporting events and when pupils from the Girls' school are being collected by parents.</p>
<p>(24) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Object</p> <p>Please note we completely object to road humps being installed anywhere along Slade Road. May we please ask why cushions are being considered when:</p> <ol style="list-style-type: none"> 1) They are expensive to install and maintain, not to mention unsightly and cause other problems 2) Speed bumps / cushions are bad for the environment 3) They cause increased noise (acceleration / deceleration between bumps and noise of vehicles crossing bump) <p>Would it not be better to put up 20mph signage, in the first instance, and monitor if this? Perhaps signage at the top of Slade Road and Brasenose road saying 'access only' could be an option?</p> <p><i>[note: dropped kerb at property will need to be taken into consideration if implemented – possible use of staggered cushions]</i></p>
<p>(25) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Object</p> <p>The cost of speed cushions to Slade Road/Brasenose Road (12adjacent pairs) The cost of speed cushions to Churchill Road (4 staggered pairs) Far too expensive !!!!! Surely one speed camera placed in the right position would be more beneficial - if people exceed limit - they pay a fine !!!</p> <p>Raised Tables - with ramps - cost not too great - and does slow vehicles down. Have lived here for nine years and drive so know the roads quite well.</p>
<p>(26) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p>

	<p>while I am agreement with your proposal as a motorcyclist I am concerned as to the height of the speed bumps as a potential danger so could this be looked into.</p> <p>As a resident of Freeman road near the bend adjacent to the junction with Brasenose opposite the Playing fields surly this should be included in the 20 MPH limit as this road will be used to as a 'Rat Run' for some motorist to avoid the speed bumps. At the far end of Freeman road is a school entrance, has your survey considered this? Also may I suggest that you send someone to look at the potential dangers of cars parking on pavements to cyclist and pedestrians on some Saturday and Sunday mornings during the Football season Practice and matches.</p>
<p>(27) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I have no issue with reducing the speed limit but as a long term resident I observe most of the “fast traffic” is “through traffic” which is cutting the corner between Wantage Road and Foxhall Road. Residents traffic and school traffic is typically respectful of a residential area. Could not an “access only” restriction, with occasional enforcement checks, be a better proposition?</p> <p>I do however have concerns over the proposed humps. They will have significant cost to install AND MAINTAIN, creating an ongoing drain on limited resources. Having previously lived in The High Peak, directly on a Road with humps, I observed</p> <ul style="list-style-type: none"> - significant potholes and failure of the ramps around the humps, requiring what appeared to be significant annual repairs - “Boy racers” with their lowered cars creeping over each hump and then accelerating hard to the next hump causing significant ongoing nuisance problems of noise and additional pollution, entirely because of the humps existence. <p>I hope you find this feedback useful. On the grounds on ongoing additional maintenance costs and environmental nuisance (noise and additional exhaust emissions), I respectfully request you consider a 20mph speed limit only, perhaps augmented with “access only” restrictions.</p>
<p>(28) Resident, (Harwell)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p>

	<p>Speed cushions direct cyclists into the gutter and pose issues for cycle trailers. This route is popular to/from Didcot station as a way of avoiding Foxhall roundabout. A better solution would be to replace the cushions with sinusoidal ramps. The concerns regarding this style of calming are recognised in LTN 1/20, sec 7.6.8:</p> <p>"Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles."</p>
<p>(29) Local Group/Organisation, (Cycling UK Oxfordshire)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>We support the 20mph speed limits. Speed reduction has a proven benefit on people's safety and creating places that are more pleasant to be in. Our only concern would be that the 20mph limit is frequently exceeded.</p> <p>We support traffic calming in principle, but are concerned that the cushions proposed will be insufficient. Speed cushions of the proposed design have 3 problems: they do not effectively slow traffic (particularly larger vehicles including increasingly common SUVs which are more dangerous in a collision with vulnerable road users), they push people cycling towards the gutter - an unsafe road position for several reasons, and they can destabilise a three-wheeled cycle. As a result, LTN 1/20 recommends humps with a 1.5m cycle bypass:</p> <p>7.6.7 A separate cycle bypass allows the hump to be avoided altogether (with 1.5m spacing between any kerbs). Where cyclists have no choice but to travel over humps, care should be taken to ensure that the transition from road to hump has no upstand.</p> <p>7.6.8 Speed cushions are a form of road hump and are therefore subject to The Highways (Road Hump) Regulations 1999. The dimensions allow wide tracked vehicles such as buses, ambulances and HGVs to straddle them. Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles.</p> <p>A more effective scheme would include (1) tightening the geometry and narrowing the width with signs, trees or planters at the entries to give a sense that you are entering a residential area and people, not driving fast is most important. (2) humps with bypasses as per LTN 1/20.</p>

<p>(30) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I am in support of the traffic calming idea but I do have a concern that this will increase the congestion from parked cars when the park is in use such as when football is being played or the girl school buses are parked when dropping off/ picking up. This is already very congested during these times.</p> <p>Would it not be a good idea at the same time to also create some dedicated parking bays which would remove the on road parking.</p> <p>This could be carried out by;</p> <ol style="list-style-type: none"> 1) New footpath which runs inside the park fence line 2) Digging up current footpath and turn this into dedicated parking bays allowing for traffic to run freely.
<p>(31) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I am concerned that to avoid some of the speed bumps on Brasenose Road Freeman road will be used as a rat run . Given that this is due to the increased traffic using the estate as a short cut to go hall road is it not time a roundabout was installed at either end of this link ? It is becoming increasingly difficult to leave the Slade road junction onto the Wantage road and onto Fox Hall road</p>
<p>(32) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>We live in Slade Close so are not so directly affected by speeding traffic but can hear it racing past from our house. Churchill Road is pretty quiet as far as I can tell, parked cars make it difficult to speed. I am not so keen on raised cushions or tables, larger vehicles can straddle cushions and I don't think they are that effective. I would rather see 20mph signs and cameras which are less intrusive. My daughter lives in supported living in Slade Road and I am told by the staff that cars come steaming past in the night and disturb the residents. I have not noticed such a problem during the day, there are usually sufficient parked vehicles to slow the traffic. Having said all that if cushions and tables are the only option I would support the proposal.</p>

<p>(33) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I am a resident in the Brasenose area and am frequently concerned about the speed I see/encounter some driving through, certainly above 30mph. I do support the 20mph speed limit and I'm very curious to see the effect it has, even if it reduced the average speed to close to under 30mph I think it'd be a big win. I would like to suggest there is time to see this effect BEFORE looking at the more drastic action that I have concerns about - the speed cushions. For smaller cars these can be particularly uncomfortable to drive over and I'd think with the long length proposed this would be worse(?) In other places that I've driven over speed cushions I've noticed some drivers in larger vehicles not seeminly to slow down for them anyway (as I guess they feel less of an impact), so not sure they are the answer.</p> <p>In summary - why not put the 20mph limit in first and study the effect it has before implementing more drastic measures?</p>
<p>(34) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>There has been an increase of traffic on Slade/Brasenose Road and I know a lot of this is drivers cutting the corner out instead of driving down to the roundabout by the Mulberry. The speed of the traffic has increased considerably at all times of day or night. We recently lost one of our cats due to being hit by a car outside our house. With the proposed changes we will be able to enter and leave our property safely both by car and foot. We will be able to cross the road safely and these new restrictions might deter drivers from using it as a thoroughfare, or "rat run".</p>
<p>(35) Local Group/Organisation, (Harwell Campus Bicycle Users Group (HarBUG))</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We believe that slowing the traffic down will make it safer to cycle along the routes and encourage more sustainable modes of transport.</p>

CMDHM8

	<p>Could a raised junction be added to where there is a link from Great Western Park (Blackthorn Road) to Slade Road (near Churchill Road junction) to allow better integration with new housing.</p>
<p>(36) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Because there are several schools in the area.</p>
<p>(37) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I support the proposal as long as, the width of each pad is WIDE enough to not allow CARS to straddle the pad, which as "we all know is possible" in some places in Didcot thereby NOT causing a slowing down of the car.</p>
<p>(38) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am supporting this proposal as I live on Freeman Road and am fully aware of how fast some traffic travels up and down the road with no thought to it being a residential area.</p> <p>There are lots of young children who live on all the roads mentioned in the consultation plus a school. These proposals would seriously slow down all traffic and make a safer environment for all residents in this area of Didcot.</p>
<p>(39) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>My husband & myself are quite content with the proposals, we live on Brasenose Road.</p>

<p>(40) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I am broadly in favour of schemes that make our roads safer for the residents and other users. It concerns me that “speed cushions” in pairs and staggered are being considered rather than speed humps that span the entire width of road. A number of vehicles are able to straddle “speed cushions” thus resulting in drivers being nonchalant about them.</p>
<p>(41) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am in agreement with the measures suggested in your letter of 29/9/2020. However, I am far more concerned about the parking situation in Brasenose Rd. on Saturdays when football is being played in the recreation ground. Cones are placed alongside the park presumably to limit parking to one side. However, these only cover the area between Morrels Close and around number 68. After that there is likely to be parking on both sides of the road right up to Freeman Rd. or beyond. This is especially dangerous as this section of the road includes the children's playground.</p> <p>People with large cars or vans park on the pavement in order to leave space for traffic to pass between the parked cars. Last week I saw a young woman with a buggy and another small child at her side, trying to squeeze between a van on the pavement and a garden wall. Her alternative would have been to walk in the road between the parked cars.</p>
<p>(42) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am in favour of the traffic calming measures that you are proposing.</p>
<p>(43) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I would like to support this proposal. I think this is a great idea and welcome it gladly. It has become a cut through race track.</p>

	<p>I would like to comment that the Didcot Girls Buses now drop off and pick up on Brasenose road. This is very dangerous and I dont think thought went into this. For a long time parents have used Brasenose road to park and collect their children safely. Now the buses are along here it has become very dangerous and school children are having to walk out from behind buses and I have seen lots of near misses with traffic and children. Its easier to see round a car than a bus.</p> <p>Secondly on the weekends the park is used for football with cars being parked quite often both side of the road the length of Brasenose and surrounding streets causing traffic chaos at times. Although slowing traffic down which is safer for pedestrians but creating heightened agitation for car drivers.</p> <p>I feel the above two issue also need tackling to make the roads safer for all users especially children crossing to go to the local schools and park. I dont think the propped traffic measures will make these two issues better. It might possilby hinder measures that are proposed.</p> <p>I am more than happy to be contacted by email or on my mobile to discuss this further and welcome your feedback.</p>
<p>(44) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Being a resident of Slade Road I welcome these proposals, as the volume of traffic using both Slade and Brasenose roads has increased a considerable amount over the last few years being used as a cut through from Wantage Road and Foxhall Road, with some vehicles/Motorbikes travelling at above the speed limit.</p> <p>However I am surprised that no provision has been made for a Pelican/Zebra Crossing near the Junction of Freeman Road, Brasenose Road and Slade Road given that there is a School close to that junction/Bend and a parade of shops on the opposite side. Although the calming measures should have the desired effect, having a crossing there would also make it safer for children, parents and the general public to cross from one side to the other also that can be a blind bend from both directions.</p> <p>One other point, we lived in Haydon Road for over 25 years, so before and after calming measures were introduced, they were Speed Cushions with no change to the speed limit. Initially they seemed to have the desired effect to slow the traffic down, as Haydon Rd could be used as a fast road, but Motor Bikes, Cyclists would drive between the speed bumps and some Vehicles would straddle them thus making them redundant and not having the effect they were</p>

CMDHM8

	<p>intended for. Wouldn't it be a better solution and have more effect to have Speed Bumps that go completely across the road from one side to the other, thus slowing all road users down.</p> <p>I do understand that on both my points it could be a cost issue or not practical, but thank you for letting me voice my comments and just hope that the planned proposals do have an effect on the traffic using the roads in this immediate area.</p>
(45) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Totally in favour of the proposals for 20mph speed limit and traffic calming. The speed at which some vehicles travel is frightening especially when there are parked cars at school drop off times and when sports events are taking place on the recreation ground. In my opinion these measures are long overdue and would be welcomed wholeheartedly.</p>
(46) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am pleased to see that this scheme is now going to be implemented at long last. I recall that the Great Western Park 'Roads Consent' document of 2011 promised these (and other) measures to cater for the inhibition of 'rat runs' around the area. Hopefully speeds on Slade Road, Brasenose Road and Churchill Road will now decrease.</p>
(47) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Thoroughly in favour of the proposed Traffic calming – the sooner the better.</p>
(48) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We support this scheme completely as we have seen a considerable increase in the number, speed & size of the vehicles using the roads for access. If left unchecked, the risk of an accident near the School & Park area are very</p>

	<p>high & the access & egress from our own drive has become difficult.</p>
<p>(49) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I voice my support for the proposal to introduce traffic calming measures and a speed reduction for Brasenose Road and the surrounding roads to 20mph.</p> <p>Brasenose Road provides a cut-through / rat-run between the new estate at Great Western Park and access to Didcot town centre and the train station.</p> <p>The cut through along Brasenose Road is utilised by an ever-increasing quantity of vehicles which regularly speed along Brasenose Road in excess of 50mph. This cut through allows those with a propensity for speeding to avoid the two local fixed speed cameras - one on Wantage Road, the other on Foxhall Road.</p> <p>Since Covid started in March of this year I have been working from home and have set my desk up overlooking the road and park beyond. Since March I can clearly recall observing three very near misses. Two of which involved school children.</p> <p>The sooner you can implement these measures the better it will be for all. It is no exaggeration to say these measures are necessary to save lives.</p>
<p>(50) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I fully support your proposal for traffic calming measures. I also feel there should be speed humps at Merritt Road where I live. Cars roar up the road to the flats at the top near the garage blocks and urgent action needs taking at this point. A cat was recently run over due to a speeding car, it could have been a child and they do cycle training with young kids at the junction with wills road.</p>

CMDHM8

<p>(51) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We live in Brasenose Road, and endorse the proposed plans to reduce the speed limit from 30 to 20 mph. Also the other traffic calming measures at other points.</p>
<p>(52) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>So glad that OCC have decided to implement this new proposed 20mph speed limit at Brasenose road and Slade Road area. We live on Churchill rd, Didcot for 16years now and have noticed a vast increase of traffic that uses Churchill road and these cars are not hanging about, I'm surprised that there has not been any traffic accidents the speed that these vehicles are doing especially at the exit junction of Churchill Close as there are no Give way or stop lines at this Junction.</p>
<p>(53) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Anything that slows people down on these roads that are used a rat run is very welcome.</p>
<p>(54) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am delighted this proposal is going to be put up for approval. I have been living in 34, Brasenose Road for over 40yrs and over the past years the traffic along our road has increase twofold due to new development at GWP and the speed of vehicles is horrendous and lucky no one has been injured, hurt or killed. Therefore I'm all for the new speed limit of 20mph.</p>
<p>(55) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p>

	<p>I totally agree with the proposals for speed restriction measures in this area.</p>
<p>(56) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We live on Freeman Road, and totally support your proposal for the reduction of the speed limit, and traffic calming measures.</p> <p>My wife and I were surprised, and disappointed though that you have not included Freeman Road for the traffic calming speed cushions, even though Churchill Road has proposed measures. I acknowledge that the speed restriction will be implemented here, but we often have cars and vans traveling at excessive speed on our road. As you are aware, there is a primary school on Freeman Road, so there is a fair amount of families, young children and parents walking, needing to be safe, and cross the road at various points. The comparatively wide, and straight section of Freeman Road, from the terraced houses near the old back gate of the school, passing Wills Road, past the dangerous junction with Merritt Road, and to the corner with Morrells Close (where you can often meet a car in the middle of the road), very often seems to have cars accelerating, and travelling as fast as possible from one end to the other, irrespective of time or pedestrians.</p> <p>It would also be a concern that Freeman Road may become an easy "rat-run" to avoid the speed cushions on Brasenose Road.</p>
<p>(57) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Having lived opposite the Brasenose park east entrance for the last 15 years it is with great pleasure and immense relief that I receive your letter regarding the proposed speed limit reduction and traffic calming measures. Over the years I have noticed the increased use of children crossing the road to the entrance as the football team has grown, use by the girl school walking to and from school and the amount of children and family's using and crossing to the park as Didcot has grown.</p> <p>The entrances fall on the straightest stretch of the road an area that has become something of a race track with the long straight along the park constantly used at speeds by far in excess of the speed limit and an area for overtaking,</p>

	<p>the sound of screeching brakes as become a regular occurrence and over the last few weeks alone I am aware of 1 cat being ran over and killed and 1 dog being hit along this stretch.</p> <p>I cannot express my relief to be informed of the proposals as I fear without the measures and the increase in traffic along with the increase in pedestrians crossing to the park it's a matter of time before the cat and the dog turn into a child.</p>
<p>(58) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We have lived on Brasenose Road for nearly 30 years now, and I have to say that speeding has become more of a problem recently as the road is used as a rat run now. I am in favour of speed calming, but I feel that the council needs to do the job properly by placing restrictions on car parking in the area as well. Our problems in Brasenose are twofold. Inconsiderate and selfish parking by commuters makes the road very congested at times with coaches and large vehicles having to weave between lines of cars. Where we live is close to the Foxhall Road junction, and , although the situation has eased slightly due to the lockdown, in the past it has been very dangerous for us to try to get out of our drive, as our views have been severely restricted in both directions. I have had some near misses with speeding cars that have been out of my vision because of the visual obstruction. One of my neighbours cars was written off by a passing car, which did not stop, as well as a few others being damaged by passing cars, none of which stopped. We fear that when the country gets back to normal, whenever that is, the situation with commuter parking will return. In 2018 alone, we had cars directly outside our property for 145 days and several nights and weekends. The record is 14 days, all over Christmas and New Year.</p> <p>We feel that just addressing the speeding is only part of the safety issue. There was a proposal last year to paint double yellow lines on the junction of Brasenose and Foxhall roads, as well as several other junctions. We responded to Jane Clarke about these proposals, as we felt that the road outside here should also be made into residents only area with appropriate signage and visible passes in visitors cars. We have had a response from Ms Clarke but nothing since December last year.</p> <p>We would like you to consider our proposals, I am sure that if I went to all the neighbours with a petition, we would get a massive response, as we are all fed up of it.</p>

<p>(59) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>As residents of Smiths Farm Lane, we support the proposed traffic calming measures, especially the proposed speed cushions to be located 60m west of the junction of Foxhall Road and Brasenose Road. Traffic speeds up that section, and we know of at least one cat that has been killed by a car in that section in the last couple of years. Slade Road and Brasenose Road have become a rat run since the building of Great Western Park, and the current default speed limit of 30 mph is often totally disregarded. The sound of screeching brakes is a common occurrence.</p> <p>We would mention that Smiths Farm Lane is a very small cul de sac. Odd numbers 1-9 are not on the roadway; numbers 11,15 and all the even numbers surround a small forecourt. We would be surprised if anyone can even achieve 30mph in such a small space, and a reduction to 20 mph seems irrelevant.</p> <p>We have a major concern as to how the proposed 20mph limit will be enforced. There is currently no enforcement mechanism, e.g. speed camera, on Slade Road/Brasenose Road, or in the Freeman Road area. We would welcome the County Council's proposals for enforcing the proposed limit robustly.</p>
<p>(60) Local Resident, (Didcot)</p>	<p>Speed Limit – Support Traffic Calming – Support</p> <p>The proposed areas, of necessity, do have to have cars 'parked on both sides of the road; coupled with this , the Pandemic has seen more very necessary heavy vehicles delivering ' on line ' food and other goods.</p> <p>The greatest hazard is the number of children coming from the Stephen Freeman School (Freeman Road) and the Playing Field (Brasenose Road) where it is an Exit for the Didcot Girls ' School , plus week-end childrens ' Sport.</p> <p>As a driver myself , I think this is an excellent proposal in ensuring children and others safety; I am sure this will be the view of many.</p>
<p>(61) Local Resident, (Didcot)</p>	<p>Speed Limit – Support Traffic Calming – Support</p>

CMDHM8

	<p>We would like to register our strong support for the proposals which hopefully will stop the speeding down Brasenose Road which is being increasingly used as a "Rat Run". We lost our dear Cat due to being hit by a speeding car near the junction of Smiths Farm Lane which could so easily have been a young child.</p> <p>Our only reservation is what steps will be taken to ensure strict adherence to the new speed limits.</p>
<p>(62) Local Resident, (Didcot)</p>	<p>Speed Limit – Support Traffic Calming – Support</p> <p>We fully support these measures as we are aware of several nasty accidents over the years in the area (including one opposite our house). These should reduce traffic speeds and dissuade drivers from bypassing the B4493 as a rat run.</p> <p>We look forward to the progress on this application and hope it goes smoothly.</p>
<p>(63) Local Resident, (Didcot)</p>	<p>Speed Limit – Support Traffic Calming – Support</p> <p>My wife and I wholeheartedly support the proposals outlined in your letter. Any scheme that reduces the speed of traffic along Brasenose Road will be welcome because, at present, cars regularly exceed 30mph.</p> <p>I would also like to mention the danger caused by parked cars on match days at the playing field on Brasenose Road (Loyd Recreational Park). Strangely, cars are prevented by cones from parking adjacent to the park. Hence they park from on the unconed section of Brasenose Road towards Foxhall Road.</p> <p>This makes exiting our bungalow very hazardous because our view of oncoming traffic is obstructed by vehicles parked on both sides of the entrance to our drive. We have to follow the dangerous procedure of inching out and hoping nobody smashes into our car.</p> <p>Would you please consider continuing the cones from the playing field to the end of the four bungalows towards Foxhall Road on match days to prevent us feeling imperilled when driving out. Alternatively, double yellow lines on the South side of Brasenose from Smith's Farm to the park would be a permanent solution.</p>

<p>(64) Local Resident, (Didcot)</p>	<p>Speed Limit – No objection Traffic Calming – No objection</p>
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Divisions affected: *Abingdon North*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 29 JULY 2021

ABINGDON: LARKHILL ROAD – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is RECOMMENDED to approve the proposed no waiting at any time restrictions on Larkhill Road as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce no waiting at any time restrictions at the south end of the Larkhill Road.

Financial Implications

3. Funding for consultation on the proposals has been provided by Abingdon School who will also fund implementation if approved.

Equality and Inclusion Implications

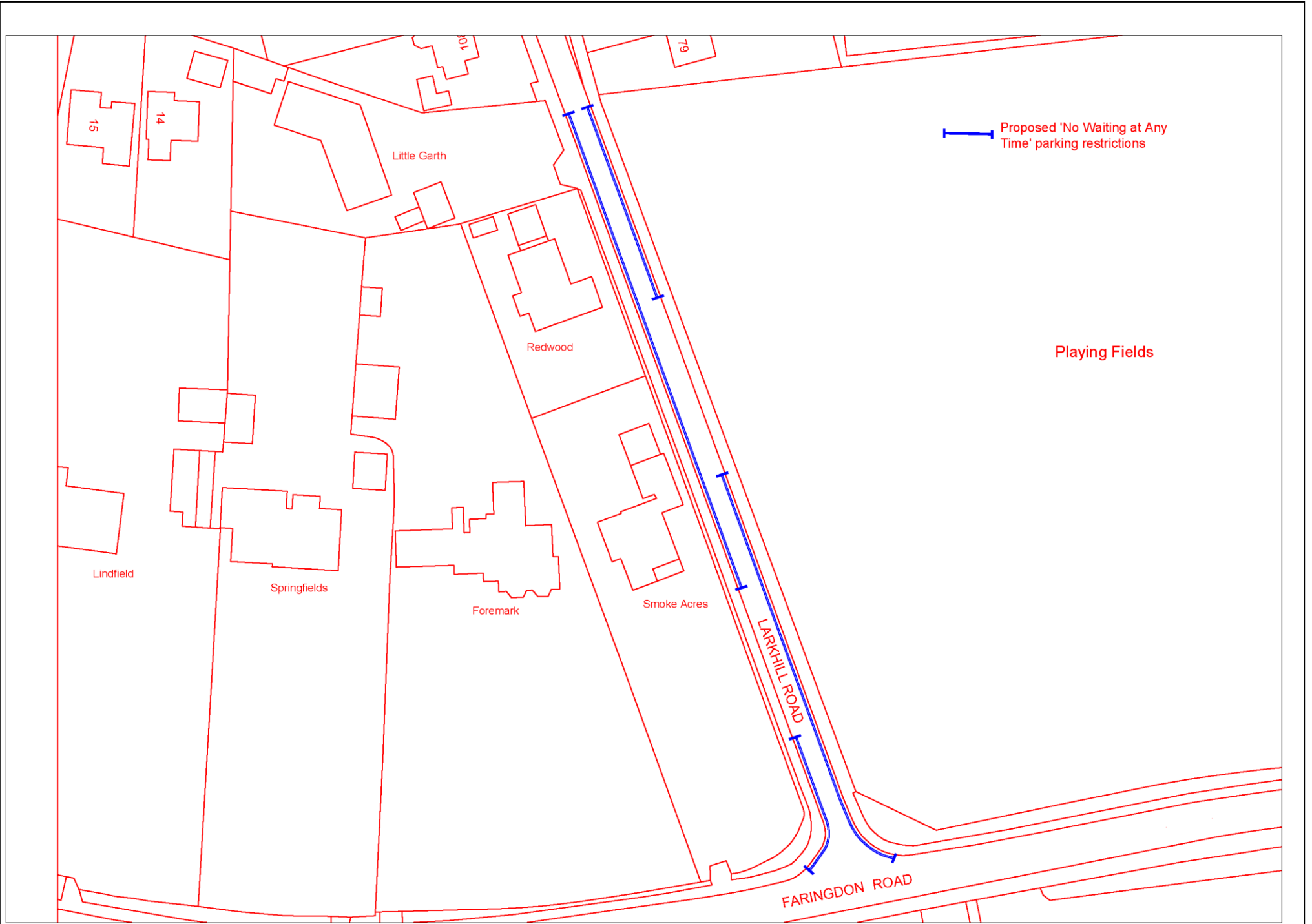
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals will facilitate the safe movement of traffic including cyclists and pedestrians.

Consultation

6. Formal consultation was carried out between 12 May and 11 June 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, Abingdon Town Council and local County Councillor. Additionally, letters were sent to approximately 50 properties in the immediate vicinity of the various proposals and public notices were placed in the area.



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – but must advise such restrictions feature very low in terms of any policing priorities.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Vale of White Horse District Council	<p>No objection</p>
(3) Abingdon Town Council	<p>Support – Abingdon Town Council welcomes with enthusiasm this traffic order which it is hoped will solve the longstanding problem of parking near the junction of Larkhill Road and Faringdon Road. This has caused considerable concern to local residents and the Town Council for many years.</p>
(4) Local Resident, (Abingdon)	<p>Object - As a resident of Larkhill Road I object. The reason being it will just push parking/dropping off vehicles further into the residential part of the road which is very narrow.</p> <p>It has been a problem previously when the cones were laid out there and Abingdon Boys School 6th formers just parked higher up the North end of the road all day, making it difficult to get on/off drive way. School took no action either when contacted.</p>
(5) Resident, (Oxford)	<p>Object - The reason given for this change is incorrect 'current unregulated parking along Larkhill Road has allowed a significant amount of vehicles to park in continuous lines along both sides of the carriageway, and this has resulted in vehicles wishing to traverse Larkhill Road not be....'.</p>

CMDHM9

	<p>This is not true. The road's width is just over the width of two cars. Cars only park on one side of the road. I would support one side of the road having double yellow lines as this is in effect what happens already. If you wanted to make the road safer you should make the initial 100m one way.</p>
<p>(6) Local Resident, (Abingdon)</p>	<p>Object - Just one correction to make! Vehicles do not park along both sides of the road - it's barely wide enough for two vehicles anyway (certainly not two large lorries) so it's only one side they park on and that's the right, as you look south to Faringdon Road. It can often be a nightmare for us living in the first few houses either side at that end of the road, and tempers are often frayed outside our house because neither driver wants to give way. So we do see the need for something to be done.</p> <p>However! When you put the cones down for a week to assess the reaction, all you did was move all the people who normally park there further down the road i.e. right outside our houses, causing us even more problems. One of our children arrived with the young grandchildren that Monday and had to park 100 metres further down the road and, on the Wednesday of that week, because of inconsiderate parking we were unable to enter or exit our own driveway between 08:30 and about 4pm. Unfortunately, I missed the driver when he left the road. One of my neighbours deliberately blocked in a similar incident on the other side of the road, a couple more houses down, so he could have a go at the owner.</p> <p>So, if you do as you want to, instead of a frequent nightmare, it will be a permanent one for us - which is very worrying. What we could do with to go along with the proposed changes is something like a no waiting area between, say, 08:00 and midday for the next 100 metres (we all have our own drives). That's because most of the people who park there are either walking into town to work for the day; going to Abingdon School for the day (teachers, staff and pupils) or going into the Albert Park (on the other side of Faringdon Road and with permit parking only) to exercise their dogs.</p> <p>Several of us have collected traffic cones over the years - and it looks like they will need to be permanently deployed to give us any quality of life.</p> <p>May I just add a few more points for your "technical" team to consider? We have lived here for 20 years - some of our neighbours a lot longer. The traffic problems for us at the top end of Larkhill Road (bottom end, geographically!) have got steadily worse over the years to the point where we are all in a constant state of apprehension - will we be able to get out of our drives in the morning? - will we be able to get back in when we return? - will we have to go down the road and turn round because we can't get in from the Faringdon Road end? THIS IS EVERY WEEKDAY.</p>

	<p>The problem is so bad that two of our neighbours have moved away because of it. We also tried to do the same - DO YOU UNDERSTAND WHAT A LIFE CHANGING DECISION THAT WAS, BECAUSE OF A PARKING PROBLEM? All our four children and six grandchildren live in Abingdon, but we decided to move to the Isle of Wight - where they could all come down for holidays etc., - but, three times our sellers let us down and Caroline, my other half, said she couldn't take any more - so we're stuck here. Much against my wishes.</p> <p>I'm absolutely sure none of this will make the slightest difference to what you will do because from what I have seen from other decisions; people, families, disruption to their way of life, is of no importance whatsoever.</p>
<p>(7) Local Resident, (Abingdon)</p>	<p>Object - Firstly, during your trial with the cones, the traffic that would usually be parked at the end of Larkhill Road was just pushed further up into the area where the houses start. I live in the first house next to the school field and this was a real issue for me, cars were constantly parked outside of my house and blocking the access to my driveway. This has been an issue for a number of my neighbours and has caused a lot of tension, it really does cause a lot of unnecessary stress for those of us in the closest houses. Not only that, it is also an eye sore having these vehicles loitering all day, this of course isn't an issue with the current layout.</p> <p>Secondly, the vehicles being parked at the bottom of the road does have a benefit. It is common knowledge that people use Larkhill road and the access through Longmead as a rat run to avoid the speed humps which are in place on Wootton Road. When the vehicles are parked at the bottom end of the road it slows down cars meaning they cannot accelerate up Larkhill Road. There are usually cars on the road at the top end by Longmead which means that speeding is limited somewhat. As you know, on Larkhill Road there are a lot of school children dropped off and dog walkers making their way to Albert park, we have seen a lot of near misses and it is only a matter of time before someone gets hit. The speeding is a real concern.</p> <p>Should you go ahead with your current plan, and I do sincerely hope that you do not, I would be heavily in favour of accompanying speed reduction measures. In addition, the plan would also create a need to prevent people waiting outside of our houses during busy hours. I would not suggest a no parking zone as our visitors would be affected but perhaps a permits type solution whereby residents could have visitors park and the vehicles which are moved up the road wouldn't be able to. I note councils usually charge for permits, however as in this case the very need for them is being caused by issues created by the council, I would hope this would not be the case.</p> <p>In conclusion, I would be very strongly against your suggested changes. I believe that if they were to be implemented as you currently suggest for them to be, without any additional waiting and speeding measures, it would reduce the</p>

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	<p>quality of life for my neighbours and I drastically.</p>
<p>(8) Local Resident, (Abingdon)</p>	<p>Concerns - As a Larkhill Road resident, I am concerned that prohibiting parking near the Farrington Road will cause cars to park further down the street, between driveways. This has the potential to make it much more dangerous for residents to pull out of their driveways, because parked cars obscure the view. In addition, badly parked cars could block access to driveways.</p> <p>At least when parked on the portion of the road now proposed to be restricted, cars do not hinder the view of the street when pulling out of driveways.</p>
<p>(9) Local Resident, (Abingdon)</p>	<p>Concerns - 1. Strongly support restriction on West side near junction with Farrington Road 2. Suggest restriction for whole of East side. This reflects the current practice of leaving this side entirely free of parking. 3. The proposal to "encourage" any parking on the East side, means that cars entering Larkhill Road from Farrington Road and wishing to pass the parked cars on the West side by travelling on the "wrong" side, will be unsure if they have a clear route. Cars travelling South along Larkhill Road will face a similar problem. 4. Two or Three intermittent sections of double yellow lines on the West side would be preferable.</p>
<p>(10) Local Resident, (Abingdon)</p>	<p>Concerns - I support the parking restrictions shown on the plan but think it would be safer if no parking is allowed on the West side of Larkhill Road near the junction with Farrington Road.</p> <p>If two or three cars are entering Larkhill Road from Farrington Road and cars are parked on the West side of Larkhill Road near the junction, this can cause a backup on Farrington Road, which is clearly a hazard.</p>
<p>(11) Local Resident, (Abingdon)</p>	<p>Concerns - We regularly walk along the road and have seen many incidents of cars waiting with neither being able to move.</p> <p>The main issue is with boys from the Abingdon Boys School having to park on the road. The letter states that cars are parked along both sides of the road, but it's not possible to do this as the road is not wide enough. They park on one</p>

CMDHM9

	<p>side so the line of cars can be 15 plus cars long, and they park too close to the Faringdon road. I have seen cars waiting to turn in to Larkhill road having to wait on the Faringdon road. This is dangerous and I have seen drivers shouting at each other in frustration.</p> <p>Putting the yellow lines in, as described in the letter, will not have the desired effect because there is nowhere for cars to wait. The road is not wide enough to stagger the yellow lines, it will create a snake effect and as the road has a bend further along drivers will have the same problem as now. They will then park further down Larkhill road, as happened when there was a temporary restriction a few weeks ago. It will just push the problem further along the road.</p> <p>The only way to sort the problem is for Abingdon Boys School to provide proper parking for the older boys who drive to school. This will enable parents who park along the road at pick up times to do so safely and with enough room for other cars to use the road without incidents occurring.</p>
<p>(12) Local Resident, (Abingdon)</p>	<p>Concerns - Looking at the proposed plan I have the following comments to make:</p> <p>A. Before any works are thought about, the whole of Larkhill Road needs to be resurfaced right up to Berrycroft ,particularly the road edges which have been compacted by heavy traffic and having to use one side of the road to avoid parked vehicles .It has not been properly resurfaced for many decades and the neglect is obvious. You need to inspect the road closely yourself to appreciate the issues and wasting Public Money by glossing over the original problems</p> <p>B. There needs to be more distance from the Faringdon Road end before any parking starts, this is a problem when turning into Larkhill Road and more space needs to be allowed for a 2/3 cars, as you turn into Larkhill Road and waiting for cars coming down you can be stuck waiting partly in Faringdon Road which is dangerous. Also, Parents dropping their children off for Abingdon School tend to “just park “ on or near the corner!!</p> <p>C. Also to alleviate B slightly can you move the parking area further up level with Smoke Acres and move to other one on opposite side further up towards Redwood and still maintain the passing gap in the middle</p> <p>Hopefully these proposals will not push the parking problem further up Larkhill Road to the houses which has happened on occasions with some events at Abingdon School, making the situation impossible to get in/ out of driveways for Residents</p>

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<p>(13) Local Resident, (Abingdon)</p>	<p>Concerns - Broadly speaking we welcome these proposals. People parking close to the end of Larkhill Road certainly, in our experience, creates dangerous situations, though the road is sufficiently narrow that parking is in general only on one side.</p> <p>That said, given that the major reason for people to park in that location is attendance at Abingdon School, or waiting to collect/deposit pupils from/for the school, one does fear a) that those who park all day long will merely do so further down Larkhill Road thus creating difficulties for the houses in that areas and b) that those who are collecting/dropping off will ignore the restrictions whilst waiting (which would be consistent with the way some motorists launch their vehicles right onto the pavement across the corner of the road whilst waiting).</p>
<p>(14) Local Resident, (Abingdon)</p>	<p>Concerns - There is one thing that stands out where will pupils from Abingdon school park will it be further up the Road parking in front of our houses which will not be a good thing?</p> <p>The other thing that should be looked into is that the traffic that comes down Longmead Road can't get into Larkhill Road as in the evenings most of the time there is large van parked right on the corner and parking all the way down the front of the flats you can't see what is coming it's a wonder there has not been an accident it's not so bad in the dark evenings but any other time you can't see anything coming.</p>
<p>(15) Local Resident, (Abingdon)</p>	<p>Support - I live on Larkhill Road, this has always been a problem, so glad to see something is being done about it. I suspect it will just lead to people parking further up the road, but hopefully will put some off.</p>
<p>(16) Local Resident, (Abingdon)</p>	<p>Support - I am a Neighbour in Larkhill Road and fully agree that car park in the south side of the road is becoming an issue, especially when there are events in the Abingdon school. It makes is difficult to drive or cross the street.</p>
<p>(17) Local Resident, (Abingdon)</p>	<p>Support - The parking that's used at the end of Larkhill road is dangerous and obstructs the fluidity of traffic on daily basis. It's even worse at the weekend when Abingdon school is running a sporting event. I live in Larkhill Road and this will be welcomed by all the residents. I strongly believe that if the Abingdon school wishes to hold large events it should not impact the local residents or town.</p>

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<p>(18) Local Resident, (Abingdon)</p>	<p>Support - I think that this will improve access to the road immensely. I was wondering whether you might consider adding something around the junction of Longmead with Larkhill road. People often park right up to the corner which makes it difficult to see oncoming traffic, thereby making it risky to exit Longmead onto Larkhill road. Especially when there are larger vehicles such as vans parked up. I think it is important to let the people that inhabit the flats there to park their vehicles on the road (as there is limited off-road parking), but I do think that the junction needs a little more clearance than is currently given to make it safe.</p>
<p>(19) Local Resident, (Abingdon)</p>	<p>Support - I agree we should have Double yellow lines to the points you have detailed in your letter , but that will only move all the Abingdon school cars up the road making it very difficult and dangerous to get in and out of our drives , I have had correspondence with the bursar on a number of times only to be told they have on-site parking for their pupils which they don't use. The problem is Abingdon school, surely the way forward would be to make parking in Larkhill road out of bounds for Abingdon school pupils and teachers. The other problem time is pick up time at the end of the day where they use mine and my neighbours drives to turn around in. I await in anticipation.</p>
<p>(20) Local Resident, (Abingdon)</p>	<p>Support - Wonderful news that at last there is going to be yellow lines in Larkhill rd. we have lived here for nearly many years and have had many difficulties in this area. I have counted at least 26 cars parked in this area.</p>
<p>(21) Local Resident, (Abingdon)</p>	<p>Support - I wholeheartedly support the Proposed parking restrictions on Larkhill road Abingdon. In fact one might almost say about time. The use of this stretch for parking has become an ongoing problem since pupils from Abingdon School have started routinely parking there.</p> <p>The only thing I could add, is that Larkhill road (and environs) could usefully be made a 20 MPH Zone. This might moderate the speed of some of the 'Road runners' using Larkhill road as a Rat Run avoiding the Speed bumps in Wootton road. and racing through at 40 - 50 MPH</p>
<p>(22) Local Resident, (Abingdon)</p>	<p>Support - I support your proposals. Parking never used to be a problem, but the pupils at Abingdon school must have become more affluent and the older pupils (or their parents) can afford to drive to school and park in Larkhill Road.</p> <p>My only suggestion is that as well as restricting the parking, you also introduce charging. If you mandate the use of a phone parking app you only need to install a sign (no need for a costly meter) and you can boost the council's coffers.</p>

<p>(23) Local Resident, (Abingdon)</p>	<p>Support - although I'm all for this as the parking is an absolute joke down the road causing many problems for the residents that live there, me being one of them.</p> <p>I'm sure you know where the cars are from, students from Abingdon school now maybe an idea would be to stop the school building so many buildings and provide them with some sort of parking facility on site, I can understand your idea on restrictions with double yellow lines in some areas but if this was to happen where do you think they will park yes you guessed right further up the road, blocking driveways restricting parking spaces outside our own homes for people who wish to visit and I know for a fact this will happen because it's happened before when they have some sort of event at the school with cars parked half way down the road causing absolute chaos.</p> <p>My recommendation would be double yellows all the way down stopping any vehicles parking there, or option two I think is the best one, place a LTN barrier at the end of Larkhill road/junction to Farrington road which would return it to how it was many years ago a dead end, stopping all traffic from using as a cut through and speeding down there at 50+ mph, or simple place the LTN further up Larkhill road to the first property (redwood) allowing vehicles to park there if they must.</p> <p>Although these seem to anger a few people in and around the Cowley area the roads seem to be much better now around these areas and I'm sure the residents of Larkhill road would be more than happy with an LTN positioned there.</p> <p>Bearing in mind this is about the safety of people and more so the children that walk this way to/from school, I'm surprised no one has been seriously injured or killed down here.</p>

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