

	Area	Support or Oppose	Text
Individual	Hereschel Crescent	Oppose	<p>I have been speaking with one of the team but unfortunately I was not assisted with the help I need. {redacted as provide personal informaiton] The City Council has CLEARLY made the journey harder by locking the roads with some sort of pathetic LTN plan. Completely and utterly unfair for drivers and residents of Oxford.</p> <p>I demand to receive a PERMIT to be able to use the Bartholomew Road, Oxford for myself and my Father who needs to access nearby Pharmacy..</p> <p>I am disgusted and ashamed to be asking for such a simple and obvious thing. It is incredibly unreasonable for the City Council to be locking up the roads and dictating where residents can drive causing more chaos on the roads. Absolutely ridiculous and poor service from the team in helping me with this manner,</p>
Individual	Littlemore	Oppose	Air quality inadequate, lives on periphery
Individual		Oppose	I'm objecting to the LTNs in Headington and Cowley
Individual		Oppose	No to LTNs both in Cowley and Headington. I totally disagree with LTNs
Individual		Oppose	Hello I hope you are well, I will be quick and direct I am against this block roads as they are making the other roads more busy to travel and some time adding extra time to a small distances on this time when we need to work and transport our families. Thanks you.
Individual		Oppose	No to LTNs -They are at best a distraction from dealing with the real issues.
Individual		Oppose	I strongly object to any ltn's being put in place in cowley and headington
Individual		Oppose	Just a quick message to let you know I am totally against the LTNs. I have been running a REDACTED business in Headington and Cowley for 12 years, and have no alternative than use my vehicle to do this. I have been hit hard by Covid and I am doing my best to rebuild my business. I have already had to give up clients in the Cowley area, as the time driving around the barriers makes it untenable. With the introduction of the Headington LTN my area will be further fragmented and when you put the bus gate on Holloway my business will not be viable. I am very keen to cut emissions in Oxford but Oxford needs better alternatives to driving, the provision of good cycle tracks, better public transport before cutting off roads and hoping we will all give up our vehicles. When I'm not working, I cycle and walk, so I am not anti either, I just believe there should be 'more carrot, less stick'. Please listen to the feedback, and not plough ahead regardless.
Individual		Oppose	If that's not clear enough then NO LTNS IN OXFORD!!!
Individual		Oppose	NO THANK YOU TO BOTH
Individual		Oppose	NO to LTNS both in Cowley and Headington
Organisation		Oppose	I'm objecting to the LTNs you are trying to put in place in Headington and Cowley
Individual		Oppose	I'm objecting to the LTNs you are trying to put in place in Headington and Cowley
Individual		Oppose	<p>Please can you remove the low traffic areas in Cowley. I have to drive to cowley to visit an elderly friend and have to go well out if my way yo get there. I feel very sorry for people who live on the main roads who have to endure much higher levels of pollution due to council policy. Please may I remind the councillors that most people use cars and it's simply not fair to put all the traffic on the bigger roads. I would also point out that travelling much further than necessary to reach my destination increases my carbon footprint, I did think it was council policy to reduce this. I will NOT be voting for any councillors who vote for this policy to continue and will try and convince family and friends to do the same, although people I have spoken to have already said the same thing.</p>

I am totally against the LTNs in Cowley and Littlemore and Cowley/Iffley Road. These LTNs will make life difficult for everyone living in these areas. It will make it difficult for Health professionals to visit patients and Emergency Ambulance to access patients and Fire Engines to attend emergency calls. The traffic will all be gridlocked on the roads and it will be chaos not everyone is able to walk long distances either. I live on the Oxford Road in Littlemore and the traffic is constant and not many cars driving at 20 mph the road humps have slowed some of the traffic down but some cars Van's and larger lorries just drive at them over the 20 mph speed limit. I have already experienced a child's death on the Oxford Road and I do not wish to have to experience this again. The traffic on our road is travelling too fast and the I would like to know how much air pollution [redacted]. Please can you forward my email to the appropriate Cabinet Member. I have lived here since 2005 but lived across the road from 1983 to 1988/1989.

You have asked for people's opinions on the continuation of the Cowley LTNs; I represent 423 residents who support OneHeadington, a group formed to oppose the LTN proposals for the Headington area; I also represent the Headington Business Group of 107 businesses located in Headington, Northway and Marston who also oppose the proposed LTNs due to increased congestion, pollution and loss of business, which is now apparent in the Cowley area and has occurred in Jericho. We are concerned that continuation will eventually lead to LTNs being installed in Headington, with a similar detrimental effect. I would like to highlight the following in our objections to continuing with the Cowley LTNs;- 1. I have already spoken to the full county council in November with a petition on behalf of the Headington Business Group and was totally ignored. 2. I have never seen any real traffic data to either justify the installation or continuation of the LTNs or any definition of the measure of success or failure, which all 'experiments' should include as a part of an experiment. Unless of course the 'experiment' word was simply using terminology to push the proposal forward! 3. The Department for Transport traffic data for the peripheral roads in Waltham Forest shows a significant increase, not the decrease claimed, yet is still be claimed as the model LTN. 4. Numerous Charts have been forwarded to you and councillors that showed significant increases in traffic on the Cowley peripheral roads, yet all have been ignored, however the charts were compiled with data from your council approved website Oxbike. All of the data show traffic increased on the peripheral roads since the LTNs were introduced and continue at a much higher level since. The increase has been calculated at between 40 - 60%. Data was obtained for Henley Avenue, Rose Hill (Ashurst Way & Iffley Roundabout), Cowley Road, Between Towns Road, Hollow Way, Oxford and Garsington Roads). Patrick Lingfield suggested that traffic may initially increase by 10% and then decrease. It hasn't happened nearly a year later, so when do you think it will decrease and at what cost? 5. Increased safety is frequently used as a justification for LTNs but again I've seen no local data that supports the claim; in fact it is the opposite! 6. You seem to represent Cyclox, Oxford Liveable Streets etc more than the residents and businesses of Jericho, Cowley and you have totally ignored the recent consultation result! 7. If the Councils and Cyclox etc are so keen on implementing cycling proposals, why not delay a decision on LTNs in general and encourage Cylox etc to put forward single issue candidates for the forthcoming elections, rather than hanging on the coat tails of the Lib Dems, supported by Labour. as they are at present. Unless of course you have the complete agreement and support from all of all the councillors and my understanding is that this not so. Perhaps you could confirm that all councillors are fully supportive of your I'm objecting to the LTNs in place in Headington and Cowley

Individual Littlemore Oppose

representative of group Oppose

Individual Oppose

Ahead of the meeting on 24 February, please see my concerns about making the Cowley LTNs and specifically Temple Cowley LTN permanent. I was particularly disappointed in the recommendation to make these permanent for the reasons below, and given the additional information in the agenda pack: The 16% increase in air pollution on Oxford Road (where I live) as a result of the LTN (and similar on other boundary roads). That is an increase at a time when more people are working from home and not using cars, and I hate to think what the pollution will go to as we return to "normal". The appalling lack of mitigations the council has set out which run to 1 page vs 40 pages of objections to the Temple Cowley LTN alone. The "mitigations" either involve moving planters from here to there, or by introducing more LTNs! There is no consideration for the health and wellbeing of the residents on the boundary roads at all. Surely a mitigation should be additional insurance for OCC, for any potential health related claims from residents on boundary roads, because of this deliberate increase in pollution on these roads. I sincerely hope you will reject the recommendation to make these permanent given the level of local opposition, even amongst those who were previously supportive

LTNs I do not feel that LTNs in Headington and Cowley will be any help to the area so I must object strongly  
 I strongly object to LTNs in cowley and Headington  
 I write urging you to see sense and respect the fact that the overwhelming majority of the people are against these LTN restrictions according to the official Cowley consultations, when making your decision at the meeting on 24th February. The council report clearly admits that the LTNs have increased congestion and pollution, increased traffic speeds within the LTNs and increased traffic on peripheral roads, increased bus journey times and there are lower levels of cycling than in 2019. I live in Littlemore where as you know we were not consulted about this scheme, some residents were unaware until they woke up to find all the barriers and planters in place. You will be aware from the meeting last week that people here are very angry with good reason. We are feeling very cut off from our local services with an inadequate bus service, and what is now a mission to reach Templar's Square or even Sainsbury's Heyford hill by car, since there are only 2 very dangerous exits out of Littlemore where there were 6 before. It is not possible for many of us to walk or cycle carrying loads of shopping so this is real discrimination against the elderly and less able. I thought the council policy was for equality for all? The businesses in Templar's Square are clearly suffering and I personally rarely go there or to the John Allen retail park as the traffic is so difficult and I am not as able as I used to be. I did cycle to work in Oxford city for 40 years along the ring road cycle route. This was perfectly adequate and if better maintained I'm sure more cyclists would use it. The junction of Newman road and rose hill is extremely dangerous for both cyclists and drivers and needs urgent attention..I think traffic lights is the only answer, this was the case even before the introduction of the LTNs. We now shop in Abingdon or Didcot! There needs to be a much better and cheaper infrastructure in place to encourage people to get out of their cars; we have no direct bus to any of the hospitals or the railway station. The ring road is becoming busier every day. As main carer for my 94 year old mother I need to take her for various appointments as well as shopping (a treat to get out with her bad mobility) but she lives just the other side of the bus gate so it now takes me 4 times as long to reach her, involving the ring road, taking more petrol and creating more pollution. Should there be an incident anywhere around Oxford this impacts everywhere e.g there was an accident between pear tree and Bicester recently which caused gridlock all around the ring road. There is no escape now so many of the roads are bollarded and now with plans for East Oxford LTNs going ahead this will be even worse. We have no GP surgery or dentist in Littlemore and I understand plans are afoot to build a combination of up to 2000 more homes and offices in the area which will put huge further pressure on the roads here. Residents in Littlemore have witnessed much more crime; drug dealing and burglary around the LTNs as I understand you are seeking views on the LTNs that are proposed (or already in place, as with Cowley) in various areas of Oxford. I would like to say that I am **UNEQUIVOCALLY OPPOSED** to LTNs, and would like to explain to you why I take this view, which is based on reason, not on prejudice or selfishness. Please read my attached document. As a fellow supporter of the Liberal-Democrats, I might add a warning that, with so many people now campaigning against LTNs and expressing their views, the party may lose a large number of votes (including my own) if it is seen as strongly supporting

Individual Oppose

Individual Oppose  
 Individual Oppose

Individual Littlemore Oppose

Individual Oppose

I live in Littlemore and, since the LTN's have been introduced, my journey time has increased considerably. I work on the Cowley Road so the recent change in bus services to Littlemore is actually better for me, however the frequency of the buses has not improved. A half hourly service during the day is fine if I am just going to the office but if I need to go somewhere that involves a bus change, this severely limits my options and in the evenings it is nigh on impossible to get to anywhere when the service drops to hourly. The reason I mention this is because, without a decent bus service, the whole purpose of the LTN's doesn't work. You cannot expect people to use public transport instead of cars when the public transport system is not fit for purpose. I do have a bike and used to regularly cycle to work, however I do not feel as safe doing this as I did prior to the LTN's. There are 2 routes to my office. If I cycle via Cowley Centre, once I get to the traffic lights by the John Allen Centre my route is very hazardous with no proper bus lane and increased traffic due to the impact of the LTN's. The safest way used to be to cycle along Oxford Road to the underpass and then along the Iffley Road. The huge increase in traffic along Oxford Road however has made this route very dangerous for cyclists and I am nervous about attempting this again. So what are my options? Well, despite my desire to get back on my bike, I must continue to use the bus for work. For any longer journeys I have no choice but to use my car. My parents live in Kennington and, now that the no 16 bus is no longer running, I have to use my car to visit them. The frequency of our buses makes it completely impractical to use them, particularly in the evenings. Thankfully there are no LTN's in Kennington however my journey time has increased considerably due to the length of time it takes to get on to the bypass from Oxford Road (the only way out of Littlemore now). The impact of the LTN's has led to longer journey times for me with lots of time spent sat in my car in traffic queues. I have walked through Campbell Road where there is no traffic and local people have commented on how much nicer it is for them and their children However, I have also listened to people living in Oxford Road and wonder why the people in Florence Park should benefit at the expense of those living in Littlemore where the journey to school for them has become a nightmare with dangerous roads to cross and higher levels of pollution, due to the increased, often gridlocked, traffic outside their homes. On Thursday evening I attended a public meeting at Littlemore Church. I initially joined via zoom but was unable to hear what was going on and, despite numerous messages being sent in the chat (our only way of communicating) nothing was done to resolve this. When I was able to I went to join the meeting in person and pointed out the fact that those on Zoom were unable to take part in the meeting. I was told that they were aware of this and nothing

Difficult to park in Bartholomew Road and use moped  
Not being listened to and Cllr Bearder dismissing public

I write to ask for you to reconsider the introduction of LTNs. They increase traffic on the Iffley Road, increasing pollution through traffic jams. You ask for people to instead cycle or use buses. My husband is a wheelchair user and works in Abingdon successfully. Already dependent on carers to get him up in the mornings, he would not be able to get to his office by 9am without the use of his car. As it is, he is likely to arrive late at work through increased congestion on the few available roads due to the LTNs. On another note, your planned extension of yellow lines in Iffley Turn will make it difficult for attending carers to visit my husband.

Please reconsider the decision to make the 3 LTN schemes in Cowley and Littlemore permanent at your meeting on 24<sup>th</sup> February. It is undemocratic to impose these schemes given that: The official Cowley LTN consultation results showed an overwhelming majority of people against the LTNs. Councillors acknowledge that the LTNs have increased the level of traffic on surrounding roads. I have lived happily on Church Cowley Road for nearly 30 years however since the implementation of the LTN schemes my life has been blighted by the noise and pollution caused by traffic queueing daily at the traffic lights at the junction with Rose Hill. It is no longer pleasant to use my garden and it is dangerous to drive or cycle in and out of my driveway. If the proposed East Oxford LTNs are also implemented this situation will worsen further. I urge you to reconsider the imposition of these divisive schemes.

Individual Littlemore Oppose

Individual Littlemore Oppose  
Individual Littlemore Oppose

Individual Oppose

Individual Church Cowley Oppose

Individual		Oppose	<p>I am contacting you to urge you to take notice of the overwhelming opposition to continuing with the LTN schemes whether in Cowley, East Oxford or Headington. Punishing all local residents for the “sins” of a few rat-runners, and causing massive disruption to all who live here and have to get about, is totally disproportionate. You will not force people to go by bike by making car use totally horrible. Plenty use bikes already – I do, but many are justifiably terrified of the traffic – especially HGVs and buses – the recent tragic fatalities only serve to reinforce that terror. Many more cannot use bikes, for a wide variety of reasons. Outside Central London, public transport is generally slow, infrequent, inconvenient, overpriced and doesn’t go where you need to go. Simply painting white lines on overcrowded and narrow roads does not work – where vehicles can’t pass one another without driving into so-called cycle lanes, that is what they will do. The only cycle lanes that deserve that term are those completely segregated from other traffic. Where they exist, cyclists should be compelled or, at the very least, provided with very strong incentives to use them. The sight of Lycra warriors on the main carriageway on e.g. Marston Ferry Road or Donnington Bridge at busy times is enough to strongly reinforce the prejudices of the anti-cycling lobby!</p>
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Individual	Littlemore	Oppose	<p>Closure of the littlemore Road is ridiculous, the residence on the other side of the block off have To go via Newman Road to get to iffly Road or the bypass, I suggest you try this route and see just how difficult this is, the council is wrong to go against more people than it is helping, just remember we are supposed to be a democratic country.</p> <p>Whist wishing to see a genuine reduction in car use in the UK I am completely opposed to the implementation of LTNs in Florence Park on the following grounds: 1) Numbers obtained from the County Council under FOI indicate that the LTNs have not been well received with a majority in opposition together with a significant number of concerns. Imposition of LTNs is therefore an undemocratic process which would be implemented against the wishes of the majority. 2) To my knowledge Florence Park is not a designated accident blackspot and therefore I challenge the idea that the implementation of an LTN scheme in Florence Park would significantly make its roads safer. 3) As a resident of Florence Park I have seen that the number of cars in the area has reduced, as would be expected, but again I question the need as the traffic levels were never high prior to the trial period. 4) I have concerns that rather than reducing traffic overall, the implementation of LTNs in Florence Park has merely transplanted cars to its periphery. Traffic levels on both Between Towns Road and Oxford Road are now substantially higher than prior to the trial. Data from the longest standing LTN study in the UK (Walthamstow) do not support a reduction in traffic overall, but merely indicate a level of displacement of traffic to other areas. I find it morally and ethically objectionable that a vocal minority in one area can impose an increase in traffic and subsequent increase in pollution levels upon another. 5) I am staggered by the fact that the Council did not place pollution monitors in and on the periphery of Florence Park at a point significantly before and during the trial period (over the same period as the trial period in prior year, adjusted for prevailing weather conditions) in order to measure the affects of pollution displacement. Without proper measurement it is now impossible to scientifically state the level of increase. As a resident of Florence Park for the last 25 years, who frequently walks along this road, it doesn't take a scientist to physically detect the increase in pollution levels. The increase in traffic along Between Towns Road has lead to long periods of static or slow moving traffic, reducing the mixing affect of car pollution seen with faster moving traffic. I also suspect that pollution levels along Florence Park Avenue have also increased as gravity would dictate that any increase in pollution levels on Between Towns Road might well funnel down this route into Florence Park itself. Without proper measurement, which I think is absolutely negligent of the Council, none of this can be scientifically verified. A point I suspect the Council might be very well aware of. If I were a resident of Between Towns Road I would be legally addressing the Council with a view to looking at why the local authority may be knowingly increasing the pollution levels in my environment and increasing the risks of cardio/pullmonary/oncological disorders. 6) Whilst I cycle and walk in and around Oxford, I do use my hybrid car</p>
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Individual	Florence Park	Oppose	
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Individual                      Oppose                      Please remove them. They make the vast majority of peoples lives harder, cause more people to travel further, isolate communities (particularly Cowley/Littlemore), are not what the vast majority of people actually want (as proven by the council's own consultation) and make the prices we receive from contractors for work more expensive ( extra journey time, fuel and hassle). They have been and continue to be an absolute nightmare for people who live in the area and those who travel to the areas where the LTN's are. They were badly thought through and I suspect from a group of people who now live in a quiet street! Traffic that is free to travel in all directions means that it is spread over more roads which means it is less busy for everyone - not just the select few who now live in quiet areas. Many people will choose their next councillors based on this issue, myself and family included. Elected officials should be there to do what their communities want - not what they think is best.

Individual                      Oppose                      The LTNs located around Cowley appear to be a spiteful and contemptuous way to penalise drivers. As can be seen from other widely publicised comments in the press and from actually being on Cowley Road, Holloway, Between Towns Road, Iffley Road, The Slade, Old Road and the ring road during peak hours, legitimate and essential vehicular traffic is in absolute chaos. It is clear that the rationale that LTNs help the environment is flawed. They have just forced the same volume of traffic on to the main roads of the city leaving vehicles pretty much at a standstill and pouring out the very pollution you're trying to stop. OCC, we are supposed to live in a democracy, please listen to what the people of Oxford are telling you. LTNs are not the solution. They are affecting people's commutes, businesses, emergency vehicle's response times, pushing up taxi fares, creating huge inconvenience for people with mobility issues, and not achieving your aim of improving the environment.

Individual                      Oppose                      As A carer these LTN's has greatly impacted on the timings we get to our clients it also impacted on how much time and money I have to fork out just to do a 2 min drive that now takes 20 minutes , we don't have the luxury of claiming expenses the cost of living high fuel cost is not helping matters . Keep some but open up busy routes like Oxford road Crowell Road we all want to do our but but the cost is high sitting in traffic ques having distressed clients because we are late . I wish I can hop on a bike but due to mobility issues I have to drive to see clients . Please consider all routes not just easy options . Other residents are now heavily impacted.

Individual                      Oppose                      I beg you not to make the LTN's permanent, since they were installed so many people have suffered by being late for work, appointments, school pick ups. The houses along the gridlocked roads are finding the value of there property reducing. Shops are loosing trade meaning more bankruptcy and empty shops. The health of those living in the houses on the busy roads are at risk. Care workers are on a tight schedule these LTN's are driving them out of the profession. Please don't make the majority suffer for the sake of benefits for a few. Survey's should be honoured NOT ignored.

As a Temple Cowley resident of some 20 years, REDACTED, I am writing to you today because I understand that you will be making the decisions as to the future of the recently imposed LTN. I wish to register my opposition to the continuation of the Temple Cowley LTN in the strongest terms. The community has been at the sharp end of the road closures and my experience, (and that of many of my neighbours and clients), has been a nightmare. In particular, the elderly and those with limited mobility have been most negatively impacted. Of these elderly I have spoken to, few are tech savvy and most have no straightforward access to any online information or consultations. These people have been left out of the loop. As a professional gardener, I have a number of local clients and in order to get to them, I have to use my vehicle to carry my tools and to remove green waste. It's absurd that I now have to travel around 3 sides of a square to access gardens which are literally a hundred or so metres from my home. My work further afield takes me to the Baldons, Long Wittenham, The Miltons and Burcot. Again, my journey has been increased by the LTNs, with additional time spent idling in traffic. I also care for my 89 year old mother who lives near Kidlington, before the introduction of the LTN, I would use the ring road from Horsepath Driftway. I now use Cowley Road, Princes Street and through Marston, joining the ring road at the Marston slip road. Access to the GP surgeries on Holloway and Temple Road for those of us on the other side of the barriers has become a ridiculous round trip. My son has recently suffered REDACTED, requiring trips to both the Holloway Medical Centre and the JR. It would have been ridiculous to expect him to walk, cycle or use an e-scooter to get up the steep hill from home to the surgery while so poorly, I had no alternative other than driving him - again, around 3 sides of a square, increasing journey time. The Temple Cowley LTN has pushed those residents whose car use cannot be avoided onto Oxford Road and Holloway, which is to the detriment of those residing on those roads and more generally, in terms of pollution and traffic volumes. For every small journey which may now be more convenient without a car, a lengthier, more polluting journey for those with no alternative will take its place. The scheme is therefore more than deeply inconvenient, it's also counterproductive.

I wanted to write to you to express my opposition to the east Oxford LTN scheme. I am writing this email to you as a resident of Littlemore, hence why I decided to cc REDACTED as well. The LTN scheme had been implemented without any pre-consultation in Littlemore and our area remains the most negatively affected from the scheme as it cut out our access to Cowley Centre and Blackbird Leys. Consequently, we sincerely hope that the decision will reflect the opposition to this scheme as revealed by a recent freedom of information request. In one of your recent interviews, you have expressed that you have done a lot of changes to these filters, but as far as I am concerned, there has not been any changes from day one and I sincerely hope that recent instalment of cameras to the bus gates on the Bartholomew Road is not what you refer to as a change (particularly considering that the cameras should have been installed from day one). Therefore, any delays which ultimately fall on the responsibility of the council cannot be reframed as a change to the system, as if truly listening to the residents' wishes. One thing that I am particularly curious, as a scientist, is who has decided the exact location of these filters? It is impossible to embrace this scheme which essentially blocks a straight road connecting Littlemore to Cowley. The road in question is wider or equal length to Old Road or Cowley road. As a result, it is against any common sense (also from a civil engineering perspective). We are looking forward to the final decision on this scheme and would like to see it removed permanently. I think if the council is sincere in tackling congestion and its associated climate effects, I would propose that it should work harder to make public transport links cheaper and more efficient (e.g. bus 10 route is hobbled by detours and driver changes that can take up to 10 minutes alone). Also, in my opinion the council can easily work with the University (it is remarkable that we have the best university in the world yet it doesn't seem to have solutions to improve life quality in such a small city) and DVLA to pilot novel taxing schemes to reduce mileage and car dependency. In my modest opinion, an ideal taxing scheme should consider vehicle emissions (already determined by the factory), annual mileage (can easily be determined by MOT or insurance renewals) and vehicle size (again determined by factory specs). Particularly, boom in SUV sales have a great bearing on congestion in the city. These vehicles are usually 60 cm longer than a typical city car and in a hypothetical case, if we have 100 cars queueing up, the queue with SUVs would be 60 m longer than the one with city cars. I think this should highlight the extent of the problem for a "mediaeval city" (your words) like Oxford. So we would like to see the council trying cutting-edge, imaginative schemes in collaboration with different government bodies rather than promoting wooden boxes as 21st-century infrastructure. Allowing SUVs to take

Individual

Oppose

Individual

Oppose

Individual		Oppose	<p>Please stop these asap (as for the quickways how are us pedestrians going to be able to cross Iffley road with bikes speeding along -most will not know the highway code. I was nearly hit on a crossing by one who said he did not see me – what an excuse if you have your head down and do not look ahead) after being hit on a pavement by a cyclist on the pavement in the ltn it does not seem any safer to me for those of us who walk in oxford.</p> <p>I objected them when they where announced, like many people did but the council still went ahead and installed them anyway!!!! (Democracy at work I see and total waste of money and resources ). I have many reasons, too many to list why they don't work and are not a good idea.. they been trialed in version different councils and proved they don't work and just divides communities. Anyway you probably won't take a notice of this email or the poll results but through might just email you to let you know my thoughts.</p>
Individual		Oppose	<p>I understand that are considering the impact and future of the LTNs. I hope you decide to disband them. The gridlock that seems to happen up and down the Cowley Road, Hollow way and Watlington Road is terrible. Pollution in these streets must be enormous as everyone waits in line and engines idle. Very few people and vans have engines that stop in traffic.In order to get to my daughter's house we now have to drive very slowly down the Cowley road only to drive back up to St Christophers place. Many people can't use bicycles - I can't and am far too frightened to try to cycle from our home in Garsington to get to Oxford. I don't think the electric cars are good enough yet to consider ditching our expensive cars that we can use without having to worry about where to charge it. Are we sure that all the batteries and production of energy is good enough for the environment- to consider changing? What about getting far better and very cheap bus/ trams for people to use. Also maybe have much better safer cycle paths for people who are not confident cyclists and children. My daughter finds the lack of cars travelling up and down Templar Road at night very frightening as she has to walk up it sometimes and feels very alone now. I know you will say that this is a different budget but maybe you should argue to use this enormous amount of money in blocking roads for social services for the elderly- more carers and to support the many children in the city with big issues in education with far too few teachers and inadequate services for them. I could go on but I will leave it at that and hope you will remove these blocks as you had to on Walton Street.</p>
Individual	Headington	Oppose	<p>As a homeowner and resident of Cowley REDACTED, I have been living in this area for 5 years and I have never known the traffic to be as terrible as it has been since the LTNs have been installed. I would like to complain (again) about the LTNs that have been installed in my area and highlight the issues that they are causing for myself and my community. I used to spend 15/ 20 minutes in the car to travel to and from my place of work (I am a teacher at a school in Abingdon) and since the LTNs have been installed this now takes between 30 and 40 minutes each way. The traffic is backed up – no one can go anywhere and all our engines are running more than they would have without the LTNs. I now spend more money on petrol because I am burning more fuel because I can't get home any other way. I can't park anywhere else due to Parking Permits. My mental health and stress is affected – it is very stressful sitting in traffic every day to get to and from work. The whole process has been incredibly frustrating – we voted against the LTNs, they were installed anyway, countless petitions and emails later we believed the LTNs were going to be removed after 6 months, they haven't been. I've sent so many emails asking for information and never get a reply. The roads in my area became congested due to taxi drivers using the streets as a cut through – perhaps this should be tackled instead. You shouldn't be punishing local people for other road users. Emergency vehicles cannot access communities. Delivery drivers, local businesses and residents are all suffering from these LTNs. As well as everyone who lives on these busier routes. Less people are getting the bus because of the increased journey time due to the traffic that has built up due to the LTNs. The LTNs do not solve the problem – they have just shifted the traffic to different streets. Why can't more money be put into improving cycle paths and bus routes and pavements so that people are less inclined to use their car. The pavements in this area – particularly Marsh Road junction is horrendous – school children use this road – students from Spires as well as primary schools and the pavement is narrow and low down giving children no protection from the large council vehicles leaving and returning to the depot. As well as buses driving incredibly close to the kerb.</p>



Individual	Holloway	Oppose	It is with great anxiety and vexation that this old age pensioner is writing to you. I am finding it almost impossible to drive out of my road, REDACTED and onto HOLLOWAY. Since the LTNs have been introduced the traffic here has backed up and is at times gridlocked! I dread to think of, how this already bad situation, will get even worse, when the bus service is reduced, and even more people are forced into driving onto these already crowded roads. Please take down these LTNS and give us residents a better life.
Individual	Holloway	Oppose	As a Cowley resident (Holloway area) for many years I am writing to you to Inform you that the proposed LTN scheme has been so far nothing but a disaster that will only get worse and that I am totally against it. LTN's by definition increase driving times and pollution and in Cowley will be a worse place for it. Holloway for example was always busy before but now has become unbearable with traffic backing up as far as Paul Kent Hall from the B480 Oxford road. This will be worse when the new housing development is completed at Barracks Lane and the bus cuts kick in with more people using their cars! THESE ARE NOT PEOPLE FROM COWLEY BUT WORKERS ETC. JUST TRYING TO GET TO WORK and PASSING THROUGH OUR NEIGHBOURHOOD SO DON'T PUNIISH US . I cannot see this type of thing being allowed in Summertown
Individual	OX4	Oppose	I am strongly against LTNs. They divert traffic onto fewer roads, causing queues & pollution. Businesses are adversely affected. Communities are separated. We cannot all walk or bike, much as we might like to – my arthritis means I sometimes have no choice except to drive. Bus services have been cut and further cuts are likely. Speed-bumps and similar measures would be far preferable.
Individual		Oppose	Please log my objection to the Cowley LTNs. They should be cancelled immediately, especially those at Littlemore road and Bartholomew Road. I am a Blue badge holder and these LTNs have made my life much more difficult.
Individual		Oppose	I am writing this email to urge you to cancel the LTN scheme in and around the Cowley area. I live in Littlemore and so often rely on the local roads to make certain journeys e.g. school runs, GP appointments & shopping trips. Since the introduction of these schemes these trips have become longer, more time consuming and costly. I fail to see how the LTNs positively affect the environment and I'm struggling to find a good reason to keep them. A particular situation I remember is when I had to take my young daughter to a GP appointment after school one day. I booked the appointment after school for her allowing plenty of time to get there, or so I thought. There was huge congestion on Between Towns Road, I sat in this congestion for over 30 minutes hardly moving. If there were no LTNs I am certain the congestion would not have been there as the traffic would have been distributed to the surrounding local roads and therefore we would have been on time to the appointment. We were 10 minutes late which meant we had to wait to see the doctor. I was just happy my daughter could be seen and wasn't turned away. However, this now meant that the journey home would be even worse. I remember it as one of the worst driving experiences I have had. The 2.5mile journey took 1 hour! This is ridiculous and can't be allowed to happen, luckily it wasn't an emergency. When you throw in a few other aspects into the trip like a hungry child I hope you can empathise that this was a tough afternoon. I would also like to draw your attention to the fact my wife is a nurse at The Nuffield. Fortunately she rides to work as the traffic situation is just a nightmare when she needs to travel. However, she has stated (you may well hear from her separately) that nurses have left the trust due to their travel times being increased, meaning added time to their already long days. How can these points be ignored? Please remove the LTNs asap, there is no actual need for them, they are affecting local business, local people and local services.

As an Oxonian of nearly 60 years I have to vocalise my sheer despair at the situation in our city. I live in the City, and experience the disaster of LTN's on a daily basis. Everyday our lives are made a misery, blocking routes across the city just blocks other roads causing pollution, frustration and all the things you are trying to erase. Let's be realistic blocking roads will not force people to use buses . Bus services are being reduced ( route 16 gone - the service which served the Cowley area ) and announced only today potentially city services to be cut by up to 30%. Cycling is a great Option if you live reasonably close to your destination and the weather is fine and you travel alone but that is not realistic for 75% of car drivers. Use park and ride you say , if you live outside the city travel in by bus , only problem is the service is limited and on main routes ie Iffley road and cowley road there is no bus lane available and never will be as the roads are not wide enough. Have you tried to travel from the Churchill hospital to Iffley road ?? How long on a bus ? I can say add an extra hour each way to your working day. Disabled car users , have you even given a thought to the disruption caused by the blocking of local roads? The older generation who live and have lived in the area for many years are the ones suffering most being unable to walk , jump on a bus or cycle . Think about the impact on their lives!! Let's be serious , this is certainly NOT the time for LNT's REMOVE NOW and let us have our lives back I'm not saying the intention is wrong but the method certainly is. Please listen to the people who live in the city as a whole not just the ones who benefit in the streets closed off , remember they bought the houses knowing the volume of traffic. If the LTN's are not removed we will follow London and drive the locals out Please see sense ,The time is not right.

I am emailing to say I am against the Cowley LTNs and bus gate on Bartholomew Road. I live on this road and as a business I now have no easy access to the coop at the end of the road and also to the post office or Littlemore. The LTNs has move all the traffic to Cowley Road which means it now takes triple the amount of time to do the school runs each morning and afternoon. It has become a nightmare on Cowley Road which is where the traffic has been all directed to due to the LTNs in Cowley and Littlemore. Please remove the bus gate on Bartholomew Road and remove the LTNs in Cowley and Littlemore. Thank you.

Keeping this brief, the council means well but these LTNs make moving around by car a nightmare. I've no idea how you do, or if you bother to, but please log this as a resident objecting.

I am writing to you about the above. I have written to you before. I have read at cabinet, and have been vocal in my campaign as a disabled, car dependant, young person. I am chronically unwell with progressive illnesses. I live in Temple Cowley. Please see emails below to Liz Leffman detailing my difficulties. I have submitted written submissions to Graham Warrington in the past. I have emailed you also (although awaiting a reply). In light of the Cowley LTN cabinet meeting coming up, I urge you to really take into account the public opinion on the LTN'S. They are very unpopular and for good reason. They are disproportionately affecting many, for the benefit of few. Including disabled people like myself. I cannot actively travel or use public transport. I am really affected by excess congestion trying to travel. Put yourself in my shoes, show understanding and empathy! If you found tomorrow you couldn't ride your bike, take the bus, walk or use an e-scooter to travel, have a think about how it would affect you if your only mode of travel was via car, where all your local streets were now closed, and you had to drive straight into congestion to get anywhere. Journeys taking excessive time, travelling further, more fuel being consumed. I can tell you it's not nice. It's extremely stressful which impacts my health further. Soul destroying even. Especially when I have no other options.

Individual Oppose

Business Littlemore Oppose

Individual OX4 4DY Oppose

Individual Oppose

I understand you have to make a decision shortly regarding the Cowley LTNs. My vote is No. Please remove them ASAP. As a local resident I want to make it clear how difficult life has become since these were implemented. Every journey now takes longer due to additional mileage and traffic jams, uses more petrol and most definitely cannot be improving the air quality for all those residents who live in the roads all vehicles are now diverted to. Not to mention the road rage that has increased, particularly during rush hours. In terms of your vision for Oxford of making walking/cycling the "natural first choice of transport"..... As an older person with a husband with several severe physical illnesses as well as COPD, who cannot walk very far, cycling or walking is definitely not an option. Buses or taxis are also not a viable option. Both are expensive and buses do not necessarily go directly to where we need to go (e.g. Hospitals) necessitating using 2 buses. What buses go to the large supermarkets such as Tesco by the BMW factory or Sainsburys at Heyford Hill? If you get your shopping delivered it means not being able to choose your own fresh goods, browse around the shop and paying a delivery charge. Or are you telling us we have to buy all our weekly groceries from the local shops where things are more expensive? Having to walk to a bus stop is not always possible for my husband and of course potentially getting cold and/or wet. In addition, now that Oxford Council have made us wait until the ever increasing State Pension age to get a bus pass, the cost of buses is also prohibitive to use on a regular basis. Will they be reintroducing the bus pass from age 60 as they still do in Wales, Scotland and London? We need to be able to get directly from A to B in the quickest time possible, in a warm, safe and comfortable way, in other words using our car but without the LTNs to contend with. PLEASE don't take our independence and our life away from us. You too will be old one day.

I've filled in your survey to tell you that I do not approve of the LTN - our mileage is about 50% higher as a result. My wife has osteoporosis and an arthritic hip and needs a stick to walk so there is no way she can walk to anywhere further than about 0.5 miles, and she also cannot carry anything so using the car is a necessity not a luxury for us. It seems wrong that you are deliberately increasing emissions in this way.

Concerning the decision on the Cowley Rd LTNs I would like to raise an objection to the permanent implementation of them.. As far as I can see the congestion has increased massively since it's introduction. It has just displaced the traffic and caused longer journeys therefore more pollution when people have to bypass these blocked streets. The traffic on the side roads didn't seem much of a problem in the first place. The consultation was a farce ! It was always going to be introduced despite the overwhelming objection to them. I live on the Iffley Rd in St Mary's ward, I use a car maybe once or twice a week and mainly walk or cycle. As far as I can see, the streets between the Iffley and Cowley roads do not have heavy traffic and they are mainly student areas. By closing these side roads, traffic will be forced to go down to the roundabout at St Clements which is already a black spot for cyclists. The increased traffic will be far more dangerous for cyclists and also will cause dangerous levels of pollution. I don't think people do use their cars unnecessarily and therefore I don't think it is necessary to try to increase walking or cycling on the side streets any more than it is at present. I do however feel it's vital to promote walking and cycling into the city centre so pushing more cars onto that route is counterproductive. At peak times, traffic is already backed up outside my house on the Iffley Rd with fumes and pollution causing a problem for us. This scheme, if pushed through will make living on the Iffley Rd intolerable. The scheme does not reduce traffic, it just condenses it into other areas, worsens pollution by increasing journey times and will allow backed up traffic or sit for even longer periods on main roads. There are at least four streets I can think of that have no other exit other than to reverse in from a main road or out onto a main road. There are no turning points so any manoeuvre would be either dangerous or illegal or both. There are other ways that the side streets could be made safer and more aesthetically pleasing. Chicanes, one way systems, flower pots or speed bumps could be installed if there is a problem with speeding. Residents could be made to house their bins on their own property rather than on the pavement, hedges could be trimmed back to the boundaries of the gardens so people can walk on the pavements without hinderance and the pavements could be cleared of distasteful detritus. All of this seems to be tinkering round the edges. There are too many cars in Oxford because public transport is ineffective and expensive. People can't live in the surrounding areas because there's no effective way of getting into work in this tiny medieval but thriving city. Invest and subsidise public transport rather than cut bus services and increase park and ride spaces and then maybe introduce a congestion charge within the city boundaries. A good start would be to disincentivise colleges and public bodies from bringing cars into town. Could the councillors set a good example here? People

Individual

Oppose

Individual

Campbell Road

Oppose

Individual

church Cowley

Oppose

My name is Clare DawsonREDACTED and I live in Cowley, REDACTED, a road with an LTN wooden block at the top. This enables us to have a quieter road than in the past but the disadvantages of this block is far greater. Church Cowley Road is so busy, especially on a Saturday that we cannot turn right out of our road. On other journeys to reach the roundabout at Heyford Hill , We have to turn left and then left again to go up Rose Hill adding more journey time to our travels as well as being stuck in traffic along the way. This is causing pollution and I can not see how the people of Church Cowley Road, a residential area are benefitting from this change. I have longer journeys to hospital appointments and more expensive taxi rides getting there and back. I have always walked every where, taken the bus, cycled or occasionally by taxi in the 35 years I have lived here. I need the ease of a car now, the days of travelling to work by bike are long gone. I worked in the city centre and always cycled for a good few years. You have not taking into consideration anyone other than the fit and able. Those residents that cannot use email, have broadband or speak English were very disadvantaged in the beginning. Littlemore residents were not even told of the plans until everything was underway. The main point is that democracy needs to be exercised now. The official Cowley LTN Consultation results show an overwhelming majority against the LTN proposals & democracy should be respected. We all support properly consulted & fair ways to improve walking, cycling & cheaper public transport (backed up by data & evidence), but LTNs achieve none of these and other options should be considered. I think the experiment has gone on long enough. Charlie Hicks may have thought is was an exciting moment for local resident, enabling safer and quieter streets and a more liveable neighbourhood, well, try telling that to the Church Cowley Road residents. The plan to carry out a thorough evaluation and a wide-reaching consultation to ensure residents have their say in the future of the schemes has taken place, so now you need to ensure that the residents views and experiences are taken into account when the LTN initiatives are renewed as promised. You wanted the wider community to speak and they have, please do not make that an undemocratic excuse to back track. Speeding traffic through the streets is not caused by a 'road' it is caused by dangerous driving , a dangerous driver, not a dangerous road. This should be the task in hand, achieving the reduction of dangerous driving with education and consequences, not punish the residents of Cowley. We are not rats, we are one community. This brings me to the end of my letter, but before I finish, think to yourself, how will I travel to the meeting on Thursday 24 February? Will you cycle, bus, go by train? Or, will you travel in your car, and have a OCC administrator/PA reserve a parking space for you at County Hall?

Individual Churh Hill Road Oppose

I am adding my voice to the many that regard the Oxford's current experiment with LTN's as having failed in its aims and one which should be abandoned. Blocking routes prevents people from taking alternatives when the only main intended one is blocked, leads to lengthier journeys than are necessary in order to get to a location on the other side of a blockage, and creates traffic queues of vehicles, affecting particularly taxis and buses and generates general chaos. The scheme tried in the Cowley Road area in 1985 was almost completely withdrawn for similar reasons (I remember it well). I do hope that the proposals being made now for other parts of the city will not proceed. Public opinion from various surveys is I gather reported to be very much against this and I have pledged not to vote in May for any candidate who supports the scheme. Many will feel the same I am sure.

Individual Oppose

I strongly oppose the Cowley LTN's for the reasons that I believe it causes more harm than good and the traffic is a lot worse now and we are doing more damage to environment! I strongly oppose the Headington LTNs for same reasons & also as I work their and can see it seriously affecting our trade! Believe my job could be at risk! I will support any councillor one willing to oppose these!

Individual Oppose

Individual	Oppose	<p>I would like to register my objections to the plans for LTNs in Headington. These barriers simply move traffic from one road to another, increasing the length of the journey and therefore the amount of pollution. Restricting access is of great concern particularly because it causes delays for emergency vehicles. I live on REDACTED which is already congested at peak times, causing problems for ambulances in and out of the JR hospital. I know from friends in Cowley that the blocking of streets there has caused more problems than advantages, causing disruption and congestion. Businesses in the centre of Oxford are suffering because of restrictions on cars coming into the centre – why would anyone fight to get into Oxford when they can park easily and cheaply in surrounding towns? It is no wonder that longstanding shops such as Gills and Boswell’s have closed and we are left with high-street-anywhere shops that open and close rapidly. I believe that introducing LTNs into Headington will kill businesses off in the same way, and simply make life more difficult for what should be a thriving centre. Please listen to the residents of both Cowley and Headington!</p>
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Individual	Oppose	<p>My name is REDACTED, I have lived and worked in Cowley, Oxford all my life. I have lived in Florence Park for the past 40+ years. I have never before felt it necessary to add my voice to any local or central government issues. However, I now feel very strongly about the LTNs, residents parking, and car registration cameras. As yet I have not seen anything positive in the trials or in anything I have read about further planning that is going to be rolled out. The result as far as the trials are concerned, is to move the problem and not solve it. I am most definitely AGAINST having the LTN’s as a permanent fixture and residents parking. I am also absolutely disgusted at the blatant disregard of the official Cowley LTN Consultation results. I have very little if any faith or respect in the people who are supposed to be representing the local community. Cowley has been my home since I was born and I have never seen the area in such a sorry state. Is there someone who could let me know what the plans are for this area? There are blocks of student flats on the corner of the Swan which house close on 200 students, a 5 story block of flats and town houses (supposedly affordable) on Between Towns Road with a further 200 student flats due to be built on Between Towns Road on the old Conservative club site, plans approved. There is also a tired looking shopping precinct which apparently has approved planning permission granted for redevelopment and no sign of anything happening. Cowley does not have the infrastructure to support the amount of development that is occurring and is in danger of becoming a deprived area. It appears to me that little regard has been given to the local residents of this area</p>
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Individual	Oppose	<p>Please can this email register my opposition to the imposition of LTNs on residential areas of Headington and Cowley. I think they will have a harmful effect on the neighbourhood, dividing connected communities into dead-end silos, obstructing residents trying to travel and causing bottlenecks on the major roads when all the traffic in and out of each LTN is funneled into congested artery roads through single access points. I think it is an unnecessary solution to a non-existent problem, a complete waste of time and money and an irritation to everybody else. I have supported your party in the recent past but am reconsidering that in the light of this proposal.</p>
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Individual	Oppose	<p>LTNs do not solve pollution or congestion just move it to surrounding areas. The vast majority of residents in Cowley are against LTNs, if you actually listened to them. We are not all able bodied and can cycle or walk and these LTNs cost us more time and money.</p>
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Individual	Oppose	<p>These LTNS are causing me a lot of stress and anxiety, I am looking after my REDACGTED old father, lives n Mayfair roadREDACTED. For me to go to Templar square for food shopping for him, I have to go the long way which is down Iffley onto Churchill road, It is taking me longer also there is always traffic, as everyone one has to go that way. I live in REDACTED have to go down Howard street onto Iffley to get to my fathers. As florance park and Littlemore road is blocked. Takes me longer my fathers health is not to good and is such a big worry for me. I am using more petrol. Also stuck in traffic most of the time. I really hope they will be removed and not stay any longer. It is so so stressful. It’s ok ok if you don’t live around these areas.</p>
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Individual	Temple Cowley	Oppose	General
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My name is REDACTED, and, I'm sure that you have already heard a great deal about the impact of the various traffic measures that have been put in place around the Littlemore and Cowley area and their harmful effects on the local community. I feel I need to add my voice to those asking kindly for you and your fellow council members to please reconsider making these anything more than a trial. I've lived in Littlemore all my life, as my mother did before me. We've been in the same house through my mother's marriage, my sisters and I's birth, and my mother's death from cancer some ten years ago. There has been little need for us to go further than our local community in all these years for anything we might need. However life has been made far more difficult by the introduction of the LTN's in Cowley- what once was a quick and easy trip to our local doctors surgery in Temple Cowley (As I am sure you're aware Littlemore does not have its own local practice) now takes an extra ten minutes on congested roads. The reason we have been given for this is to cut emissions. I ask though; how can more time spent in a car, with an idling engine, do anything for the air quality of any of local areas? Surely opening up the roads so that people can take more direct routes is far better for the environment than keeping all the cars on a single road waiting for traffic lights to change while stuck in a jam can only do more harm than good. I'm sure the same answer you have given before is on your lips- why not bike, or cycle to the surgery, or to the local library (located in Blackbird Leys). This might be an option for myself- though not in all circumstances- had the bus company not recently suspended our bus service and then changed the route. Now more time will need to be spent waiting for a bus, and then a walk atop that ride, which, I'm sure you can understand if you are unwell enough to need a doctor's care is not something you would look forward to, nor would your fellow bus users. What also spurs me to write is my 77 year old father who also lives with me. He has a condition called REDACTED that leads him to be extremely fatigued (To the point of collapse) after even a short walk. He is registered as disabled. Were he to need to see the doctor he would not be able to take the bus, nor walk the .2 of a mile from the stop to the health center. What for me is an inconvenience, for him is an impossibility. I'm sure you can understand from this that he NEEDS to use a car. So instead of a 5 minute trip he now has to take a 15 minute trip that takes him onto the eastern bypass. Again, how can this help the environment or ease congestion when the eastern bypass is already such a usual point of traffic concern that they don't even mention it on the traffic reports any longer? Speaking to a number of people who live around the areas of the LTNS I have not met a single person who believes that they have been a success. Indeed, I have spoken to one person who lives in the middle of a LTN I hope you will not ignore the results of the consultations and will remove the divisive LTNs that just create more pollution on adjacent roads.

Individual

Oppose

Individual

Oppose

I write with regard to the above and to voice my displeasure at your complete indifference to the opinion of residents adversely affected since their installation. I live, barricaded in on three sides, by the Church Cowley barriers. One real exit is available to leave the area. That exit being Newman Road. I am sure that you are fully aware of the narrowing at the top of this road, its close proximity to the Rose Hill roundabout and the fact that to negotiate out of this death trap turn to go right towards Rose Hill you have to negotiate 3 way traffic. You cannot exit the road safely. The traffic is virtually crawling along, pumping extra chug into the air of the poor residents of Newman Road. My car was hit Saturday. I'm not entirely amused as I need a car to care for my elderly, disabled mother. Sadly I've taken up the reins from my brother, who was her live in carer. And therein lays another tragedy. Back in November last my brother collapsed suddenly behind the door in a small wc at my Mother's house. I managed to get to her and him before an ambulance could. It required the fire brigade to attend to REDACTED off a solid oak door. Sadly all services seemed horribly delayed. My brother died. The arterial roads where the traffic is now forced as a result of the LTN installations is causing horrendous delays, solid traffic, further emissions. Tell me I should cycle. Not possible. I can't fit my disabled mother, a wheelchair etc all into a bike basket. Nor can she be taken on a bus. These have divided a community and wider community, traders are suffering. My eldest daughter used to cycle, in fact bought a beautiful new bike. Now she won't cycle as its too dangerous. Very nice for cyclists passing through our area but not for those who live here. Church Cowley Road is dreadful. We seem to be pandering to those who DO NOT HAVE LIVE in the area but merely saunter through it as a convenience. Connecting Oxford? No. Dividing communities, delaying essential journeys and making the lives of older residents who require care and companionship a living hell. A certain gentleman, who I think you know, lives close to where you filmed your half term "Traffic, what traffic" video, bleats about the safety of cycling his children to school. A school that is absolutely nowhere near where he lives. Oddly the route he needs to cycle is beautifully protected by every LTN currently installed in East Oxford. He oddly calls himself a "tall white privileged articulate male". Offensive? Absolutely. Which of those 5 words gives him any right whatsoever to berate residents who are suffering? I urge you to look at the recent survey results which show over 60% of Church Cowley residents want the LTNs gone. Listen to the people who live here. Free up the elderly, disabled, carers, essential services to live and work. It would be lovely to give a response expressing your opinion. P.S. Buses? Decent bus service? Oh yeah you're getting those cut as well. Marvellous.

Individual

Oppose

I just want to put my view to you I believe the LTN are wrong and they are dividing the communities and I also believe that you are targeting Pacific people in the Cowley area e.g working people not the well off that live around north off Oxford and This is really wrong and I know there are lots of environment issues but people need to go to work schools and shops so do the right thing and get rid off the LTN

Individual

Oppose

Individual	Temple Cowley	Oppose	<p>I wanted to raise again my absolute disagreement with the ltns within Oxford. I am a cyclist and I have never had such difficulty moving around the city as I do now. Though I live in temple road and actually benefit in some way to the ltns I am now stuck in the neighbourhood created by the ltns. I struggle now to shop and care for my elderly parents, have such worries about safe cycle routes to and from school for my REDACTED year old. The air quality is toxic as of course everyone still has to use routes that are now totally congested and there is no less cars making journeys they are just now all put onto unsuitable designated roads at the detriment of these residents. I am unsurprised that neighbours in surrounding streets are then being persuaded to support their own ltns; the traffic and congestion that current ltns has caused them is unreasonable and indeed has made their own living conditions challenging. I am in a privileged position so have seen emergency vehicles accidentally assume that crescent road is accessible only to have to reverse back down the road moments later, all of our delivery personal also have complained about the access and traffic. I feel incredibly strongly that Oxford city is refusing to listen to the people that live in these areas and are pushing for something that others don't actually want. We all care about our city and doing our bit of reducing our carbon footprint but surely there are numerous other things that could be done apart from penning people into areas: maybe a consultation would be better than forcing something into communities. It is really frustrating that the council are being completely undemocratic and if the ltns are not removed I amongst others will continue to pursue their removal. I have not met one other person: family, friends, colleagues, school acquaintances and neighbours who support them... not 1 single person. That's shocking when they are still in place months after they have clearly failed. The latest figures and feedback clearly show a lack of local community support for them and however you wish to twist this data the fact is that they are not working in the way that they are. If there were a consultation: and I have emailed on numerous occasions other options that may work better, it would be beneficial to actually look at options to make our streets safer and encourage walking and bikes rather than enforce plans in communities where people are making the devious when they don't actually live there! I would like this logged as a complaint and not swept under the carpet as I feel the council are trying to do in order to preserve their own plans.</p>
Individual	Temple Cowley	Oppose	<p>Me and my family of REDACTED DO NOT support the LTNs. They have had a major negative affect on our quality of life and we want them removed. As mentioned many times we would much prefer large properly maintained speed bumps.</p>
Individual	Bhandari Close	Oppose	<p>I wanted to contact you regarding the upcoming decision on making the Cowley LTN permanent. I object strongly to the LTN being made permanent. I feel they have cut communities off from one another, traffic flow is worse, and population increased. My car journeys are significantly longer in some cases 2 miles each journey ,which is increasing the amount of population, and increasing the traffic problems.</p> <p>I am writing to say that the above measures adopted in 2020 (during the 1st lockdown when most businesses were shut down!!) have no concern for services that need to access these roads for many reasons. The local council said these measures were introduced to lower emissions in these access roads which seems a nonsense when all traffic is now routed onto the main roads with cars idling for 3 times as long due to being the only access roads open. 1. Emergency services can only access these roads from a main road either end. 2. Residents living 1 door down from an LTN have to go round a ring road to access the end of their road which means commute times are extended. 3. Businesses in East Oxford have lost their parking spaces so have lost business. 4. ANPR is an abuse of our human rights. Where is the evidence that shows civil servants have the right to monitor our movements. 5. We never received a survey asking us to agree to the installation of these measures. 6. Who gave you the authority to implement these road closures and cameras? 7. This hasn't come from the residents so who sent the directive?. 8. People entering the city have a longer commute into Oxford. 9. Where is your Mandate to close Oxford roads?..</p>
Individual		Oppose	
Individual		Oppose	<p>I am against it and find it incredible that despite the amazing number of interested parties who have expressed their disapproval of it, you consider it within your right to ignore their views, which constitute a large majority of those expressed. If true, that is if you are really ready to act on the strength of your own preference, this seems to me to show an unacceptable degree of arrogance on your part, of the BO JO variety.</p>



Individual		Oppose	I've been to Cowley just once since these came into force and that was enough. Madness, sheer madness, no matter where you turn it is either prohibited or residential only with no signage to help anyone trying to find a way through. I wanted to shop on Cowley Centre, but it proved impossible. When I <b>eventually</b> found my way back to more familiar territory, I decided to go home. It took most of the morning and I didn't get to shop and, therefore, help any businesses in Cowley; instead I now choose to shop elsewhere. To keep these restrictions in place can only be detrimental to the businesses that are, in all probability already struggling.
Individual	Rosehill	Oppose	Please listen to the MAJORITY who are against LTN's for good reason. All they do is move traffic to other roads making them more clogged up. Vehicles are stationary longer due to the overload of traffic which produces more fumes... Which is counter productive to the Councils goal of reducing pollution.
Individual		Oppose	I am a courier driver and work in the evenings as a food delivery driver. Since the LTNs have been implemented I have added 20 to 30 miles extra every day. I am not able to finish on time due to the LTNs and the traffic it has caused. They need to go.
Individual		Oppose	I am strongly opposed to this scheme as currently implemented. Others have argued against more fluently than I can but basically, although the main aim is laudable there must be better solutions that meet the needs of residents, businesses and communities in ways that this one singularly fails to do. I am 75, with underlying health issues and am distressed at the difficulties this presents to people like myself as well as increasing traffic on all routes that I use.
Individual		Oppose	First of all, I was not surprised to discover, via a FOI request, that the majority of people in East Oxford did NOT want these LTNs implemented. Whatever happened to a democratic decision? Could you please explain why the scheme went ahead in spite of the majority voting against them. I do not speak for those lucky enough to have their health and live close enough to their businesses to be able to walk or cycle to work or for those who find the introduction of the LTN scheme to be positive. I speak for the older, disabled population of East Oxford for I am one of them. How we would all love to be fit, young and able to cycle or walk without pain. I speak for the housebound who rely on visits from carers to simply get them out of bed, washed, and fed every morning but who now have their 15 minute slot cut even shorter because of the extra time needed to bypass the LTNs and get to them. I speak for the mothers who need to, in many cases, get two or more children to different schools on time for the start of the day, some with new babies. I believe this demographic represents a large number of those negatively affected by the introduction of the LTNs who feel their voices are not being heard. I speak for those residents who live on the choked main routes now ... who are subjected to air pollution being pumped out by cars stuck in jams, particularly during rush hour. Is their health being taken into consideration? I speak for the businesses who have lost custom, like Parchment Printers in Crescent Road, who have been serving East Oxford for over 50 years, and now see their business being seriously compromised because the hassle of getting to them due to the LTNs is making customers go elsewhere. My son was coming home from work the other day on the Cowley Road. There had been an RTA on the junction of Marsh Road. With all routes to allow traffic to bypass this accident cut off by the LTNs he had to sit, with everyone else for an inordinately long time while police and fire engines struggled to get to the scene. This is potentially dangerous for the safety of others, for instance those trying to get to hospitals, or other emergencies. I urge you to consider the opinions of the majority of those in East Oxford who want to see these LTNs dismantled.
Individual		Oppose	I hope you do not mind me dropping you an email. I have been informed you will be making a decision on whether the LTN's stay or not? I live in REDACTED Littlemore and I can assure you the traffic just moves to another area, it is a nightmare trying to get in and out of Littlemore. I don't quite understand why it is ok to put measures in place to quieten certain roads but turn others into a rat run? Cowley road and Iffley Road are now solid at rush hour with all traffic coming onto the ring road. I understand you are caught in the middle and understand people living on certain roads will be ecstatic now but honestly Littlemore is growing rapidly we need more entry/exit roads.

Individual		Oppose	<p>I am sure I am not the only person to have contacted you with regard to the LTN's here in Cowley and Littlemore. I Live off Holloway in Cowley and due to these LTN's it has caused traffic chaos. Not to to mention the pollution this is causing to us residents living near these roads. Holloway is a main route to the JR and surrounding hospitals. I have left my car at home to get to work by bus, but this is not working as the buses are getting caught up in all this traffic chaos. How is it that the majority voted against these LTNs yet you went against the people and put them in anyways, where is the democracy in that. Do you live in Oxford....I expect not. Do the decent thing and get rid of these LTNs once and for all. You have had your little experiment it hasn't worked. I have relatives and friends in Littlemore, they have been left with no bus service and have been cut off with LTNs and now have to use their cars more often or taxis to get from A to B what's the logic, you are putting more traffic on your so called over run roads. Don't think you have thought any of this through properly, and it's now time you made the right decision and give the people back the choice of how we use our roads.</p>
Individual	Florence Park	Oppose	<p>Please can you take this email as an objection to the permanent placement of the Florence Park LTN's. I live on REDACTED in Florence Park and although I do see positives with the scheme, I feel the negatives far outweigh the benefits. I am happy to discuss further if needed. This seems to have been reflected in the recent public consultations.</p>
Individual	Henley Avenue	Oppose	<p>As you are going to be making a decision on the LTN'S, I am writing to let you know that I am NOT in favour of the LTN's through Florence Park and Cowley. I live on REDACTED with my husband and young baby and since the introduction of the LTN'S, have noticed a considerable increase in the amount of traffic on REDACTED. Also cars sat in traffic with their engines idling or moving slowly through the traffic has increased the pollution. I now have to wait at last 3+ minutes each way to cross the road to be able to go for a walk with my baby. This means we are standing in the pollution, which increases my baby's risk of developing asthma and other pollution related conditions, as well as increasing my own risks, including life expectancy. Also, new properties that have received permission to be built in Iffley Village will increase the traffic on the main road, which will add to this problem. There road is coping with the usual traffic plus the traffic that has been diverted from the LTN'S and is unsustainable and wear and tear on the road will increase.</p>
Individual		Oppose	<p>As a resident of REDACTED Temple Cowley ( 40 years) I am taking this opportunity to inform you of my anger over the installation of LTNs. The making of Temple Cowley one entry and one exit is a total nightmare, the air pollution and traffic on the Cowley Road has become unacceptable, LNTs have compounded this problem. I hope you will take on board the strong opposition and resentment to these LTNs</p>
Individual	Temple Cowley	Oppose	<p>The sooner the LTN in Temple Cowley is removed as clearly demonstrated by the responses in the latest data released after the FOI request the better. The resulting traffic chaos on the main feeder roads is not acceptable. Motor cycles regularly ignore and bypass the LTN planters in Temple road well in excess of 20mph. The planned imposition of further blockages in Howard St and Magdalen Rd despite public rejection of the scheme seems to indicate that the Cycling lobby (who do not pay ) are in control of the city highways. The local OXON CC Charlie Hicks insists that his own opinion outweighs that of the local electorate on LTN matters so perhaps his Head will roll next time !!! We can but hope that democracy still works!!!</p>
Individual	Hollow Way	Oppose	<p>I live on Hollow Way and my life is now intolerable. We have have constant traffic with resulting pollution. I would like to invite you to come and stand in my front garden for 20 minutes and you will see for yourself the negative impact these LTN's have had on us. I will make you a cup of tea/coffee. Politicians should work for everyone, not just a select few. Nobody has ever come to see the problems caused by them. Traffic is not filtering away and no consideration has been given to people who have to drive for work, etc, nor those of us who, through no fault of our own, can no longer walk or cycle. I strongly object to LTN's and think a better scheme would be to enforce a 15 mile/hour speed limit on residential streets</p>

Individual	Oppose	<p>Having gone through the 6 month trial of the LTN scheme I would like to register how disruptive this has been for the whole of the area. It essentially keeps those in Florence Park car free and means that anyone on or off the Cowley Road and Iffley Road, get stuck in traffic at all times of the day. If there are road works, that is it, there is no option but to sit and wait. It seems the only thought here was to keep those certain parts of East Oxford happy while completely destroying accessibility. The roads were not designed for the amount of cars we have on them, let alone taking huge swathes of roads out of the loop. It has not convinced people to use other modes of transport, as most people who use cars have already made that choice.</p>
Individual	Oppose	<p>Please cancel the LTN scheme in East Oxford. All it has done is to displace the traffic and lead to residents in main roads having constant traffic queues and fumes outside their houses.</p> <p>I live along Oxford road and I feel LTN is a very back step to solve the traffic problem unless you can find a solution that can help everyone, as it stand you just shifting traffic from all the small roads back to the main road, here are my points :- 1 Since all the traffic are now pushed back to the Cowley/Oxford road, the congestion is much worst with traffic on the junction of Between town road and Oxford back to a mile long. 2 Since there are more traffic jam and longer queues then much more emission from cars. 3 I don't understand the concept of LTN, many people comments on safety of young kids, but kids shouldn't be running on the road and it's the responsibility of the parents to teach and look after them safely. 4 Motorways use the hard shoulder lane to relief the traffic, but Oxford is going the opposite way of blocked the roads and intentionally built the traffic on the main road (may be this is the way so that Oxford Council can take the next step and banned all the cars). 5 Many people live in oxford have no choice but to use their cars to commute, especially when they have to drop their children to school before going to work. 6 I am a cyclist, motorcyclist, motorist and also likes to walk, - If you do everything correctly to the highway code, aware of everything around you then you are pretty safe. The problem here is not the traffic endanger lives but the careless users (i.e. cyclists with no light at night, reckless mopeds, etc). I see many proper cyclists complained about careless drivers, but there are more careless cyclists as most cycles don't have a rear view mirror and many don't turn around to check before maneuver. 7 Motorists are the one that paying road tax to get the road maintained, cyclists don't pay anything but get to use the road where motorists are not allowed. Is that fair? 8 From personal experience, it would reduced at least 20 minutes to complete my journeys every day without the LTN, imagine how much green would that be for saving fuels and not running 20 minutes/day. That would help people to save money as well. 9 From the business point of view, due to the massive traffic on Oxford/Cowley road, it has put me off going out to Cowley road or into town. 10 Due to bad traffic on the Cowley/Oxford road, drivers are using alternative route and make Abingdon road, Iffley road, Rose hill and Donnington bridge much worst. 11 I failed to find any Pro for the LTN, people keep commenting that I don't want traffic by my house, FGS you live in a town by the road, what do expect the road for? You chose to live in a town so you need to accept it. Can you imagine now I am saying I don't accept traffic on Oxford road? 12. If LTN are intend to help safety of the children, then at least we have time gate (similar to bus gate) where cars not allowed to go through during say 8-9am &amp; 3-4pm.</p>
Individual	Oppose	<p>I live along Oxford road and I feel LTN is a very back step to solve the traffic problem unless you can find a solution that can help everyone, as it stand you just shifting traffic from all the small roads back to the main road, here are my points :- 1 Since all the traffic are now pushed back to the Cowley/Oxford road, the congestion is much worst with traffic on the junction of Between town road and Oxford back to a mile long. 2 Since there are more traffic jam and longer queues then much more emission from cars. 3 I don't understand the concept of LTN, many people comments on safety of young kids, but kids shouldn't be running on the road and it's the responsibility of the parents to teach and look after them safely. 4 Motorways use the hard shoulder lane to relief the traffic, but Oxford is going the opposite way of blocked the roads and intentionally built the traffic on the main road (may be this is the way so that Oxford Council can take the next step and banned all the cars). 5 Many people live in oxford have no choice but to use their cars to commute, especially when they have to drop their children to school before going to work. 6 I am a cyclist, motorcyclist, motorist and also likes to walk, - If you do everything correctly to the highway code, aware of everything around you then you are pretty safe. The problem here is not the traffic endanger lives but the careless users (i.e. cyclists with no light at night, reckless mopeds, etc). I see many proper cyclists complained about careless drivers, but there are more careless cyclists as most cycles don't have a rear view mirror and many don't turn around to check before maneuver. 7 Motorists are the one that paying road tax to get the road maintained, cyclists don't pay anything but get to use the road where motorists are not allowed. Is that fair? 8 From personal experience, it would reduced at least 20 minutes to complete my journeys every day without the LTN, imagine how much green would that be for saving fuels and not running 20 minutes/day. That would help people to save money as well. 9 From the business point of view, due to the massive traffic on Oxford/Cowley road, it has put me off going out to Cowley road or into town. 10 Due to bad traffic on the Cowley/Oxford road, drivers are using alternative route and make Abingdon road, Iffley road, Rose hill and Donnington bridge much worst. 11 I failed to find any Pro for the LTN, people keep commenting that I don't want traffic by my house, FGS you live in a town by the road, what do expect the road for? You chose to live in a town so you need to accept it. Can you imagine now I am saying I don't accept traffic on Oxford road? 12. If LTN are intend to help safety of the children, then at least we have time gate (similar to bus gate) where cars not allowed to go through during say 8-9am &amp; 3-4pm.</p>

I would like to formally register my opposition to the **Cowley LTNs**. I live off Temple Road in Cowley, so in theory am some-one who should be benefitting from the LTNs. However as the actual measurable benefit of the LTNs have never been disclosed, as well as how this is being measured and how the LTNs are performing against these, I am unsure what the actual benefit of the LTNs are supposed to be. The current LTN scheme divides and segregates communities. The scheme doesn't factor in residents with disabilities, local businesses, emergency services living and working within and the surrounding communities. Key workers serving the local community and local residents will be fined by ANPR cameras for accessing schools, shops, and places of worship. Traffic in the area has simply been displaced with little net gain, and immense suffering for many people both within and around the LTN and ANPR cameras. When I have to go into my office in Milton Park (which is not served by a reasonable bus service from Cowley) I drive and leave well over 40 minutes earlier to travel less than 2 miles as the roads are so blocked. I am also terrified of walking around alone at night. Before the LTNs there was a regular flow of traffic around Cowley at night, which meant that a lone woman could feel less "alone". However, now there are no passing cars, the few times I have walked from a friend's house in Florence Park to my home – a 20 minute walk - I have been followed and felt very unsafe. This never happened before. This is the same for my friends and now we either don't go out, or take a car/taxi which adds to pollution. These schemes are badly thought out and badly organised. If the council was truly interested in reducing pollution they need to invest in alternative options – more frequent and cheaper busses (that go around back routes as well as along the main roads), more street lighting, better cycle paths, potential one way systems, or a tram/train service that connects parts of the city with other parts. All are long term solutions not quick fixes, there is no quick fix to the current problems the city faces.

I'm writing this email to tell you I'm not happy with any of the LTNs that have been put up in Oxford. They have caused more problems than has done good. I think it's about time they got taken down and the roads opened up. You could spend money on putting more plants, trees and flowers in all the parks in oxford which help to offset the carbon.

Please note my objection to the LTNs and cameras. I think they should be removed. Littlemore has been cut off, traffic, pollution and noise levels have increased. Short journeys have been turned into long ridiculous re-routes. There simply has to be a better solution.

I am writing to you from REDACTED to express my deepest concerns about the obsession with LTNs across the East Oxford area. Since their implementation, they have been nothing but trouble. There's bigger traffic jams, and smaller journeys, especially for the residents of the streets they are on, have turned into much bigger ones. Cowley Road has never been good at coping with this, but now it's an embarrassment. Many a time, I have had to abandon my car 20-30 minutes of traffic away from home and walked instead. Local businesses are suffering too. Just recently, the very well respected and trusted Crescent Road Garage has announced that they're closing down. Similarly, KUMAR's on Crescent Road has suffered immensely too. There is also nowhere near enough public transport to allow people to use it as an alternative, and it is much more expensive to make a few short journeys on a bus in Oxford than it is to drive. In fact, very sadly, the busses are so priced that it is cheaper for 3 people to take a taxi instead of a bus. You might also argue the case for cycling. Once again, not everyone can cycle. Not everyone can just cycle to work, many of us are forced to find jobs around the county or further afield, and it's a shame that the longest part of our journeys are the last 3 odd miles from and to our homes. Another major point I'd like to make is how the LTNs are only being subjected upon us in this area of Oxford. Why are they not all over Jericho or Summertown or all on all the roads between Banbury Road and Woodstock road? Surely, those people deserve to be subjected to the same level of annoyance we have to deal with. Is this a discrimination on the financial value of our houses? Based on this, I would strongly urge you to remove the LTNs from our streets.

Individual                      Oppose

Individual                      Oppose

Individual                      Oppose

Individual              Leafield Road              Oppose

I am a resident on REDACTED cowley. I am writing to express my strong objection to the temple cowley and Florence park LTNs. Firstly, I understand you may believe there to be strong support for the LTNs in my community. However, my experience is that a small coordinated, professional minority on my road coordinate to express support. In fact most local residents do not hear of surveys or know who to express their objections. Secondly, my objection to the LTN is largely regarding equity. The LTNs disadvantage the disabled, the elderly, small business owners and those who can't afford to live centrally. They privilege middle class professionals who work from home. Those who can afford to prioritise reduced road noise and (unproven) potential for future benefits, against those who are losing their livelihoods and trapped in their homes by unusable roads. From my personal experience, I can tell you the LTNs have impacted on my quality of life. Last year I had bone cancer and major surgery on my leg. Driving is my only option and the terrible traffic on cowley road makes me feel trapped in my own home. Two business on cresecnt road report that they will have to close next year, as a direct result of the LTNs. Lastly, the council has produced no credible evidence that the LTNs achieve their goals. In my view it is simply unethical to continue to impose the LTNs.

I am just writing to say that I am not in favour of the Cowley LTN's and hope that on the 24th February the decision is made that they are removed. I have given the LTN's a chance, but am still against. I live in Bodley Road, Littlemore. My reasons for this are in summary as follows: They are cutting off business to Cowley Centre and local businesses e.g. Coop, a lot more traffic pollution on roads where redirected. Congestion - traffic backing up and pulling out from Newman Road is hazardous. Double travel time to work. Littlemore to Blackbird Leys - cut off unless go a very long way round - segregating communities. Please reconsider keeping them in place and put forward to have them removed. I am all for the cameras on Bartholomew Road during school hours, but I feel the Road should be open outside of these hours for the public to use -re-opening links to Blackbird Leys.

I have lived in Littlemore for most of my life and have never felt so trapped and cut off from Cowley and Blackbird Leys in all my years of driving. Pushing all the cars to the ring road and to main roads like Rose Hill, Church Cowley Road and Sandy Lane West just increases frustration for all car drivers because barely a day goes by that i'm not sat in a queue of traffic. What about people that live along these roads? Do you not care about the increased pollution in these areas? Please give the residents of Littlemore back the freedom to drive down any road they wish. After all, isn't that why we pay our road tax? A lot of drivers have genuine reasons why they need to use a car. You shouldn't be discriminating against car users. Do the right thing on the 24th February...give us our roads back and remove these dreadful LTN's!!

I am writing to you today to request you do not keep or extend the LTN or ANPR cameras in Cowley. The results of the consultation show they are not supported by residents. As a resident in Church Cowley it has made life very difficult. I cannot get to The Doctors, Cowley Centre or family in Blackbird Leys without going all round the ring road or making a very dangerous right turn on Newman Road. The Cowley Centre businesses are suffering and it feels as though you have put the barricades up to block access to Littlemore and Blackbird Leys! The camera in Bartholomew Road is a joke. If you are going to keep it at least make it so you can go through at weekends and certain times during the day after all you can drive in the High Street Oxford after 7pm! It should be a school gate only. However, I have witnessed parents driving as far as they can and turning round before the camera causing chaos! Another suggestion if some LTN's are to remain is to remove the Oxford/Cowley Road LTN it will then allow people access to the Cowley Centre and avoid the dangerous right turn at Newman Road which is even worse since the Council made it Narrower! As the consultation has shown they should be removed I hope your decision is to follow this and not to ignore it.

Individual Crescent Road Oppose

Individual Oppose

Individual Littlemore Oppose

Individual Oppose

Individual	Bodley Road	Oppose	<p>I have lived on REDACTED for 20 years. There has never ever been a traffic problem in all this time. Since the LTN's it has been ridiculous. The journey to support local shops or use the gym always took me a few minutes. Now it can take me 15 minutes, having only one way to go &amp; pushing all the traffic up to the junction on Newman Rd. Turning right out of there is difficult &amp; dangerous. On Church Cowley Rd cars are now parked along the side of the cemetery &amp; it's now impossible to get a wheelchair or pushchair safely past them. That is so dangerous! I am happy to walk but how is someone meant to carry a weeks shopping home? Sometimes it is just not possible &amp; you need to drive. I work in Children's Social Care &amp; to be able to 'pop' somewhere when I get a short break from a stressful job has become impossible. All these restrictions have just pushed the traffic to another area with longer driving times thus more pollution and stress. It has been a very difficult 2 years for people due to the pandemic then their local roads are shut causing more change and daily stress trying to get anywhere or park. This just makes no sense, I wonder if the decision makers actually live in these roads/area and have to endure this daily.</p>
Individual	Oxford Road	Oppose	<p>I am writing to you to hopefully make you think twice about approving the LTN scheme in Oxford. My family and I live on REDACTED, Cowley and have done so for over 14 years. Before the LTN's were introduced around our area the traffic on Oxford Road was fine. There used to be a build up of traffic around school open/closing times for about half an hour each time but other than that the traffic flowed freely. Since the LTN introduction, the traffic jams are almost constant during the week, with free flowing traffic only happening for about 2 hours in the middle of the day. Also, night traffic has doubled as well. Both of which means there is almost constant standing traffic outside our house, which means an extra pollution build up as well as constant noise. All of the above is bad enough but from our point of view there is a health (pollution) problem as well. MY HUSBAND SUFFERS FROM ASTHMA. Before the LTN's were introduced, his asthma was under control (only using his inhaler once a day) but since they were introduced his asthma has got a lot worse (using his inhaler AND nebulizer 4-5 times a day). Nothing has changed in his life other than extra pollution (standing traffic) outside our house. Because of this we now have to spend an extra £25 a month on medication which we cannot afford and with the imminent cost of living rise, I am really worried about how we are to afford rent, food, bills AND EXTRA MEDICATION. My understanding of the LTNs was that they were supposed to help CUT pollution in Oxford as well as make things safer for its residents, however in my opinion it has done neither of these things and has in fact made things worse. I hope you take this information as a large red flag against the LTNs and please reconsider any further action in favour of them.</p>
Individual	Littlemore	Oppose	<p>I would like to register my opposition to the LTNs installed in the Littlemore and Cowley area. In my opinion they are counter productive as all they do is squeeze traffic into fewer routes, extend and slow journey times increasing pollution. I understand that over £100,000 was recently spent in traffic calming measures in Oxford Road Littlemore to reduce through traffic. These LTNs mean that Oxford Road is now the only way out of Littlemore for me, whereas before their introduction my journeys out were spread. In addition I suspect they will have a detrimental effect on Business at Templars Square as I for one no longer go there because of these.</p>
Individual	Littlemore	Oppose	<p>I would like to also like to register my opinion against the LTNs in Littlemore and Cowley. As a resident of 77 years I believe Littlemore is a far worse place with the addition of these road blocks. It now takes far longer to get anywhere. The roads that are still open are far more congested. The people living on the open roads are having to cope with more pollution with the increase of traffic on their roads. Littlemore road Cowley is not a rat run, this is a main road running from village to village. This is our route to the Doctors, Dentist and shops. To block this route from all resized traffic of Littlemore is wrong. As an elderly disabled person, this road block has caused unnecessary anxiety, time and money. Littlemore Road Cowley should not remain closed to the residents.</p>

I am contacting you regarding the LTNs and Bartholomew Road LTN cameras. I have lived at the same address in Littlemore since the 70s, and these LTNs are unnecessary, very inconvenient, and a danger to the health and wellbeing of Littlemore and Cowley residents, since they are an obstruction to emergency services vehicles. The Crowell Road LTN is the worst for most of us in Littlemore and Cowley as it is cutting Littlemore off from Cowley and pushing more traffic on to Newman Road. The recent addition of cameras by the Bartholomew Road LTN are also seen by residents as just a way to make money from fines that normal people will have to pay for simply trying to get from A to B. Bartholomew Road is not a rat run either. It is the easiest route for residents to get places. The LTNs have made life unnecessarily difficult, wasting more time and causing more pollution as people are stuck in traffic. I wouldn't mind the Bartholomew Road LTN if the Crowell Road LTN were removed. This would open up the flow of traffic and take pressure from Newman Road. What used to be a simple few minutes drive to the John Allen Centre to park and take our dog to Vets 4 Pets or get shopping at Templars Square is no longer a quick journey. A medical emergency to the vet could now result in the death of my dog due to the Crowell Road LTN blocking the road. I ask you to please think of the residents trying to get to work, appointments, kids to school, etc.

I am among the majority who oppose the LTNs. They are causing chaos and increased traffic around the Littlemore area where I live. I understand the need to try to get people to change their lifestyle and get out of their cars, but this has proved unworkable. The best way is improved and cheaper public transport. The LTNs have neglected the needs of disabled people. Many are continued to be locked down. I am reliant on my car more than most because of this, although more mobile than some. Buses are not always an option for us and we are being punished. As an asthmatic, I can feel the pollution in certain areas. Crime has increased in some areas where the streets are much quieter and it is not as safe to walk there as was promised. They have simply shifted the problem elsewhere. Given the majority of residents are against them, it is time to remove them and consider more palatable options for the future.

I live in REDACTED I have completed the Consultation with my objections for the LTNs. I understand you are making the final decision on 24th February and I am writing once again to log my objections to them. The one in Littlemore Road needs removing so the residents of Littlemore can access their homes without risking their lives on the busy Newman Road junction. My elderly mother-in-law panics every time I have to take her out in the car because she panics at the only way in and out of our village. I need to use the Littlemore Road to get her to the doctors, hairdresser, hospitals in a safer way. She cannot walk, she is 86. Please think about the mental health and stress you are causing Littlemore residents and take the LTNs out!

Individual Littlemore Oppose

Individual Littlemore Oppose

Individual Herschel Crescent Oppose

My family have lived in Littlemore for over 70 years. And you have divided this village, adding road blocks that cause us to travel miles out of our way to reach each other. The LTNS have added physical barriers within the community, we now have to travel many extra miles to reach our Doctors, Dentists and shops in Cowley. We who live in Littlemore, have no Doctors Surgery or Dental Practice, as we are the forgotten residents of OX4. And I know from residents living in the closed roads of Cowley that they are experiencing the same problems in traveling miles out of their way when needing to get to Littlemore. The LTNS are causing more traffic on the roads such as Oxford Road Littlemore, Church Cowley Road and Newman Road. The LTNS are causing more pollution on the Oxford Road, Church Cowley Road and Newman Road. The LTNS are making the closed roads feel unsafe for people to walk along in the dark. The LTNS are causing far more traffic on the Sandford road Littlemore as people are using this as the new Rat Run. The junction of RoseHill and Church Cowley Road is an accident waiting to happen, the lights do not give you time to get through the busy traffic. The Junction of Newman Road and Oxford Road, Rosehill is dangerous in both directions, causing far more traffic chaos than before And the roundabout at the end of Oxford Road Littlemore, towards Rosehill, gives you around two seconds to dart out into the fast oncoming traffic! Why should some areas in Cowley have no traffic, but other areas now take double the traffic and pollution. To date no one has ever responded to any of my emails and I understand you have already made up your mind! But we as a community want it recorded that you are going against the residents wishes with a badly thought-out plan that is causing far more problems to the residents who have lived here all of our lives.

An overwhelming amount of those who responded Objected to these and I hope, in this democratic society we live in, the voices and thoughts of residents are acted upon and these LTN's are removed ASAP.

I just want you to know how I am feeling if it counts for anything. I've lived in REDACTED for over 30 yrs and bought my house through hard work, bringing my family up. I have family in Rose hill and blackbird Leys , shop all the time at John Allen centre and Cowley centre. My life is still very busy with working and looking after family in Rose hill and blackbird Leys so I do drive a lot for work and supporting family. I want to know is why have 3 out of my 4 exits have been closed with these ridiculous LTN's, I know can't get to Cowley centre, blackbird Leys and hard to get to Rose hill as traffic is so bad up my only exit Newman Rd. Why is ok to make this road more busier and why don't you care about the residents of Newman Rd , they have children and the road is so busy , going to be a bad accident soon especially trying to get out of Newman road !!! I heard a resident from Bartholowen rd say " my children can breath now the LTN's are in.... what about the children that live on Newman Rd, Rose hill Rd , church Cowley rd?????? Please can you answer my main issue is to why or who sat there and made that decision to close my 3 exits to family and friend out 4 !!!!! It's not fair I pay road tax, council tax income tax , I live in Littlemore and if taxi's can come through Bartholowen to why can't residents ????? I wonder if you are reading my email... if so please reply to me , these LTN's need reviewing I feel very claustrophobic with my exits closed !!!

I'd like to let you know that the LTN scheme in church Cowley has caused my family and myself much stress. I live in REDACTED and so the road down to Cowley centre and bartholomew road are not rat runs but simply access to the rest of the Cowley community. One access point into the area is madness, if you need to get out to family members who are in need - my mum is caring full time for my dad and often needs urgent help - if there is a single blockage you are stuck, this is the same for getting home. Bartholomew road is only busy during school drop off and pick up, prior to the blocks it was always very quiet at other times. I have a daughter at church Cowley st James. The question on the follow up survey where it was asked how happy you are for an 8 year old to walk alone was vey I'll judged - did the question master not know that the police had advised for no children to walk alone as a girl had been approached in the area? I know from councillor Hicks that not all roads were going to be monitored during the trial. I'd like to confirm that greater let's has become much busier during this time particularly since the cameras have been installed. As a resident in the area I believe the LTNs should be **removed completely**. This is also the view of my elderly next door neighbours who do not have access to the internet, and like me, feel the consultation process did not include the whole community.



Individual		Oppose	<p>Please kind sir....I live I REDACTED Littlemore for over 20 years.....been hgv1 driver European work of over 14yrs ...done more miles in reverse than you have on a motorway 5th gearc in that period....please sir listen to me.....we as locals are trapped cut off from family in surrounding area's I've drove in 3rd world countries with more road planing common sense.....we harming and poulotin are world more by making a 5 min journey into 25 min Please let Common sense proval.</p> <p>I am sending this email to give my views and opinions on the LTN's currently in place around littlemore. I have several reasons as to why I think they should be removed. Living in the area I feel personally trapped. We now only have 1 way in and 1 way out of littlemore. Some normally 5 minutes journeys are now taking upto if not more then 20 minutes. This is not helping pollution. I for one do not feel safe walking around this area on my own or with my children. Especially now the roads are so much quieter. All the side roads that are now blocked by the LTN's. I appreciate wanting people to walk or bike more but people just don't feel safe or have the time. I will spend that extra 15-20 minutes in the car adding more pollution to the air because I don't feel safe walking alone. We in this area feel very isolated. What with constant road works on iffley Road and roads like the one by BMW in cowley the traffic is horrendous. Cars are on the roads with engines running for longer. Also we need to remember people work. I for one need to get my son to school then get to work for 9. My son starts at 8.45. I then need to get to work for 9. Car is quicker/safer tho not now due to all the LTN's. I can't afford to put him in breakfast club everyday on top of all the rises in bills and also having to pay for school dinners every day. Life is hard enough. I hope this email gets read and you consider all my points and re think are these LTN's actually doing our community better? No.</p>
Individual	Littlemore	Oppose	<p>Congratulations on your Disabled discrimination! Congratulations on causing such mayhem with your plant pots and ridiculous cameras! TIME TO GET RID OF IT ALL!</p> <p>I write to ask you to consider your Decision about the above. I have lived for over 30 years in Oxford 30 of them in Littlemore. These ltns are suffocating our community. I personally cannot walk far need my car but I accept there needs to be consideration for future generations. The roads that have them are not rat runs they are roads designated to be used to help the flow of traffic. It was councillors and planners ( did planning in my degree in Oxford ) that decided this way before I moved here. You are virtually cutting us off of shopping doctors dentists etc and social and health care. All it needs is other methods ie speed reduction yes cameras for that and or fines but it will still allow essential support for elderly and disabled parents with children at different schools. It is causing stress and anxiety and we both know that's a killer if not monitored . Something that's been there for many years you can't just cut it off. Make the bus company's provide good transport and I'm sure it will help reduce cars ie the dial a bus is now Hons it picked up many people. I implore you to re evaluate this and work with the Community . The stats show a huge support to reject them. If councillors are representing their communities why are they not listening is that not something you agree to when becoming a councillor??? People finishing work at 1730 are taking until 1930 to get home. It's so unfair. The west gate will become a white elephant as people won't shop in Oxford. It's already shown this locally and at Cowley centre it's empty. It's too difficult for many to get there. I know legally you have to have the consultations but that doesn't give you the right to trample all over us Other big cities are now taking them out You will win favour if occ does this but right now the people are not happy with their councillors and it will show in elections in May. It's been muted by Labour councillors they will override the constituents and vote to keep them. That opens the gates to legal challenge and the validation of a legal consultation that has been ignored Someone needs to be the bigger person and make the right decision. I'm hoping it will be you.</p>
Individual	Littlemore	Oppose	<p>Please could you end the LTN barriers for the sake of the Oxford people. I totally understand the reasons behind the scheme however it has just caused build ups elsewhere. Just recently I had been receiving radiotherapy and it would take me 35 minutes to get from donnington to the Churchill..3 miles away..</p> <p>Please stop them. They have made life so difficult and increased traffic and pollution on the boundary roads. Traffic calming measures and improved pavements for walking are what is needed. It is so unfair that working people's lives are being disrupted in this way.</p>
Individual	Florence Park	Oppose	<p>The Florence Park LTN has not been a success, please abandon it.</p>

Individual		Oppose	<p>the Cowley Ltns have trebled journey times,halfed the turn over of local shops and made it difficult to get out of the estates.There is a que all the way from town to the Swan in the evening and it now takes an hour to pick Chantel up from sc...</p> <p>Firstly, <b>car travel is not an unnecessary luxury</b>: most people, especially women, use their <b>cars for work and childcare</b> and to be able to travel safely at night and in inclement weather, and you want to reduce journeys by a third! The genie is out of the bottle, why should women eschew a safe comfortable and enabling form of transport: the car? Many women in disadvantaged areas work two or more jobs and need cars to be able to do so and to manage family life. As an OAP I mainly use buses and my bike to get around (not the train as it is too expensive) but I will not do this in the rain or after dark for my own security. I am still fed up having to drive a long way round when visiting my friend in Crescent Road due to the road closure – a waste of time and fuel and more polluting. In any case, if electric car take-up is encouraged and subsidised properly by central government, the effects of pollution and zero carbon will be redundant by the middle of the timespan envisaged by the Oxford Transport Plan because most people will be using electric hybrid or low emission cars by then. It would be better to invest the money wasted on some of these proposals to install charging points that work throughout the City and encourage clean cars and public transport, rather than road closures. Secondly, since it is likely that the population of Oxford City will rise to 179,000(as per the Plan) it will be unrealistic and impossible to achieve the targets set in the Transport Plan due to sheer weight of numbers. The 179,000 target proposed in a recent plan is wrong I believe, since the City's historic centre <b>and infrastructure cannot cope with the existing population</b>, let alone so many more people coming in. I have already made this complaint in a previous consultation. Far more emphasis and growth should be directed to Abingdon and Banbury and Bicester to accommodate growing numbers and not allow more development and house building to attract even more people to Oxford, which can't cope already. If we must add research facilities and support industries caused by global renown for research then make sure that existing sites are fully developed and that car use is factored in properly. The hotel proposed for the Headington Co-op site is a case in point: it is ridiculous not to allocate a commercial venture such as this any parking spaces, especially when the local car park by Waitrose is often full up already. (Perhaps even make a Kidlington corridor to develop the land between Oxford and Kidlington as it is already urbanised and served by good public transport to the centre and to the hospitals and not a flood plain). Thirdly, in view of the <b>difficulties faced by existing businesses</b> due to the Pandemic the councils should not be discouraging people from making journeys because this will stifle the recovery of local businesses and services, which are already stressed. Instead of wasting more money on LTN schemes which are unwanted by the majority of residents and business owners you should be</p>
Individual	Headington	Oppose	<p>While I am generally in agreement with the idea of trying to reduce traffic in Oxford LTNs are proving to be a disastrous attempt to achieve this goal. Canvassing in the Cowley area, where they have been introduced, shows the public is overwhelmingly opposed to them. Introducing them during a pandemic, when many people are understandably loath to use public transport, would be beyond belief had the Johnson government not so lowered expectations of sensible action by those in power. The gridlock that will result from the introduction of more LTNs is so predictable that only those in the grip of a 'big idea' can fail to see it coming.</p>
Individual	London Road	Oppose	<p>I have heard that the consultation to do with the disastrous Cowley LTN's is over and that the majority of residents do not want them. Please can you advise when these are going to be removed? The council was voted in by the people. We still live in a democracy so when can we look forward to having the LTN's that so few want - as per your own consultation results- finally removed? This will certainly affect the way that I, and so many others vote in future elections so I am keen to know if the council will remove them or disregard what the vast majority of residents actually want and simply follow their own selfish agenda.</p>

Individual Oppose

I am writing to express my sincere concerns regarding the low traffic zones currently being trialed around east Oxford. My name is REDACTED and I am a community Psychiatric Nurse working for the forensic services within Oxford Health NHS Trust. I visit mentally ill offenders in their own homes or within group home settings to monitor their mental well being, assess their risks and administer injectable anti psychotic medications. Several of my clients require careful and regular monitoring and the ridiculous road scheme is making my job very difficult and doubling travel times. It's good for the people who want the low traffic in their area but it is making driving around Oxford unbearable as the traffic is horrendous on the alternative routes. This in turn must be increasing air pollution as people being stuck in large queues of traffic means that everyone is on the road for longer. It's also absolute bedlam if trying to get to the John Radcliffe Hospital for appointments. This is now beginning to affect the number of patients I can see in a day and I'm having to prioritise meaning that some individuals are missing out. It's nor just me that is experiencing this but all my colleagues, social care and emergency services are also being adversely affected. This scheme is definitely not community care friendly and my concern is that something serious is going to happen before the powers that be stand up and listen. I wrote to you as I wanted to make known my concerns although I feel that I'm probably echoing the concerns of many others.

Thames Valley Police Concerns

Not keen on the LTN's through Littlemore as they massively restrict traffic flow through Littlemore and leaving parts of Littlemore cut off from the rest of the City due to the LTN's on Bartholomew Road and Littlemore Road. As for the Policing side when we had a car we would often drive through this area between Rosehill and Cowley Station and would often just drive through the roads during patrols but now this is not possible and only happens if we are on foot as opposed to a car. The most difficult area to get to on our patch now is Sandy Lane West and roads off of it. If you used to drive there you would drive along Bartholomew road and access it that way. Now we are left to drive all the way to Cowley centre then Barnes road or up the bypass to Cowley and back on ourselves. This could be considered as lighter Policing in this area as it is quite out the way to travel to via car and leaving options now for bike and walking alone. Members of the public from Littlemore will often complain to me whist on my patrols about the LTN's and how they do not like them or agree with them. I believe the Newman Road Junction with Rosehill is a difficult junction to navigate as a few months before the LTN they reduced the width of the road near the junction. This along with the increased traffic on Henley Avenue/Rosehill makes this junction very difficult to navigate if not a bit dangerous if you need to turn right out of it. The traffic coming out of Rosehill has also suffered as there is increased traffic the Henley Avenue/Rosehill you can sometimes be waiting on Ashurst Way for some time waiting for a gap to pull out.

Fire Service Concerns

As I know you are aware we have a strong preference for ANPR to remove any concerns regarding response or access to vehicles. We are also seeing delays due to traffic build on certain routes that were not factored into the original modelling. My understanding is that ANPR is now legally possible so we would really like to work with you to implement this on certain key routes? Can you let us know the best way to make this happen?

Individual Support

I strongly support the LTNs and would support further measures to ensure that people use active travel in order to cut air pollution and to keep people safe and Healthy. Our two children are able to safely cycle to school and Childminder's and the park and we are generally more relaxed and at ease when walking along our pavements on little hay road. We had experienced two accidents on our road and were fearful that something would happen to our children. We had even considered leaving the area. We are now feeling like our road is a more pleasant place to be, where we can stop and chat to neighbours and people of all ages are safe.

Individual Parker Street Support

I'm writing to say I support the plans for LTNs in Oxford. I know they are not popular with some people but being able to walk and cycle through Florence Park without the constant dodging of cars is a pleasure. Everything is so much calmer. People won't stop using their car unless they are forced to. A few weeks ago I saw on the work intranet that there is a spreadsheet with free parking spaces near work, in Jericho. Making it easier for people to commute into Oxford without driving is key to changing this. I imagine there are tweaks and improvements that can be made to how LTNs work, but the principle is sound. I also support the improvements planned for cycling along the main roads and the recognition that cyclists should be able to use the most direct routes and not be told to go along the river or back routes. The sooner we can get cyclists off the river path the better. Plus the bus gates in town and the zero emissions in the city. I say this as someone who also drives in Oxford and who will be slightly inconvenienced by not being able to pick up family from the station in the car. There is once again no bus that goes directly to the station along Iffley Road. I mostly cycle or walk but didn't replace my stolen bike for 3 years because cycling has become so unpleasant in Oxford. Good luck with it all.

Individual Support

I am writing today to show my strong support for the LTN scheme, in particular in Temple Cowley, and urge you to take the decision to make this scheme permanent. My family and I live just off REDACTED which prior to the LTNs was used by many vehicles, cars, vans etc. as a short-cut to get from Hollow Way to Cowley Road. A neighbour at some point counted up to 300 cars an hour passing down this road which is totally unsustainable and unsafe for such a narrow road. There have been many near misses and sadly many deceased or injured animals. We have REDACTED young children, REDACTED of whom are on bikes and would have had serious reservations about letting them cycle on the Crescent Road pavements. The installation of the LTNs has dramatically changed our road and for the better! Yes, the LTNs have added a bit of extra time to our journeys, especially in peak time, but I believe many of the reports put out by those who oppose the LTNs are grossly exaggerated. I used to routinely do the school run at 3pm and my journey increased by about 5 mins - a price I am more than willing to pay. However, the LTNs have prompted us to reconsider the journeys we make and as a result REDACTED from school REDACTED on the bus. I also make most of my journeys to the shops in Templars Square on foot - some may say that I am privileged to be able to do that but these are all car journeys now not happening and I certainly needed a push to leave the car at home!

Individual

I am often saddened, and at times appalled, by the hyperbole and the vitriol that I have seen in comments made by objectors. Whilst they of course have every right to make their views known, I do not agree with exaggeration, intimidation and misinformation and I hope very much that you will not be swayed by this. I am very concerned that the consultation was open to anyone regardless of residence and as a result I believe it has been shared widely in anti LTN networks all over the country. It cannot be right that someone who does not live in the area gets to decide the future of my street. Reversing the LTNs would, I believe, have a devastating impact on Crescent Road and we cannot go back to how things used to be. The one question that opponents have in my mind failed to convincingly answer, is what they propose to do instead in order to bring down the volume of cars and reduce traffic. The LTNs are not perfect and much more needs to be done, but they are a start. As stated, reversing them would be a highly retrograde step and I urge you to do the right thing.

Individual Divinity Road Support

I was very glad to see that the officer's recommendation is to make the Cowley LTNs permanent, and I very much hope that's the decision you will make on Thursday. I have cycled to or through Cowley and Littlemore far more since the LTN trial started than in the past, used shops I would not otherwise have passed (and having become familiar with much of the route, felt able to cycle to the Kassam Stadium for a Covid vaccine). The deterrent to making trips that traffic-filled roads are to even reasonably confident cyclists shouldn't be underestimated. I appreciate that for some LTNs are unwelcome and time and some mitigation will be needed to adapt to them, but they are a crucial step to the recently announced and welcome next steps for changes that are desperately needed to make Oxford a better place to get around more sustainably while moving to Net Zero. (I hope that more can perhaps be done to best communicate the changes and the need for them.)

I'm writing to express my support for the LTNs. I have found the areas that are now LTNs much safer and more enjoyable as a pedestrian or using my bike, particularly when travelling with my young children. Our commute to school was quite terrifying prior to their instalment. Prior to the change, Littlehay Rd and Rymers Lane we're very threatening as a bike user and pedestrian and I feel more confident allowing my children to cross the road or cycle on the LTN roads. The school pick up times were particularly terrifying, cars would push past aggressively with little thought to other road users. My road, REDACTED, has changed dramatically. People would use our road to cut out traffic lights on the larger roads. At one point my friend was hit by a car as she was putting her toddler inside her car. Her car door was open and the travelling car hit the door pushing her inside her car. The car didn't stop to check she was ok as it was so focused on getting to it's final distance in the shortest time possible. In addition to making our residential areas safer I really am pleased we are trying to make our city healthier. We are hopefully encouraging people to think carefully about pollution and how they make their shorter journeys. The main roads are so much quieter in the half terms, clearly showing that many people are travelling the short distances to school and I feel we need to continue to challenge this idea for people who are physically able to make those distances in a healthier way. One example is that a parent at Flo's nursery was driving his child from St Christopher's Place (a 10 min walk) These kind of journeys need to continue to be challenged. I urge you to make LTNs permanent for everyone's future.

I am writing to express my sincere thanks for the work you and your fellow councillors are doing to improve conditions on the roads in Oxfordshire. In particular, I am grateful for your clear and unwavering support for the enablement of walking and cycling within Oxford, especially when confronted with opposition that is often angry and ill-informed. Over the past year, the experience of cycling and walking around Cowley has been hugely improved by the three Low Traffic Neighbourhoods. We do not have a car in our household, and we make the vast majority of our trips on foot and by bike, often with our young daughter. Removing through-traffic from our neighbourhoods has, in my opinion, not only made it safer and more pleasant within the three LTNs, but also at junctions on the perimeter roads. I have found that the reduction in through traffic turning into (for instance) Littlehay Road and Marsh Road from Oxford Road, and Rymers Lane from Church Cowley Road have made these junctions feel considerably safer. While the bollard on Temple Road has been missing, I have noticed an immediate increase in the number and speed of vehicles using Marsh Road. I know that ahead of your decision later this week you will be receiving a barrage of emails, so I apologise for adding to it! I would just like to say that in my opinion the three LTNs should be made permanent, and I hope you will agree.

Individual

Support

Individual

Florence Park

Support

I'm writing to express my support for the Cowley Low Traffic Neighbourhoods and to encourage you to make them permanent. It is a massive shame that the ANPR cameras for enforcing the two bus filters that are an integral part of the LTNs have only been operational since late January 2022, meaning the scheme has only been functioning as originally intended for a month or so. We saw people on Next Door publicising their intention to continue driving through the bus gates until the cameras were put in. I strongly suspect that the LTN trials would have proven even more successful if the cameras had been in from the start. I live in Headington now but previously lived in East Oxford (REDACTED), Temple Cowley (REDACTED) and Iffley Fields (REDACTED), and I grew up living on REDACTED, so I am very familiar with the Cowley LTN areas as a resident, visitor and shopper through various ages and stages of my life. The Cowley LTNs matter to me because my family and I travel by bike to visit friends in Cowley, shop at Templars Square shopping centre, visit Florence Park, get to Redbridge Recycling Centre and use the Thames Path from Donnington Bridge to get to Oxford City Centre and visit Iffley Lock and Isis Farmhouse. I've noticed such an improvement in terms of safety and general pleasantness on every road I've cycled on within the LTN areas since the trials have been running. For example, we usually cycle from Headington to Cowley via the Barracks Lane cycle path, which we exit on Marsh Road from behind Parchments Print. This has seemed safer during the trials as there are fewer cars driving past that entrance, making it easier to use the road. Rymers Lane was probably the worst cycling experience for me before the LTN trials, as the build-outs force cyclists into conflict and potential crush-zones with impatient, bullying drivers who close-pass and squeeze into the restricted space when people on bikes are moving through them. Shortly before the LTN trials started I was cycling there with my REDACTED daughter to get to Pets at Home. It felt so dangerous that I cycled to the right of her to protect her, and some men in a car deliberately close-passed us, blasted their horn and leant out of the window to shout and swear at me aggressively. (It was exactly that type of sociopathic dangerous driver I was trying to protect my daughter from..!) I also remember having to wait a ridiculously long time with my children to cross Rymers Lane to get into Florence Park from the Boundary Brook path, due to a seemingly endless stream of cars – and that was on a weekend so presumably not commuter traffic. To me it felt like a stark example of how the prioritisation of adult drivers' convenience divides the heart of a community and overrides the rights of children to be safe and access spaces to play and socialise. It just felt really unfair and wrong. We are so looking forward to the East Oxford LTN trials and the Quickway on Warneford Lane, as this is our gateway between Headington and East Oxford/Cowley and further beyond. In particular, these measures will make my weekly cello lesson journey by bike with my 12-year old so much safer and nicer. We cycle along Warneford Lane, Divinity Road and Hill Top Road to get to the lessons via the Southfield Park flats, which is currently such a stressful, dangerous journey due to the lack of protected cycling space and impatient, bullying drivers on Warneford Lane and rat-running drivers on Divinity Road/Hill Top Road/Southfield Road concerned only with barging through as quickly as they can rather than driving safely and considerately around people on bikes or walking (or even other drivers). Sometimes there are so many cars at the top of Divinity Road, blocking the road, that we can't get onto Hill Top Road without going on the pavement, dangerously weaving in and out of the cars or waiting ages for them to move, forced to inhale toxic exhaust from their idling engines the whole time we're waiting. I would also ask you to please implement the planned Headington LTNs as soon as possible. We have heard that the Council is considering delaying them to coincide with Connecting Oxford. However, we need them now – resident groups have been asking for traffic-reducing measures in Headington for decades, and our minor residential roads are dangerous now and getting worse all the time. As well as causing an unacceptable delay to these much

I understand you are reviewing the LTNs in Littlehay Road. We look after grandchildren (aged 5 and 2) so my daughter can work. My husband has advanced Parkinsons and Parkinsons Dementia and is 74. With virtually no warning, he can freeze especially under stress. We regularly go to REDACTED, the park and pick up my grand daughter from Lark Rise school at 3pm. We have to cross Littlehay Road. Without the traffic roaring through Littlehay Road, our safety has increased immeasurably. Before the LTN scheme, cars went too fast down Littlehay Road, I would call it a rat run. Cars park either side of the road therefore it's impossible to have 2 lanes flowing in each direction without one lane having to stop and allowing cars to pass. This is particularly dangerous especially in the winter months .. because there is no clear area with a clear view to cross the road, one is looking both ways and walking onto the road between the cars holding a child in each hand. The pavements are quite narrow and cars park on the pavements. I don't believe cars would be able to stop in time if a pedestrian got caught midway whilst crossing the road. Do not pedestrians have increased rights now? However much one teaches children there is always the awful possibility that one will make a dash across the road without thinking or goes around our parked car trying to open the door. In addition, the environment is much healthier with decreased pollution and noise. I was extremely worried before the LTN scheme that the grandchildren's lungs would be affected by the pollution. Also, although I always try to remind him, my husband can walk on the kerb stones being a bit absent minded. Hopefully, safety of people with disabilities will be given increased protection. We come from the west of Oxfordshire to my daughter's house and it really is not trouble at all to arrive at REDACTED from the Cowley Road rather coming up from the Ifley Road. I realise you have to be fair on this issue but I think safely and people's lives should be a priority before other users being frustrated at losing a few minutes here and there. We leave at rush hour and the Cowley Road traffic moves very well before we get onto the ring road.

Individual

Support

Individual

Littlehay Road

Support

Individual	Crescent Road	Support	<p>I am writing to let you know that as a resident of REDACTED, I fully support the LTNs - low traffic neighbourhood scheme. Over the last 12 years, I have lived on REDACTED and now REDACTED. There has always been an incredibly high volume of traffics causing noise, double parking which causes problems for the Dept, as well as dangerous driving chased by speeding cars. The latter has made the roads very dangerous for children, cyclists, elderly pedestrians and pets. Since the LTNs there has been a remarkable decrease in noise, less congestion and most importantly less speeding cars. It is still a busy road with deliveries both personal and commercial (the print works, building sites etc) but it is much safer for other road users. Please do all you can to keep the LTNs - the improved safety on our road is really important as well as the reduction in noise pollution.</p>
Individual	Littlehay Road	Support	<p>We are very much in favour of keeping the LTN on Littlehay Road. It has made a big difference to my children and the amount of stress I have. My children can now walk or cycle to school without me needing to worry about them being run over by something speeding down the road. I also cycle to work and have witnessed cycles being knocked off at the junction between Littlehay Road And Rymers Lane and I would not want to go back to how it was before.</p>
Individual	Howard Street	Support	<p>Many thanks for all you are doing to bring in the Low Traffic Networks – I am totally in support of reducing traffic within Oxford to make it a healthier and more pleasant place to live. I am a resident of REDACTED in East Oxford since the Covid Pandemic I have noticed an increase in the periods when the road outside my house is congested and it is not safe for me to cycle on the road. There appears to be more private cars on the road and motorists are exhibiting more aggressive behaviour toward cyclists. However I am concerned that too much is being asked of people who rely on their cars to change their way of life as there is enormous opposition to the proposal and I feel their anxieties about the development of LTNs need to be heard. I do feel that some incentive in the form of cheap bus travel – similar to the provision in London, or affordable season tickets to make the switch worthwhile is necessary so that people can find alternative ways of getting about in the city. In recent months bus services have been cut and there are more cuts proposed. Also more and better cross city bus routes to the Headington hospital sites would make a difference. I hope the scheme goes ahead but I do not need a car and I am concerned that a great number of people will be very unhappy with the LTNs in the present state.</p>
Individual	Rymers Lane	Support	<p>I am writing to express my support for LNT Cowley in these final days before the decision is made. At a time of global crisis- and I am not referring to COVID, I am referring to climate change in this instance- I feel that it is the job of governments to work to engage a sense of collective urgency in fighting climate change in all ways possible. I understand that this requires life changing behaviour from many people, this feels necessary and appropriate given the future faced by humanity at this time. In the short term, LTN has given me a sense of safety for my children while walking the streets of cowley, zooming out to a longer term view, LTN promises to be a piece of the puzzel that will improve their safety for much more fundamental reasons. Climate disaster will cause extreme weather, resource wars, large displacement of human populations, this is also what we are safeguarding against, AND YET, I have not heard anything from our council leadership about this in the way LTN has been explained in letters that we have received. Where is the call to rally round and really care for our planet and the future of our children? I feel the communications around LTN has been sadly flawed and a huge missed opportunity. I also feel that implementing LNT without a strong public transport strategy to refer to has been a real blow to the campaign. I am aware that the scheme has been controversial and that there is much disagreement among my neighbours. I live in hope that the council will support ways of repairing community relations regardless of the outcome. My reflection on the process and the feedback that I have heard is that people have not felt included or listened to, I am sorry that the council's efforts to consult have not felt adequate for many. I personally feel that I had plenty of time to reflect and respond to the proposal and I hope that this letter of support from me and my two sons is of use to your decision making committee.</p>

I am writing to express my support for t/he Cowley LTNS, which are so valuable to me. I am disabled, my main form of transport is my wheelchair, combined with the bus. On main roads I wheel on the pavements, but on side roads, like in Florence Park, I often need to wheel on the road. This is because the pavements are often blocked by parked cars or bins etc and pavements are also hard work for a wheelchair user, due to the up and down drop kerbs and many side street kerbs to climb up and down. Because of this it is important for me that traffic is reduced. I live near the junction of REDACTED and REDACTED, which were very busy, and dangerous before the LTNs, with frequent speeding traffic and accidents. Cars wizzing past forced me to wheel very close to the kerb, which was difficult and unpleasant, because of the camber of the road and the polluting traffic. I love the LTNs! they have transformed these roads and my life! They have enabled me to wheel in the road if I need to. And I can safely pull in if I hear a car approaching - it works well. I also love seeing more people cycling and walking around Florence Park. My father sometimes drives to pick me up. He doesn't find it a problem to slightly alter his route due to the LTN, in fact he prefers the LTN being there, because the reduced traffic makes it easier for him to get my wheelchair (and me) in and out of his car more easily. Both my neighbours are also keen on the LTN. One family have young children, who cycle to school in East Oxford. The other family do love their cars, but they also love the now quiet road so their grandchildren can safely play. Last summer the LTN inspired them to repair their bikes to resume cycling again. I hope our LTNs will stay and also soon be installed in other dangerous roads like Divinity Road and Magdalen Rd.

I'm writing to express my strong support for the continuation of the Cowley LTNs, especially since the ANPR monitoring has only just taken effect. I live in Headington and rely on quieter and safer roads and streets to cycle to see my elderly mum who lives off the Cowley Road and to shop in Cowley too. I have teenage kids who deserve safe spaces to cycle along. I also want all of East Oxford's children, pregnant women, those with disability and elderly to have the right to travel with confidence and ease on our local pavements and cycle lanes. I'd be very grateful for your continued support, and given the intense debate likely directed at you don't require an email response at this stage.

I would like to tell you how much I appreciate the LTN's and what a beneficial effect they have had on myself and my family. Initially, it has to be said I was very sceptical of the whole idea and how my family would cope. I live in REDACTED, my daughter with 4 children lives in REDACTED and the children go REDACTED school on REDACTED Lane. Before LTN's, my daughter would get stuck in a traffic jam every morning on Rymer's Lane making the children late for school and if I was taking the children from Marsh Rd, I would be really scared that they wouldn't stop at the end of the Brook cut through between Oxford Road and Rhymer's Lane and get run over. There would then be further difficulties crossing the road and them cycling on the pavement with parents and children also trying to get to school whilst the road would be completely blocked. It was not pleasant for anybody. Now, my daughter still drives from REDACTED but parks near the main gates of REDACTED. The children then use their scooters through Florence Park to get to school which they enjoy and it helps to keep them fit! Sometimes when I wait for my daughter at REDACTED, I now see groups of 11-year-olds to teenagers cycling to school together and lots of parents with small children. Getting to school from REDACTED has become a much more pleasurable experience. We cross at the pedestrian crossing on Oxford Road, along the Brook and then I can allow the children to cycle on the road to get to school. The children and I can now also cycle to Cowley centre together as the roads are so much safer. I would like to add that I have Parkinson's and it is essential that I keep exercising as much as possible to increase the amount of time I can remain mobile and independent. I work as a mental health support worker near REDACTED.. The LTN's have enabled me to keep cycling to work as again the roads are safer with not too many fast drivers. I have stopped cycling down Cowley Road because I no longer feel safe. My own street, REDACTED is so much nicer to live on as we no longer have cars speeding up and down the road trying to get to the Ring Road, go into town, as fast as possible. People stop and chat as they go about their business and there is more of a community feel. I very much hope that the council will decide to keep the LTN's. At the end of the day, we are on this earth for a short amount of time and it is our responsibility to reduce pollution and halt climate change so that we leave Oxford beautiful for future generations.

Individual Support

Individual Windmill Road Support

Individual Marsh Road Support



Individual	Bhandari Close	Support	<p>I am writing in support of continuing the LTN trial, in addition to the 3 new proposed LTNs for East Oxford. However, additional measures need to be put in place to reduce the volume of traffic on the arterial roads in order to prevent gridlock and to help public transport to run smoothly.</p> <p>I wanted to write to you to express my support for the Florence Park LTN. As a resident of REDACTED the positive change has been enormous, with a huge reduction in speeding traffic using the road as a rat-run to and from Iffley and Cowley roads. This has made it possible for my daughters to cycle to school safely and generally be much more independent around the estate - and even get a better night's sleep as it felt like we were living on a main road! Before the scheme there would be noisy face-offs at the single-lane pedestrian crossing multiple times a day, with drivers unwilling to give way, again the scheme has all but put an end to this. My family has also found ourselves using local businesses more, which has been an unexpected pleasure. All in all I think the scheme is excellent, and has overcome any initial misgivings I had about it - long may it continue.</p>
Individual	Florence Park	Support	<p>I'm writing in support of these schemes, as a resident of St Mary's who has been hoping for and anticipating one in my neighbourhood for over two years. I am asking you to hold your nerve in the face of some very noisy opposition to the schemes in Florence Park, Temple Cowley and Littlemore. As I understand it, these schemes were subject to minimal consultation before they were implemented, by contrast with St Mary's, where our local Green City Councillors have carried out extensive consultation over the last two years. I firmly believe that something has to be done about the amount of motorized traffic clogging up the City – we simply cannot go on like this. I always think of mediaeval cities in Italy, which banned most motor traffic many years ago, with various imaginative schemes to allow limited entry for residents. And I support all the measures which are being implemented and which are planned. It is great to see an increase in the number of cargo bikes being used, and my vision is for all small businesses to start using these for small scale deliveries. Ultimately, we should aim for hubs outside the City, with the majority of goods being brought in on (electric) cargo bikes, or in small electric vans. The only exception being heavy construction materials, which seem to be a perennial problem. I hope that's not a pipe dream. I'm looking forward to the imminent installation of the LTNs in my area, after 38 years of living in a rat run, which in all other respects is a lovely street.</p>
Individual	Aston Street	Support	<p>I would like to express my support for Low Traffic Neighbourhoods. From my storage off the REDACTED, I pass through the St Mary's and Divinity Road areas on my cargo bike to get to my regular REDACTED up in Headington. LTN's make the journey so much more pleasant - Bullingdon Rd had its own "LTN" recently - closed at one end for some days for Thames Water mains works, the reduction in motor traffic was quite marked, the journey so much more pleasant. My less frequent journeys through the Florence Park area have been a lot more pleasant since the LTN was introduced there. Please ensure alternative motor routes are clearly signed ensure a smooth well planned introduction to these schemes to maximise support.</p>
Individual	Kennington	Support	<p>I am writing to you as a resident of Florence Park, <b>in favour of</b> Low Traffic Neighbourhoods (LTNs). I am a cyclist and a car driver. Personally, I have found that the roads in the Florence Park estate have been quieter, that Rymers Lane feels less dangerous, and that Littlehay Road is less scary to cycle on than pre-LTNs. I am particularly excited about the potential environmental and health benefits of the scheme. I appreciate that the benefits from LTNs are not being felt across the board - for example, a friend who lives on Church Cowley Road is considering moving out of the area due to the increase in traffic and noise. However, I think that the scheme is still very new (esp. as the ANPR cameras have only just been installed) and I hope that any teething troubles will improve over time. The loss of the number 16 bus is a real problem, especially because LTNs require a decent public transport system to be in place. I would therefore urge the Council to ensure a joined-up approach for transport solutions in Oxford. It would also be helpful to monitor any changes in air pollution in the areas with LTNs, which I hope that the Council is doing, as well as monitoring any changes in public behaviour around travel.</p>
Individual	Florence Park	Support	<p>The Cowley LTNs have been a brave and inspired decision to reduce unwanted, speeding, through traffic within our area. I would like to comment on the Cowley LTNs. I live on the south side of Westbury Crescent. I have small children and I am generally in favour of the LTNs. They make it more pleasant for us to walk or cycle to Florence Park and Templars Square, which we do all the time. Likewise I am strongly in favour of the changes in Oxford generally to make it more suitable for cyclists (I cycle to work down Iffley Road). On Westbury Crescent south itself, we are all concerned about the increased traffic and speeding. I would like to add my name to these concerns in the hope that the council will try to do something about the traffic on Westbury Crescent.</p>
Individual	Westbury Crescent	Support	<p></p>

Individual	Campbell Road	Support	<p>I hope you're well. I'm writing to let you know how grateful we as a community for the recent LTNs. We live on REDACTED in East Oxford (REDACTED). This is in the church cowley and Florence park area. It's reassuring to know that there are progressive ideas being pushed through to make the neighbourhood both safer and cleaner for all. Thank you again for the support here and if there's anything else you need please do not hesitate to contact us.</p> <p>I strongly support the continuation, and hopefully, permanence, of LTNs in Cowley. It is an area of narrow roads and several primary schools. It is entirely necessary to limit the use of cars through these streets, firstly, to make the routes safe for small children walking or scooting to and from school, and secondly, to reduce car-use in general for the sake of the planet. I regularly walk my 5-year-old granddaughter home from REDACTED in REDACTED, and feel much more comfortable doing so now that LTNs are in place around that area.</p>
Individual	Leafield Road	Support	<p>I am writing to you with regard to your upcoming decision about the future of the Low Traffic Neighbourhoods (LTNs) in East Oxford which have been in place on a trial basis recently. When deciding whether to withdraw these schemes forthwith or not, please consider the following. 1. Consultations on such schemes in other areas (e.g. London) have been manipulated by opponents to give false results. Please be careful to ensure this has not occurred with the OCC consultations, such as by individuals submitting multiple responses or people not residing locally responding with false details. 2. LTNs do not cause traffic congestion, despite what opponents say. Witness the fact that congestion has not disappeared in cases where LTNs have been removed, e.g. in Jericho. Congestion needs to be addressed, but other solutions are required, which must also take into account wider issues like the need to reduce private car usage very significantly due to its impact on the climate. 3. Please consider fully the negative effects that removing the LTNs will have on air and noise pollution and the participation in active travel within the LTN areas. This will particularly affect children and those with disabilities, who are the most vulnerable to road traffic. 4. Please keep in mind that opponents of the LTNs rarely if ever offer any alternative solutions to achieving what the LTNs achieve. They are however apparently happy to inflict through traffic on residential areas where they do not live themselves in order to save a few minutes on their journeys. Overall, removing the LTNs would have a number of negative impacts while bringing few if any benefits. This would indicate that removing them is not the correct course of action, and therefore I would urge you not to take that route.</p>
Individual		Support	<p>I hope you're well. I just wanted to get in touch to affirm my support for the Low Traffic Neighbourhood initiative currently operating in East Oxford. As a resident of REDACTED in Florence Park it has been a real breath of fresh air to no longer have cars speeding down Cornwallis (often well above the speed limit) at all hours of the day. I feel much safer commuting and I also appreciate how my neighbours, many of whom have young children, now find the school run far less stressful than before. As someone who lives in Florence Park and speaks daily to other residents of the neighbourhood, I'm very concerned that opinions at the city council may be swayed by people who do not actually live in the area. I can assure you that the vast majority of residents affected by the LTNs on a daily basis are entirely in favour of the scheme. In fact, despite it being the number one topic of conversation over the past year, I've yet to meet a single person who lives in Florence Park and is actually against it.</p>

I want to show my support for the current LTNs and urge you not to remove the Rymers Lane barrier. I understand this is being proposed precisely to allow easier school run car traffic to reach REDACTED. We cycle from Littlemore to REDACTED and nearby preschool provision daily. The LTNs have made a huge huge difference to how viable this is, and how safe. With the LTNs in place our six year old can cycle on his own bike, which is very important for us as he is getting too big and heavy to be a passenger on a cargo bike for much longer. Even now, we have to modify our route home to try to stick to the LTN network, so I pick up my youngest first, because this involves having to cross the Iffley Road or use Donnington Bridge Road, neither of which feel properly safe for a young cyclist (and we are looking forward to the plans for these roads to address this). But without the crucial Rymers Lane junction the area around Florence Park turns back into a rat run. I think one of the problems with cycling as a concept for councils is that it is both a leisure activity and a serious means of commuting. I'm all for cycling for pleasure, but if you want to reduce car journeys, a stated aim, then it is cycling as a serious means of transport that really needs most promotion. This means quick, efficient, safe journeys at peak times. I feel that removing the Rymers Lane barrier will do the exact opposite of this - it will promote more cars in a hurry at those exact school-run and work commuting times. It has been a joy to be part of the army of happy LTN users (cyclists, pedestrians, wheelchair users, all ages) in the area and has transformed our journeys locally. Please, please do not undo this good work.

I'm getting in touch as I wanted to share what a positive impact the LTNs have made on my life. The decrease in traffic, and the move towards the streets being for everyone - rather than just drivers - has been incredibly positive. I can now cycle with my 4 and 2 year old to their school and nursery with confidence that the roads are a shared space. The reduction in noise and dangerously fast cars on Cornwallis Road has been particular beneficial. It's so impressive to see Oxford Council making bold positive and impactful changes - based on research as well as the reality of a desperate need to move away from the dominance of car culture.

I have to say I am happy to see the outcomes the report identifies. It is exciting to think that the LTNs could become a permanent presence in these areas. I also appreciate the references to ensuring negative press, concerns and complaints will be addressed, this is critical for the LTNs success and longevity. My only query was the necessity to change the planters, they seem to do the job and the cost of the permanent ??? seems awfully high but then I don't know quite what is intended. I hope the upcoming meeting is objective and productive. My fingers remained crossed for the LTNs to become permanent.

I am writing in support of the LTNs in east Oxford, particularly Florence Park area. We live in east Oxford (REDACTED) and our children go to school (REDACTED School) and to the park (REDACTED) to play. The LTN has made our roads safer and more pleasant with less cars and pollution. Our children love to cycle, and we feel safer knowing that there are less cars on our residential streets. It is also important to reduce dependence on cars, to reduce production of CO2 and mitigate climate change, encourage healthier living, and preserving our children's future.

Individual Littlemoor Support

Individual Campbell Road Support

Individual Temple Cowley Support

Individual Florence Park Support

I am writing to you in support of the Florence Park Low Traffic Neighbourhood. I am a resident of Florence Park and have lived on REDACTED for about 15 years. Over this time, we have seen the amount and speed of traffic increase substantially. We became acutely aware of how ridiculously unsafe it was when our children got a bit older. There was no way our kids could have cycled safely on Rymers, even if we were cycling close to them, let alone letting them cross the road independently. This Low Traffic Neighbourhood has completely changed our lives - especially for our kids who are now 11 and 13 years old. They can now cycle safely and independently to school every day. Their friends meet them on Rymers and they cycle to school together, they meet at weekends and cycle to the park and the shops. We have noticed that the road has become a bit of a highway for cyclists, which is great - good for us too in terms of car fumes which were awful at school run times pre-LTN when the cars used to be backed up from St Gregs to Clive Road every morning. And because the roads are safer to cycle on, particularly Rymers up to Church Cowley and the Vue cinema and Rymers to East Oxford we really don't drive much around oxford at all now. I know that is the same for many families in the area, the safety aspect meant previously people drove their kids around instead of cycling – that has changed now. Looking back to pre-LTN it seems extraordinary now that my kids couldn't cycle safely on their own road. In the face of the climate emergency our children are facing I would love the Council's decisions relating to traffic be bold. I imagine the LTNs are the tip of the iceberg in terms of measures needed for every city to tackle car usage and make cycling, walking and buses a priority and I understand that you must face a huge amount of pressure to get rid of the LTNs – there is no doubt that lots of people want rid of them and their inconvenience, but I would love to live in a city with a legacy of being progressive for their residents' futures. It is not our generation who will feel the acute consequences of inaction, it will be our kids and if we can go some way to mitigate that in our city then we should.

Individual Florence Park Support

I'm writing to express my support for the Cowley LTN scheme. Since the LTNs were implemented in my local area of Florence Park there has been a genuine improvement and reduction in the amount of traffic using the area. This has become more pronounced with the recent installation of the traffic camera on Cornwallis Road. My daughter is able to cycle or walk to school in safety, and my wife who is partially sighted is able to cross the roads with greater confidence. The biggest improvement we have noted is to Rymers Lane, and in particular the junction with Littlehay Road. Rymers Lane was subjected to much speeding and dangerous driving. This has now been eliminated. The Littlehay Road junction was an accident hotspot, and I believe it was only a matter of time before a very serious accident or fatality occurred. For this alone the LTN scheme has been worthwhile. Outside of Florence Park I have been particularly impressed with the results on Beauchamp Lane, which had similar issue to Rymers Lane and has now been transformed. Similarly the LTNs in Temple Cowley have also made the area much safer and greatly reduced the traffic. I realise the scheme is not universally popular, and that it might benefit from some modifications - particularly for blue badge holders so that they could use the bus gates for example. But it would be a real step in the wrong direction to have them removed. I believe the benefits of this scheme will become greater as time progresses, and I support the scheme as part of the wider transport policy for active travel. Furthermore, with the imminent arrival of the LTN scheme in the East Oxford area it is important to keep the LTNs in Cowley so that the whole of Oxford East benefits. It has been shown that if more roads are open to traffic more traffic will make use of them, and as we are in a climate emergency everything needs to be done to tackle car use. I hope that you will decide to make the scheme permanent.

Individual Lytton Road Support

Individual	Littlemore	Support	<p>I'm writing to you to show my support for the LTNs in Cowley and Florence Park. I live in Littlemore, and cycle each day with my 6 year old and 3 year to school at REDACTED, and nursery on REDACTED (REDACTED). We find that the LTNs let us travel safely, and use the bikes as the default option. We have done around 3,000 kilometers according to our bike computers in the last year. Most of this would otherwise have been car journeys. The biggest impact we've noticed is that the children feel safe. My son said to me, quite unprompted while cycling, "I like the Low Traffic Neighbourhoods, because I don't have to worry about being killed anymore". We have also noticed wheelchair users on the road - this was unheard of before - elderly people crossing more easily, children cycling to school and a lot of people walking. It feels like the network is only just big enough. The current setup just limits the traffic enough to make cycling a realistic option with children. The most important filters are: Rymers Lane - school run traffic makes this road impassable and very dangerous in previous times Cowley Road Littlemore - this makes the connection between Littlemore and Cowley possible Bus gate on Bartholomew Road - before the camera went in, traffic on Cowley Road Littlemore was very heavy and passing dangerously Beauchamp Lane - previously, traffic would scoot up this narrow street to avoid the junction at Barns Road, now it makes for a safe route into the Rymers Lange/Church Cowley Road junction And example of the knock-on effect of these systems is that the Rymers Lane (and to an extent, Cornwallis Road) filters cause the junction of Beachamp Lane/Church Cowley Road/Rymers Lane to be viable for bikes, especially with children. Previously, the volume of traffic was such that the junction was never available, and moving across into Rymers Lane very dangerous and risky. Overall, the scheme works - just - because it has sufficient cohesion to make a viable transport network for non-private-motor-car traffic. This is the opportunity to set the tone for the future of transport in Oxford, help future generations start out with the view that active travel is the default option, and demonstrate with physical infrastructure that this is a viable option for all.</p>
Individual	Trevor Place	Support	<p>I live on REDACTED and I really really appreciate a quieter READACTED. I walk my daughter to school along REDACTED and before the LTN, it was clogged up with polluting traffic at school drop and dangerous for pedestrians, but now it's great to walk out and not be accosted with as much air pollution. If the LTN is taken away I'll have to consider leaving oxford : ( The LTNs seem to be the start of something brilliant and a beginning to reduce the constant pollution and traffic in oxford and on Rymers lane</p>
Individual	Rymers Lane	Support	<p>Please can you keep the LTN as it is for Rymers Lane. Please don't remove the Rymers Lane filter. The traffic was so bad on our street. We still already suffer from lorries sitting outside of our house every morning as they wait to get into Templar Square and all the noise and loitering across from the shelter across the street. And noise and music from Pure Gym</p>
Individual		Support	<p>I should like to register my support for the Low Traffic Network trials in Cowley being extended and made permanent. As a cyclist I often use the roads around Cowley to get to shops and places such as the Kassam Stadium, as well as to visit friends and colleagues, and have found the streets much safer and less congested since the trials started. I see so many people making seemingly unnecessary journeys in cars, such as young, fit people jumping into their cars to buy a newspaper or a beer from a shop only 10 minutes walk away, and find the resulting proliferation of cars in our residential streets worrying and unhealthy, accompanied as it often is by excessive and unnecessary speeds. Traffic from out of the area using residential streets as short cuts or away of avoiding traffic jams likewise often moves at unsafe speeds, endangering the lives or our children and elderly residents who need to be able to cross their own street safely. I am a resident of Headington and look forward to Low Traffic Networks being adopted here as soon as possible, having been hoping for such an initiative for over 20 years. My own children managed to survive the constant stream of speeding traffic, but it has become worse for today's children. Many parents feel that they cannot risk their children being allowed to walk safely in their own neighbourhood and so drive them to school or elsewhere, thereby adding to the buildup of unnecessary traffic.</p>

Just a quick message really to say I am fully in support of the existing LTNs in Cowley and their expansion into East Oxford. I am aware there is a vociferous (and largely anonymous) minority who are trying to bully the authority into getting their way, despite councillors being elected with a mandate to deliver these schemes. But I don't believe based on my interactions that they are representative of the views of the vast majority who are happy with them. Certainly those who actually live within the affected areas, who don't think driving through residential streets to save a few minutes on a journey is some sort of sacrosanct right. Any measure introduced to improve public health is always going to be a difficult sell, at least initially, because often people can't see beyond their own self interest. Stricter legislation on drinking and driving, mandatory wearing of seatbelts, banning smoking in pubs and restaurants, all had a backlash initially despite being ultimately proven to be beneficial for public health. I can't imagine going back to allowing smoking in indoor spaces, and the vast majority would now support the measure, but it took a bold decision to implement it in the face of some initial resistance. And that is precisely what this is, in coordination with the other policies that elected members said they would deliver before being elected, it is a measure to improve public health. Particularly for younger people who have no say yet at the ballot box, but who stand to lose the most if we take no action on climate change, or to address the rise in childhood obesity which has been particularly exacerbated by the Covid pandemic. Creating safe infrastructure for walking and cycling, whatever form that takes, is long overdue in Oxford to make it a truly viable alternative. Recent tragic events illustrate precisely why areas where cyclists feel safe and are not competing with motor vehicles is critical to the wider adoption of alternative modes of transport. The inconvenience of a journey in a motor vehicle taking slightly longer, versus the mental stress, very real risk of being injured, or worse whilst cycling, is a complete false equivalence. I appreciate the experimental schemes may need some refinement, it would be naïve of me to say they're perfect. But I think their broader aims are entirely correct and just hope they are given the appropriate time to be properly assessed when all the related schemes such as the Quickways are also established. Entrenched habits from the past 20 years will not change overnight, we need to convince the next generation now that there is another way.

Individual Florence Park Support

Hamish Burnett Florence Park Support

I'm emailing in support of the Florence Park LTN. I live in Florence park and drive to work three times a week (I cycle two work days). I would like to put forward my support in keeping the Florence Park LTNs in place. We are residents of Florence Park. We are a family of four, our two youngest children are 4 and 2 years old. The introduction of LTNs to the neighbourhood has positively impacted our lives both through reducing traffic and enabling the children to be outside on commute by bikes, and through changing our travelling habits in and around Oxford. We are more likely to commute and travel by walking, cycling or taking the bus rather than using our car - benefits of which can be comprehensively listed. At a high level, LTNs in addition to increased cycling paths and bus routes will be integral to reducing carbon emissions and pave the way to connect Oxford in a sustainable, green and healthier way.

Individual Florence Park Support

I support interventions to reduce the impact of traffic on air pollution, the safety of those walking and cycling and on greenhouse gas emissions and I congratulate the council on boldly introducing new schemes in the face of often vocal resistance. I would like to see an extension of the trial LTNs and would be opposed to their removal. However, as a resident of a main road, with children who cycle and neighbours on the street who are vulnerable due to being elderly or very young, I would like to see more ambitious interventions introduced to prevent all through traffic in the city and to greatly expand public transport services, so that those of us living on main roads would benefit from improved road safety, clean air, reduced noise etc in the same way as those who currently enjoy the advantages of living within an LTN. Please continue and extend the LTNs and link them with public transport and cycling corridors.

Individual Rosehill Support

I am writing to express our support (mine and my husband REDACTED) for the LTN in Cowley. We live in the Temple Cowley LTN, on REDACTED. The Temple Road filter is directly outside our house. We are the closest house to it. I am sure you will be dealing with a lot of correspondence about this at the moment, so I will keep my email relatively brief. Mainly, we wanted to let you know how important and transformational we think the LTN has been for Temple Cowley - and how much we hope the trial will be continued and made permanent. Prior to this trial, as you know, we had a serious problem with cut through traffic (speeding, careless driving was common on our street). This meant that we were often worried walking around with our kids. The situation is so much better now and we really enjoy walking around the local area. Our daughter is learning to ride her bike on the road. We are enjoying walking and biking to Florence park and into town. The area has become so much more joined up for us.. Our son is just a baby, but we hope he can benefit from this too. He has a rare heart condition (which he is being treated for at the JR) Walking and cycling locally - the sorts of activities that the LTN can support - are exactly the kind of regular, non-intensive cardio activities that are going to be really important for him. So we see all kinds of health benefits for our family and community. I honestly feel so much more positive for our son's health and his childhood with the LTN in place. I am sure we are not alone in noticing these differences and potentials. I cycle in Oxford. I grew up cycling. I use by bike to get to work and to go to the hospital/shops/etc. Its not really a leisure activity for me, but it is an essential way of getting around Oxford. I used my bike into the third trimester for both pregnancies because I needed it to get to work. But cycling in Oxford is also pretty terrifying, and I feel I cope with it because I am experienced, but it is often not fun. I really want my family and kids to be able to cycle safely in the city. I saw you (REDACTED talk on BBC Oxford about needing to make bold changes for cycling in Oxford and I completely agree. I also think the LTNs can be part of this - at least they are worth giving a really good try! We think there are bigger reasons too - the LTN really is a huge change and it is inspiring us to use our car less - which we feel really good about. For example - we no longer drive our daughter to nursery (at Oxford Business Park) nor do we ever now drive to Florence Park (which we felt guilty about, but it used to be so easy to do and with small kids it was often too tempting). But for the first time we feel empowered to make changes in our lifestyle/carbon footprint because infrastructure is being put in place locally. We are really supportive of actions the council is making to address climate change. We think this is really important and see that the LTNs could be part of bigger changes in Oxford (and elsewhere). A final thing - I have been told that by REDACTED (a labour city council candidate) that one of the proposals for altering the scheme is to remove the Temple Road filter. I don't know if this is correct? Our feeling is that removing the Temple Road filter would be a really bad change. If it was removed (and we have had a preview of it being removed over the last few weeks!) what I am sure will happen is that drivers will use Temple Road as a short cut to jump the queue for the swan lights on Oxford road - they will come up marsh road, speed up Temple road, and then rejoin oxford road

Individual

Temple Cowley

Support

I am writing to support the extension of the trial period for the Cowley LTNs. As a resident of Florence Park, I feel that I and my partner have benefitted from implementation of LTNs in the area. The area is quieter, safer and more appealing to move around in, in lots of ways. I have taken-up running since the LTNs were put in place and the quietness of the neighbourhood and freedom from exhaust fumes makes this a pleasure. The area has also felt less chopped up into island segments with the lifting of the rat runs. As the lifting of lockdown restrictions has taken place, I have been dismayed to see what appears to be a return to even greater levels of vehicle traffic in the wider area, and around the Oxford ringroad. It is understandable that the levels of bus use have not yet returned to normal, with a preference for private vehicle use during the pandemic period perhaps contributing to the overall vehicle tally. I do think that it is important to consider the impact of the LTNs on those areas outside of it, as well as within it, but I am very concerned by the risk of a premature decision being made, without a full consideration of all the possible reasons for adverse changes being considered, and the longer term pattern being given a chance to settle down. The year in which the LTNs have been in place has been an exceptional period, from which it is difficult to properly ascertain the longterm trend for how things will operate in more normal times. As the government appears to be about to lift the remaining pandemic restrictions, it seems appropriate to allow a further period of LTN operation for a further 6 months to help see more clearly what the underlying factors are and what share of the pros and cons can be properly attributed to the LTNs. At the same time, I would be greatly disappointed if, longer term, the Council decided simply to revert to the pre-existing traffic arrangements. Instead I would favour the implementation of further measures to control traffic throughout the wider city to redress any evidenced adverse impacts resulting from the implementation of the LTNs. I have been aghast to read various responses along the line of one memorable commentator, that car pollution is inevitable and so the LTNS should be removed on the basis that we should all have to suffer the same amount of it! I hope the Council will continue its ambition to support a city and traffic design that can balance strictly necessary car use with alternatives that are able to reduce the overall level of pollution in the city to one that is safe for all its residents and workers. I would be in favour of going forward on these measures in preference to going back on the LTNs. I hope that the challenging result of the interim consultation on the LTNs will have encouraged their supporters to contact you to and that you will be able to take this fuller picture of their position into your deliberations. If the Council does go ahead with a further trial period, I for one would be grateful for information to be shared on what the real causes and consequences of any issues attributed to the LTNs are, based on real evidence. I am not in favour of disregarding my neighbours' welfare, and would not be in favour long-term of the LTNs if a real net negative impact was evidenced, but I am very far from convinced that anything seen to-date does substantiate this. Please support a further period of trial for the Cowley LTNs, to give time for their full benefit to be felt and the overall picture of their impact to become clear.

Individual Florence Park Support

I am writing to urge you to support continuing with the LTNs in Cowley, in particular the Temple Cowley LTN. I live on REDACTED, which is just outside the LTN, and my children attend REDACTED, which lies within it. It has been very noticeable over the period since the implementation of the scheme how much reduced traffic on Salegate Lane and Temple Road have been. Not only is it much safer for the children to walk to and from school on their own (they are in years 5 and 6, and have permission to do so), but it is also much quieter and safer for them to cycle, say, to Florence Park, sticking to LTNs as far as possible. To change back to the previous road layout would feel like a retrograde step, although I note that opponenets of the scheme seem to have unilaterally and presumably illegally removed the bollard at the top of Temple Road (Cobbler's Knoll), allowing cars once again to use it as a short cut. Living on REDACTED, I am very aware that at certain times of day -- around 9am, end of school, and 5pm -- the schemes as they currently stand lead to a solid queue of stationary traffic in the suthbound direction. I can see that this must be a great annoyance to many drivers, and it does in fact put me off just jumping in the car at those times to nip to the supermarket -- I either have to pick a different time, or go by bike. For those whose journeys can't easily be made at another time, or by another method, or via the ring road, this must be a real inconvenience; but I do feel that many opponents of the schemes may be forgetting the extent to which (pre-LTN and pre-lockdown) Hollow Way was frequently stationary in both directions, due to drivers parking in defiance of the "urban clearway" signs and so reducing it at rush hour to single-track with passing places. Without better evidence than anecdota, I am not at all convinced that Hollow Way is worse overall than it was pre-lockdown, and I am firmly persuaded that all the adjoining residential streets are much better, and our children much safer.

Individual Hollow Way Support



I am writing to ask you to make permanent the LTN in Cowley area, and in particular in Florence Park where I live and work from home. Climate Emergency I know that it may be a difficult decision to make as communities divide over the issues but I believe we all have to begin becoming part of a movement to face into the climate emergency, and initiatives such LTN play a part in that and breaking our lethal dependance on individual car journeys. As Ian Hudspeth states in the introduction to Climate Action Framework: "The 'decade of action' required on climate change has begun....It requires rapid, far-reaching and unprecedented changes in all aspects of society and a strong lead from national government. ...We will 'build back better' for a zero-carbon, resilient economy, strong communities and a healthy place to live. The future we will create will not be based on business-as-usual decision making". I hope that you will have the courage to follow through on the Climate Action Framework. I am a car user as well as a walker and cyclist. I accept that LTNs cause some inconvenience for normal car users such as myself, and for those that deliver goods and services to me, but I strongly believe that we need such nudges if we are to make the changes in all our lives. The lack of rushing cars along Cornwallis Road and Littlehey Road has made a huge positive difference to me. Community: it is simply more pleasant to get out of the house and talk to neighbours, watch children cycling. My neighbour in a wheelchair is able to move about more safely Nature: A few years ago I was horrified to see and hear no birds in the back gardens around me – now there are many. Health and sleep: My sleep is much better now that I am not woken regularly by passing cars and lorries going much too fast past my windows, shaking my house. I feel more inclined to go for micro-walks to break up my working day. Traffic on periphery roads: I do not want life made seriously difficult for people on periphery roads, but as we do not seem to have data for the traffic before and after, it is difficult to say anything that is not anecdotal. I use my car regularly day and night and have not noticed any real change in the traffic here. Public transport: I used to use public transport a lot, when not cycling, but have not since COVID. I imagine that there are many like me who intend to get back to using public transport as we learn to live with COVID, and I believe that LTNs help nudge us in that direction. There are also downsides for me personally, but I and my mother accept them. I care for my mother who is on the other side of the bollards on REDACTED. So I have had to drive round 4 times via Cowley Church Road and Oxford Road to take her to A&E – something which would have been much quicker if I could have cut through. But that does not stop either myself or my mother being a strong advocate of LTNS – and one of the biggest changes for her is being able to walk safely along the road to the park which makes a big difference to her long term health.

Individual Cornwallis Road Support

I'm just emailing to say show my support for the LTNs in my local area. It has made a huge difference to myself and my family. I have an 8 year old daughter and a 5 year old son and it has made the streets feel a lot safer when I'm out and about with them. We are now able to cycle on the roads during the school commute. When I walk my children up Crescent Road to walk to the health centre or the library I now don't have to worry about cars speeding down the hill and coming up onto the pavement to let other cars through. It feels like a much calmer and more peaceful place to live. It has also helped me to rethink my own use of my car and I try to cycle, walk or take buses if I can. I know that there is very vocal opposition to the LTNs so thank you for being brave enough to push forward with them.

Individual Leaffield Road Support

I'm a student living in Cowley and my room is facing the street, because of the LTN I could perfectly learn without any distraction. In my hometown a 500k city, I was able to cycle safely everywhere from a young age, because of traffic calmed residential areas and cycle lanes. Here in Oxford I'm scared of cycling because of busy roads and I really think that these are a danger for all cyclist and pedestrians, especially young people who are going to school. Therefore I'm supporting LTN's and hope they can stay!

Individual Support

I am writing to express my support for the Cowley LTN scheme. A simple bollard at the top of REDACTED has transformed our street from being a horrendous rat run dominated by speeding cars, to a quiet residential street. Children, cyclists and local residents now take priority in the street. As a parent I can't tell you how much safer the street now feels for our young children. Life is calmer and quieter. Many of us now cycle to the shops more often instead of being tempted to drive. I strongly support the continuation of this scheme and I hope the council will make it permanent.

Individual

Individual	Crescent Road	Support	<p>I am writing to express my support for the Cowley LTN scheme. A simple bollard at the top of REDACTED has transformed our street from being a horrendous rat run dominated by speeding cars, to a quiet residential street. Children, cyclists and local residents now take priority in the street. As a parent I can't tell you how much safer the street now feels for our young children. Life is calmer and quieter. Many of us now cycle to the shops more often instead of being tempted to drive. I strongly support the continuation of this scheme and I hope the council will make it permanent.</p> <p>I'd like to add my support, alongside the many others who will have contacted you, for making the Cowley LTNs permanent. As someone who spends almost all his time in both Cowley and Headington - walking and cycling in and through the designated streets on a daily basis, I think the making the LTNs and, indeed the whole LTN approach, permanent is essential. For increased quality of life, reduction of pollution and last but not least to reduce our contribution to climate change.</p>
Individual			<p>I'm emailing to let you know my partner, our two daughters, and I all support our local (Florence Park/Cricket Road) Low Traffic Neighbourhood, and want them to remain, and for the scheme to be expanded! I am an experienced cyclist having spent nearly 12 years as a M.I.A.S., C.T.C. and Cycling UK mountain bike guide. I have lead groups of cyclists all over the UK, France, Canada, and Central America on challenging off road routes, undertaken re-training every three years. I'm comfortable (<i>dare I say relaxed?</i>) riding down mountains, threading my way through dense woodland at 30kph, and hitting 20ft jumps and drops. I go rock climbing, snowboarding, surfing, and have camped on top of a volcano. I've undertaken overnight long-distance road rides, cycled to London half a dozen times for family meals, and regularly enter long distance cycling events. Picture a adrenaline addict - here I am! However cycling down Cowley Road puts me on edge like nothing else. This is despite the 20mph limit, and traffic calming (and my willingness to engage in actual <b>*dangerous*</b> behaviour during my spare time). I have a healthy respect for my mortality, ride extremely cautiously on the roads, always use two lights in the day and four at night, wear a bike helmet, bright or reflective clothing and I have third party insurance with British Cycling. I'm nearly always using/wearing over £300 of PPE and I never feel safe. The worst injuries I have had have been from road cycling (commuting) in Oxford. The most damage I've ever had done to any equipment of mine was when I was hit by a taxi – whilst wearing head to toe reflectives and riding a bike with 4 lights. Cycling with my family to the Natural History Museum is probably <i>the most</i> stressful time I have as an adult though. Where the LTN's stop, the roads are busy and the pavements are too narrow for my daughter to cycle on. We're forced to use the road and share it with impatient, sometimes aggressive, bus drivers, delivery mopeds, vans, lorries, cars and taxi's. Would you rather cycle with a 6 year old on Iffley Road, or Cowley Road? Both well documented accident hot-spots, both with zero physical protection from vehicles, and only an inch of paint to segregate a 6yr old from a bus - at best. This is not what a cycling city looks like. Oxford is not a city people cycle in by choice. If traffic flowed freely and parking was available, most people I know who cycle now would drive, and save the cycling for leisure at the weekends. People cycle because the traffic is horrendous, parking is expensive and the LTN's/ZEZ prohibit vehicular travel. I strongly agree with all of these measures as a resident of the city, as a pedestrian, as a cyclist, and an occasional driver. We bought a new car last year but rarely drive in Oxford. I want less traffic on the roads, I want less pollution, I want less noise, I want less congestion, I want to see families cycling or scooting with their kids to school, to the shops, to church, or the mosques, the parks, or wherever they want! There needs to be more</p>
Individual	Cricket Road	Support	<p>Just a quick note to say I very much welcome the new LTNs and hope that they become permanent. I cycle through them frequently. They are a great improvement in terms of safety and the environment.</p>
Individual		Support	

I understand you will soon be deciding whether to make the Florence Park LTNs permanent. As a resident of Florence Park for 14 years, I can say they've made a noticeable and positive difference and I'd strongly urge you to keep them here permanently. In addition to the day-to-day improvement in our quality of life and the safety of myself and my neighbours - whether that's air pollution from rat-running vehicles or safety on some previously dangerous road junctions - there are of course important climate considerations too. As I'm sure you're aware, there's plenty of evidence from similar schemes elsewhere that LTNs reduce short car journeys by ensuring residents feel safer to walk or cycle to local schools, shops and other services. This is a small but significant piece of the larger, integrated solutions we need to reduce traffic across the whole city, a task that needs to be urgently undertaken with regard to the climate emergency, public health, and the misery faced by those not fortunate to live within the LTNs and who are facing heavy traffic along boundary roads. My understanding of the evidence is that removing the LTNs at this point would be a backward step that would do little to ease traffic on the boundary roads while turning our neighbourhood back into a rat run once again. On a related note, I'd like to flag up the importance of the No 16 bus to Florence Park residents, particularly our disabled and elderly friends and neighbours who've relied on that service and for whom the LTNs do pose extra challenges and costs with regard to increased taxi fares. If you could put pressure on Stagecoach to reinstate that service, and also look into what extra support could be given to help with travel costs for those with disabilities as part of the LTN scheme, that would also help to make sure everyone can fully benefit from these kinds of traffic reduction measures and not be left behind. It's been unfortunate that the LTNs have been rolled out at the same time as the easing of lockdown, as of course the increased traffic from everyone returning to work/shopping - combined with people not feeling fully safe on public transport, thanks to COVID - has meant an increase in traffic across the city that some are now (understandably) blaming on the LTNs. I've seen no solid evidence to support this - instead, it seems clear that we need \*more\* measures to tackle traffic congestion in Oxford, not fewer, if we're going to ease the traffic on roads outside the LTNs like Church Cowley Road. For the sake of the many residents like me who are benefiting from living within the LTNs, I would strongly support them becoming permanent - and for the sake of those not lucky enough to live within the LTNs, I would urge both the County and City Councils to work together to roll out additional traffic reduction measures (from cycle lanes to bus gates) to help deal with the congestion and pollution that many others in the city are facing.

Individual Campbell Road Support

I am writing to let you know of my family's support of the LTNs which are being trialled in Cowley. We live off the Cowley Road, not directly in an LTN but close to both the Cowley and Florence Park LTNs. All four of us have benefited from the LTNs, but most particularly our daughters who are 13 and 15. The LTNs have given them more freedom to safely meet up with friends and go to their activities. For example, our younger daughter has felt able to cycle herself from our home to the REDACTED (Beauchamp Lane) for her weekly dance classes. Before the LTN we would always take her, but the LTN makes this journey so much safer. Our elder daughter can safely cycle to her volunteering at the REDACTED thanks to the Temple Cowley LTN and the shared pavement/cycle path beyond Hollow Way. The speeds drivers would previously do on Temple Road meant that it would not have been safe for her to cycle this route unsupervised. The road is so much quieter now, and we haven't observed any speeding in the area since the LTNs were introduced. We also use this route to visit Cowley Library. We have also made use of the LTNs multiple times now to cycle to the Kassam Stadium for our vaccinations - from our house we use both the Temple Cowley and Church Cowley LTNs to make a surprisingly pleasant route to the stadium. We do drive and own a car, but we are happy to have to take longer routes for some journeys as the benefits hugely outweigh any minor inconvenience. It encourages us to walk or get on our bikes more which is fantastic!

Individual Belvedere Road Support

Individual Support I am writing in support of keeping the LTNs, as a resident of Temple Cowley where the restrictions have transformed the neighbourhood to a much safer, quieter, more livable environment. Whilst I have and occasionally use a car, I am now much more mindful about when and why I do so. As a public health lecturer with a focus on community health and sustainable behaviour change, I also support the LTNS as a practical way to promote community health and wellbeing, to allow children and young people safer travel to school, and to make these narrow streets safe from speeding and from angry / aggressive drivers. I am aware that some people dislike the LTNs, but I am sure that acceptance will develop once the council has the wisdom to make them permanent.

Individual Support I understand that the LTN trial in the Cowley area that was introduced in March 2021 is coming to the end of its trial period. While cycling in Oxford we have found that in those areas that have had LTNs introduced it has massively increased the safety for cyclists. In tandem with the upcoming QuickWay Cycle routes the traffic calming offered by these and the LTNs will begin to transform the traffic around Oxford. The need for LTNs is a rehearsed argument. I understand both those for and against them. I have noticed that the initial traffic that was pushed onto Cowley Road has begun to subside and I rarely see large queues except at peak traffic time. I hope that your data supports this. With more housing developments being granted planning permission on the outskirts of Oxford the sheer volume of traffic through Oxford will increase yet further unless measures are introduced to counter this. LTNs are one such measure. I have often found that those against a scheme tend to shout the loudest but are often a minority in the overall picture and tend to come around once they have seen the benefits over the years. I do hope that the trial period of the LTNs will, subject to any changes that are required, become a permanent feature in Oxford and add to what will be a transformational change in how Oxford is navigated by its residents and visitors.

Individual Support We're getting in touch to show our support for the LTNs in east Oxford and explain the changes happening behind the scenes you might not know about. We're in talks with DPD which will see us introduce more EAV cargo bikes into east Oxford in the coming weeks, it will be a UK first for DPD pioneering this in Oxford and we'll be focusing on east Oxford in part due to the traffic calming measures. The pilot will be more successful if the LTNs remain and pave the way for us to be the first UK city DPD gives all of its parcel routes to. We are in talks with Hermes, Amazon logistics and DHL as well in large part promoted by the zero emission zone and we have requested to focus replacing vans in east Oxford to really show what cargo bikes are capable of and support the traffic calming measures. We plan also to launch our online platform for local business's focusing on the covered market and Jericho to start in the coming weeks to change hearts and minds in the business community to active travel and add to their bottom lines. Cleaner, safer streets, green jobs and a sustainable future is possible right now to tackle the climate crisis and we hope by showing the overwhelming support for our short clips like the one below gives you the confidence to keep the LTNs in place and know that giving people hope of a better future will always win out against naysaying, transport is always going to be tricky with behavioral change however it is already doing incredible work behind the scenes to move Oxford forward. We hope on the 24th you'll decide to keep them, the Walton Street barrier removal has already seen rat running traffic return and delays to our medical deliveries (due to a lack of alternatives like segregated cycle lanes, removing on street parking or making it one way) and the campaign groups have all gone silent since, don't let this happen in east Oxford as well as we are on the verge of real change.

Individual Support This is to express my support of LTNs which made a massive difference to my family and my neighbours. I am writing on behalf of many busy parents who like me don't have time to be very active on social media, but who are immensely grateful for providing them with possibility to safely walk and cycle to school and work. As we all know costs of living in Oxford make it a difficult place to manage as a family, so thank you for improving our wellbeing and quality of life on a daily basis. I have to admit I have never seen so many walking and cycling families before. I hope we will never again have to give up on cycling with children on our local roads or to fear crossing due to number of speeding cars.

Individual		Support	<p>As a resident of Oxford Road in Cowley I would like to express my support for the Low Traffic Neighbourhood measures. I have been pleased to see how quiet roads like Littlehay Road now are; it makes for a pleasanter walking and cycling experience and has reduced the cars that used to speed around the streets off Oxford Road. I appreciate that the LTNs have created issues for some people, but I believe that for drastic changes such as these to be successful, long-term behaviour change needs to take place, and that requires time. I hope that you will choose to extend the trial for another 6 months so that people have more time to get used to choosing walking or cycling for short journeys. The long-term environmental and health gains are worth the short-term difficulties as people adjust.</p>
Individual		Support	<p>I'm writing to thank you for all your hard work &amp; determination over the last year in moving forward schemes to make local streets safer for walking &amp; cycling. Like many people I know who support the LTNs, I stay away from the toxic debates on social media. So maybe you get the impression these schemes are unpopular, because so many angry people seem to be shouting loudly against them. I'm sorry to see how much harassment you and your colleagues are getting over this and admire your leadership. I'm writing to tell you that the LTNs, particularly in Temple Cowley, have made my car-free life much easier and more pleasant since they went in. I can walk to my local pub without dodging cars. I can cycle to work without getting stuck behind cars trying to pass each other in Temple Road. And after the harrowing bike journey from Headington, I can feel my stress level drop as I turn into Salegate Lane, knowing there won't be a stream of cars and vans following me in. Thank you for helping to make this happen and please, keep the LTNS!</p>
Individual	Campbell Road	Support	<p>I support the Low Traffic Neighbourhoods - they are the right direction of travel. The LTNs are just the start. They are a step towards reducing car use and encouraging healthier and more active ways of travelling. Getting rid of them would be TWO steps back as it would also send the message that they have not worked. (Overall implementation was poor in my view, but the overall direction is the right one). I live in an LTN and it has nudged me to reduce my car use. I walk and cycle more (unheard of before as I am inherently lazy). It has nudged our teens to stop asking us for lifts as it's too far round to drive for short journeys. They now walk or cycle instead. Thus a reduced number of car journeys on the roads for everyone else (including those that really need to use their cars). Added to clear plans for public transport and active travel - and a vision about Oxford in the future - they are the way forward. We will need both "bringing people with" as well as "parachuting in" - there will always be a ferocious amount of car-loving as they mean so much to people - freedom, access, status, speed, individualism, opportunity and more - how can we compete with that in any transport changes that are made? Better, cleaner, modern, cheaper public transport. A leaflet through every door about the e-scooters to increase their use (and safety of their use for others). Trains? Trams? Tuktuks?? Hail &amp; Ride again? What are other countries doing that are also trying to be forward thinking? Learn from them. The dinosaurs that still cling to petrol/diesel cars will roar loudly - some of their views will be valid, but we must separate the valid views from the redundant ones that are killing us all (and the planet). We do not seem to know what is good for us overall! Luckily you are here to make that decision on all of our behalf. I support your efforts to make Oxford healthy again. It will be difficult but hard decisions need to be made.</p>
Individual	Owens Way	Support	<p>I'm writing in favour of the LTN's introduced into my end of Oxford. The impact has been dramatic in a good way. I hadn't realised how much of the (often speeding) traffic passing along Crescent Road and Temple Road was cutting the corner. Now it's gone. It's quieter, it's more relaxing to walk with my children to the park. The LTN next to Florence Park has also been brilliant in making that area much more pleasant to walk and cycle. This is the area where we live, and LTNs make our area far more liveable. I do drive a car, and having one exit onto the main road is not a problem - in fact, because this exit (Marsh Road / Oxford Road) no longer has a queue of rat-running cars, it's probably easier to use than before. I look forward to all the LTNS being made permanent and LTN's being extended to the remaining parts of Oxford plagued by cars just passing through.</p>
Individual		Support	<p>Hopefully I'm not too late in sending this email, but wished to highlight my support for the LTNs in Cowley. The current placement of LTNs means that cycling from Cowley Marsh to many places, e.g. Templars Square, is just so much more safe, laid back and unstressful without having to contend with cars on many routes. Having a 12-year-old son with ADHD, I am now much more comfortable with him on a bicycle in these areas, which allows us to get about with far fewer risks. I would therefore encourage and hope that the LTNs are here to stay.</p>

Individual Support

I am writing to restate my full support for the continuation of the existing LTNs. I live on REDACTED and my young children attend REDACTED and REDACTED. The creation of the LTNs has been transformative for our daily life. Prior to the LTNs, walking on the pavements and crossing our road was a disproportionately risky activity for adults and children alike. Many cars would go up and down our road well in excess of the 20mph limit, often slaloming around parked cars on either side of the road and mounting the pavement. Larger trucks and lorries would often squeeze through the gaps, again frequently mounting the pavement to get to where they needed to go. On one occasion a friend of ours was putting her young child into their car when parked outside our house, and a car shot past her so fast and close that she was squashed by her own car door. Luckily no one was hurt (a police report was filed). This type of driving behaviour had seemingly become normalised - motor vehicles were clearly in the ascendancy in our narrow, residential street. There may not have been a high level of accidents, but it was, more often than not, an unpleasant road to live on. Since the LTNs have been installed our road feels safe: safer to drive up and down; safer to cycle up and down; and the pavements are now very much the preserve of people, not motor vehicles. Our trip to school and nursery - by bike - via Littlehay, Cornwallis, and Campbell Roads is no longer fraught with people in cars speeding past us and driving too close behind us. Again, it feels safe. Again, motor vehicles are no longer in the ascendancy on these residential roads. I see more and more people using these roads for walking and cycling. It's great! Motor vehicles should not be in the ascendancy in residential areas. People should be encouraged to use more active forms of transport wherever possible. People who are capable of getting about by other means should be weaned off their apparent addiction for car journeys of less than two miles. People can, in my opinion, contend with some extra delay during rush hours. The benefits outweigh the inconveniences. LTNs are a major part of this necessary shift in behaviours. So too would be a better bus service. They are prohibitively expensive for what they offer. I know that many local people share these views. The LTNs closest to Crescent Road are, in my view, working well and should be kept as they are. I know that some of the LTNs further away may have some problems, and may need some reconfiguration. I am aware of the differences felt by those on perimeter roads and those, like me, who are within the LTNs. I am also aware that I am in a privileged position - not needing to commute by car outside of Oxford. Nonetheless, I am of the view that bold decisions need to be taken for the wider benefit of people in this city, and I applaud the councils for doing what they have done so far with LTNs and the Quickways scheme. I urge you to retain the LTNs, with little or no modifications. I also urge you to continue with the bold policies for rebalancing how residential roads within the ring road are used. Not everyone will like these approaches: change is hard, but change is clearly necessary in this case.

Individual Support

I would like to add my name to the support for the LTN's. I think it's made the neighborhood a nicer safer place to cycle, run and live and I think in the long run it should help persuade people to give up driving their cars for even the smallest journey as many people do.

Individual Support

I can see the petrolheads from my local area mobilising their friends (incl those from Croydon etc) online to produce a petition so I am writing my own little drop in the ocean in response as a supporter of the LTNs. You know all the arguments for, so I will just add some observations: 1. The traffic on the surrounding roads seems fine to me. I cycle up Iffley Road / Henley Avenue/ Between Towns Road at rush hour and often it is completely clear. The Oxford Road is a little busier but not too much. 2. Some people living on Between Towns Road complain online of 24hour gridlock AND boy racers driving at 70mph. It is unlikely that both of these are true. 3. People use the LTNs as a lightning rod for all their grievances. Where there has always been traffic congestion, it's now solely attributed to the LTNs. I have seen stray cats (disoriented apparently), drug dealing, bicycle theft, homelessness, litter and vandalism in Florence Park all blamed on LTNs. 4. School runs are mini rush-hours. I had no idea so many people drove their children to school. Discouraging that bizarre behaviour alone would cure many ills.

Individual Church Cowley Support

I'd like to register my support for the Church Cowley LTN. I live on REDACTED with 4 kids and work as a teacher at REDACTED on REDACTED. The reduction in car traffic on Littlemore Rd and Bartholomew Rd (now that we have cameras) has truly transformed the area and led to many changing their travel habits in favour of active travel. I'm sure you'll have heard lots of views on the LTNs but I would urge the council to carry out some representative polling to truly find out people's views on the LTN. I'd also urge you to include children in any polling as a key stakeholder. Obviously there are some very vocal people on both sides of the argument but having spoken to lots of people socially and at school I do believe that the majority of people in the area are either quietly supporting or indifferent about the LTN.

Individual Crowell Road Support

I am a home owner in Oxford Cowley, REDACTED and I am writing in support of the LTNs. Our road was busy before and almost all of the cars would pass by beyond the speed limit. There are few houses with children (including us) on this road and we lived in fear that something bad was imminent. Since the LTNs, this has reduced significantly and we actually feel safe in our street.

Individual Support I'm writing to you to express my support for the existing LTNs and to ask you to make them permanent or at least to continue the trial stage. Reducing private car use, increasing public transport, cycling and walking are substantial improvements we can make to reduce carbon footprint in Oxford, improve air quality and tackle obesity amongst our population. The LTNs must stay and I look forward to the start of the second phase where other areas in East Oxford become LTNs.

Individual Support I hope you are well and have had a good weekend. I wanted to write with a plea to retain the lower traffic networks that are currently in Cowley. I am a resident of Florence Park, and a car driver, and I feel they have greatly reduced the through traffic in the area. I am also aware that the bus gate camera has only just come into operation, somewhat reducing the value of the trial. I'm not a confident cyclist but the LTNs have encouraged me to ride my bike more, I am retraining as a teacher and the LTNs have given me the confidence to cycle in the immediate area and to the university campus. It has been a total eye-opener for me. My bike had left rusting for 4 years and the LTNs encouraged me to get back out again. Last year I was so incredibly grateful for the network when my dog was chased out of the park and was running loose, it meant I was able to cycle around looking for her knowing the traffic in the area wasn't going to be hurtling past me. When I then had to revert to driving (as she had gone further afield), the presence of the LTNs were no real hinderance to the search. I appreciate that these networks are not without problems, and there is displacement onto other roads. Though this also reiterates the need and value of reducing car use where possible. This will of course be problematic should the cuts in buses continue. I do realise that the introduction of LTNs has frustrated many, and those voices can be loud, but given the climate challenges we face we all need to look at our habits and how we can do our bit. Please consider retaining the LTNs and at the very least ensure the trial is extended to understand how well it works when we are in the new 'normal' of living with COVID.

Individual Cornwallis Road Support I am writing to show my support of the LTNs. We live on Cornwallis road which was a high speed rat run before the LTNs went in. We would hear cars going by our house a what sounded like 50 miles an hour! With two small children, this made me an anxious wreck and I was most comfortable having them walk their bike to the park to ride. With the LTNs in place, the speed to travel down our road is much improved. It has much more of a neighbourhood feel and I have even see people playing basketball in the road which is a wonderful testimony to how safe people feel. I do understand that the LTNs push traffic out to other arteries and that the council has plans to improve these and to augment the public transport system to facilitate less need for cars. I would like to see the LTNs stay permanently but this has to be done in coordination with the other long term council proposals or this will forever be a contentious issue.

Individual Temple Cowley Support I am writing to express my support for LTNs and my sincere hope that they will continue beyond the trial period. We are local residents, have a car and are in full support of all measures to promote active transport, reduce car use and improve road safety and public health. We live in Temple Cowley and have a young child, who attends REDACTED nursery. Prior to the installation of the LTNs we were exposed almost daily to the dangerous driving on Marsh, Crescent, Cricket and Temple Roads. These roads due to their geography are unfortunately rat runs, frequented by individuals driving at great speed, including on the pavements because the roads are too narrow to allow passing. There were many occasions whilst walking with my daughter in her buggy that I was confronted with a car mounting the pavement and driving at speed towards me and my daughter. This left me feeling very vulnerable and angry that I was unable to protect my daughter - I have lived in many cities in the UK but never experienced this kind of driving. Since the installation of the LTNs this has now largely stopped and in my opinion they have been extremely successful in this regard. I know that this was one of the reasons cited by the Council for their installation originally and so the Council must come up with an alternative solution to protect residents if the LTNs are removed, in particular young children who are the most vulnerable users of our road infrastructure. I would wish to believe that the council prioritises the safety of young children above that of the convenience of car drivers. Any decisions that are made regarding LTNs should be made fully transparent so it is clear for all stakeholders the relative weighting of the various concerns, and how those have been applied to come to a particular decision eg the relative importance of pedestrian safety vs car user convenience. Long term I also fully support LTNs as a way to improve population health, particularly in young children, through reductions in number of vehicles on the road, and corresponding reductions in air pollution and increases in active transport, see for example Lavery et al BMJ, 2021. I do appreciate that implementation is likely to be of critical importance for realising these effects, for example we cannot expect people to abandon their cars without better alternatives being made widely, cheaply and safely available to all. I note that the bollard at the top of Temple Road has been removed. It would be great if this could be reinstalled.

Decisions that require habit change are always controversial (see introduction of seatbelts and motorbike helmets, which are now seen as a no-brainer but were resisted at the time.), so the discussion around how LTNs benefit the community needs to consider this aspect of human psychology. Having lived in Cowley for 25yrs now, it often felt like the forgotten part of the city, with transport decisions are geared towards cars travelling in for shopping. While Summertown had traffic calming for many years, the residential roads in Cowley had to endure increasing rat runners speeding to schools, shops and gymns until the arrival of LTNs. When looking at the polls and traffic numbers, it needs to be considered that the current travel habits of the community are very different than before lock down, so the argument whether to keep them or not should not be build on traffic numbers before and after, as this will be like comparing apples and pears. It is much more fruitful to think about how traffic can support community building, which we saw in the pandemic is so important. Most European cities have adopted residential low traffic schemes like the LTN. We have met many more neighbours, since our road which had car after car cutting through at high speed was closed off, many who are doing more local shopping, walking for exercise and many families allow their children more walking and cycling to school now. We were about to move our family home and our two businesses away from Oxford due to the traffic situation in our Road. Living on Church Hill Road makes the speeding traffic especially dangerous because of the hill e.g. we had two of our parked cars damaged within a couple of years of each other. Our neighbours son narrowly escaped being knocked over by a car speeding up the hill as he was coming out of his drive. We changed our minds about moving out of the city after the introductions of the LTNs so very much hope they can be made permanent. To make Oxford attractive for young professional families, promoting cycling, pedestrians and public transport is critical. I noticed many young families that moved recently near us in the Church Cowley and Florence Park area don't own a car anymore. Cargo bikes for transporting small children need safe routes. To convince parents that it is safe for their children to cycle or walk to school, they need quiet side routes which the LTN has created. Lastly, the communication and signage of introducing the LTNs could have been managed better, so the resistance has been building by many annoyed drivers and residents who were not aware in advance. I hope these arguments can be considered in support of keeping the LTNs, with best wishes and thanks for all the work you do for our communities.

Individual

Support

Hi. Just wanted to expand on my reasons for supporting this ltn.. i specifically refer to the one on cornwallis road by cornwallis close and cannot comment on other areas. For years we have endured extreme levels of speeding and noise.. every day the same cars came through as if there were no speed limit let alone a 20mph one! 500 bhp plus high performance cars including mercedes amg and range rovers to name just a few! I have an interest in vehicles of all sorts and it has been clear they have been driven without restraint! We have had a car rolled in the street and another put through the fence of restore.. both having lost control in some way at 20mph!! Clearly excessive speed has been involved. There is clearly a general disrespect for this area by passers through. The police have never to my knowledge set up any speed monitoring yet see fit to blue light through a residential street continually despite the station being located on the junction of three main roads and close to the ring road.. fair enough maybe in some cases but to never have the decency to monitor speeds in the street is unacceptable and tantamount to condoning it. I have seen cars speed into the road veering onto the wrong side to avoid the worst of the first speed hump and with all this said I think it is a miracle no one has been knocked down yet! The negative reaction by those now prevented from behaving in the way I have described will lead to even worse behaviour and 'payback' should this restriction be lifted. In addition to the above the delivery lorries frequently used to use this road to make deliveries to the john allen centre.. these houses are built on a marsh and are prone to subsidence.. for years now I've been combating the building damage consequences of these overweight vehicles passing through.. a final point is that on top of everything else the council vehicles also used to rat run through here and on one occasion i observed 2 trucks clearly racing back to the depot and on another i saw 2 street cleaning machines doing the same. All these things have become steadily worse over the years. Thank you for taking the time to read this but please know the level of safety and peace that has decended on an area that for far too long took the brunt of a large disrespectful contingency of road users.

Individual

Cornwallis Road

Support



Individual	Cowley	Support	I am writing at this time as I would like the experimental LTNs in Cowley to remain in place at least for another 6months. They are only just being fully implemented with the ANPR cameras recently installed. Personally, I have benefitted from the quieter streets with much pleasanter walks to local shops and amenities. I feel that without the LTNs there would be a return to the high number of speeding cars and large lorries that used the roads previously. It is good to see more people out on bikes and mobility scooters. I would like to see clear analysis of the pros and cons and constructive solutions for those who are adversely affected by the changes LTNs have brought. All in all I am pleased that at last something has been done to really make a difference to the quality of life in this area.
Individual	Campbell Road	Support	Please make the LTN in Florence Park permanent.
Individual	Temple Cowley	Support	I am a resident of the Temple Cowley LTN area and I'd urge you to make the scheme permanent. I've lived on REDACTED for 20 years, during that time the traffic has gone up and up - I didn't choose to live on a busy rat run - that happened while I've lived here. The LTN has improved my quality of life and made me happy to live here - please please don't take that away. The Temple Cowley LTN has made a huge positive difference to me and has successfully met its aims of promoting active travel, reducing air pollution and helping to tackle climate change. - Active travel - I now cycle much more than I did before the LTNs - and I see many more cyclists on the LTN roads including children, because it now feels safe. Before the LTN REDACTED was a busy rat run, with speeding cars. I now cycle most days and use my car about once a week. Because of the LTN access limits I think really carefully before using the car - today I took the car out to complete three jobs in one go rather than going on three separate trips during the week. - Reducing air pollution - before the LTN I could always smell diesel fumes outside my house, it's on a hill so vans and black cabs need to put their foot down to get up the hill - the air is much healthier now. - Helping tackle climate change - we are at desperate times for the future of our planet, we are already seeing the terrible effects of the changing climate around the world. The LTN is one small step for Oxford to help take climate action - we know how hard it is to take these steps, we cannot go backwards on this. The other benefits have been - Safety - Before the LTNs, everyday I would see cars driving on the pavement as the road is too narrow for them to pass, we'd often have cars crashing, and regularly lose wing mirrors. - Noise & damage - I live next to one of the points where the road narrows with a speed bump to try to slow the speeding cars, I could hear my house windows shake every time a lorry went over them, and we'd regularly get aggressive shouting between drivers refusing to give way at the pinch point. - Building community - people are happy to be out on the road now, I see much more of my neighbours now it's quieter. Please hold true to the intention of the LTNs and make the Temple Cowley LTN permanent.
Individual		Support	As a regular cyclist in East Oxford/ Cowley I would like to voice my support for the Cowley LTN. It has made a significant improvement to access and safety in the area and can only help to encourage safer cycling in Oxford which must be the answer to the ever increasing traffic problems in the city. I'm writing to you to ask you to support the LTNs when you make the decision soon on the LTN schemes. I cycle a lot in the city and the quality and safety of my travel as well as of the local environment has improved hugely. I don't have to worry about aggressive car and taxi drivers impatient to overtake or cutting me up when I'm cycling up Church Hill Road. This happened numerous times in the past and was always unpleasant, sometimes dangerous. Now I look forward to cycling up that hill! I don't even have to keep stopping to give way to oncoming cars (often at speed) on Westbury Crescent itself, often parked up on both sides, as there is a lot less traffic. The local noise and air pollution have noticeably reduced and the quality of life has improved for local residents. As Oxfordshire Council supports and encourages active travel these schemes should be permanent as they actually make active travel pleasant and will encourage more residents to walk and cycle. Please support the LTNs and make them permanent.
Individual	Westbury Crescent	Support	

I am writing to urge you to make the Church Cowley, Temple Cowley, and Florence Park LTNs permanent when you take the decision on 24th February. If the County administration is to live up to the Fair Deal Alliance shared goals of tackling the climate emergency and inequalities, and prioritising wellbeing, then this will require the courage to take - and explain - some hard decisions. For almost two years, I and a committed group of volunteers have been regularly delivering free meals by bicycle all over the three existing LTN areas for the OX4 Food Crew, in conjunction with the Waste2Taste cafe at the ArkT Centre in Cowley. Our delivery rounds are so much easier, healthier, and more pleasurable since the filters were put in. The air feels clearer, the danger from close passing cars and lorries is greatly reduced, and I see more people walking and cycling on the streets. I also encounter many more cargo bikes and trailer bikes, and see primary children being instructed on safe cycling and School Streets being set up - these are exciting new developments, at least in part influenced by the establishment of the LTNs. Many of the recipients of the meals we deliver are still isolating and/or very needy in other ways (e.g. living with dementia, physical disabilities, mental health issues, in poverty). We meet people on a regular basis who haven't left the house in months, and are very marginalised. The vast majority are not visited regularly by carers, but are living on their own independently, with very little support. LTN opponents often state that 'the elderly and disabled' are against the LTNs, but this unevidenced assumption erroneously treats large groups of people as if their individual needs are all the same. I understand that the County's consultations have raised various concerns that you will want to take into account. But please do not be swayed by very vocal complaints from some drivers, who do not represent all those living in these or wider areas - a high proportion of whom do not have access to a car. I should add that there is widespread evidence of 'gaming' by opponents of active travel schemes in consultations around the country (e.g. by use of false names, false addresses and multiple internet submissions from the same IP address), as council officers have identified in boroughs such as Hackney, City of London, Newcastle, Lambeth, and Enfield (see <https://lastnotlost.wordpress.com/2021/12/29/consultationfakes/> for more detail). I therefore am very sceptical about the results of the Cowley (and East Oxford) LTN consultation polls, if the results have not been carefully verified by officers. I note too that those who wish to dismantle the existing (and planned) LTNs have very weak alternative proposals (e.g. more chicanes, parklets, speed cameras), which mainly seek to reduce speeds but will do nothing at all to reduce the volume of car traffic and promote active travel, which is the real and urgent challenge if the laudable goals of the Fair Deal Alliance are to be met. Many thanks for the continuing efforts of all those involved in this transformative programme.

Individual Southfield Road Support

Thank you for your ongoing commitment to safer active travel and the benefits it brings to Oxford. Up till last August I'd lived in Florence Park for 10 years and, despite being a very confident cyclist, and a partially competent pedestrian, the cars racing down Rymers Lane and Cornwallis Road scared me stiff. The busgate, of Spring 2020, was known to be without cameras and so became ineffectual. I implore you to, at the very least, continue the trial now the cameras are in place. I'd previously lived on Oxford Rd and Junction Rd, in the Temple Cowley LTN, and can see how much nicer it must be to live there now. The traffic congestion on Oxford Rd and Hollow Way seems just the same as it always was before the modern LTNs were installed. The Littlemore/Cowley LTN also feels so much safer to walk and cycle. Previously, it just seemed like a racetrack. I now live in between the upcoming St Mary's and Divinity Rd schemes, and they can't come soon enough. Please be brave and do the right thing in further approving the three Cowley LTNs on February 24th.

Individual Cowley Road Support

I am in full support of the Low Traffic Neighbourhood in Temple Cowley. This is the most pleasant I have experienced the road in the 25 years of living here. I sincerely hope it continues.

I wish to express my strong support for the LTN in Crescent Rd, which has made a real difference to quality of life and a cleaner environment. It is much quieter and the air is noticeably cleaner and fresher without the inconsiderate and frankly, at times, dangerous rat runners. It is also a much more peaceful and relaxing place to live with better sleep quality too! All this has a significant impact on mental and physical health, which in my opinion far outweighs the small amount of extra time needed for car drivers to use an alternative route. If this is to be taken away just when we have got used to it, it will be a step backwards for our community.

Individual Support

Individual Crescent Road Support

I am writing to express my very strong support for the Council's scheme of Low Traffic neighbourhoods. This scheme is an ambitious but practical step towards improving life for thousands of residents. Change of this sort will always provoke some concern, especially as people get used to new ways of moving about the city, but I firmly believe that projects like this are essential in responding to the climate crisis and to improving the health and quality of life of city residents. I live right at the bottom of REDACTED, near to the Cowley rd, and the noise, pollution, and (surprisingly) litter that high volume of traffic causes is significantly impacting our life. The noise of traffic is constant and occurs at all times of day. At peak hours, we are frequently disturbed by (sometimes violent) instances of road rage: cars are backed up to to the Cowley rd as they try to pass one another, drivers blow their horns and shout obscenities at each other, and there are physical confrontations between drivers and other road users. This is exacerbated by the cars parked illegally while their owners visit the Co-op on the corner. At off peak times (including very late at night) cars travel at truly alarming speeds up and down this section of road. This has woken us up many times and contributes to what is already a very noisy environment. Living where we do at the bottom of the road, one of the issues that has caused us the most problems is the fact that taxi drivers and drug dealers use the available space - including the unused disabled parking space directly in front of our house - to idle their cars while they wait for fares or clients. This causes four types of pollution: noise (from the very loud music that often comes from these cars), light (from the fact that more often than not their headlights are on), litter (from the discarded takeaway containers they throw out their car windows), and finally air pollution (from the fact that these cars are idling for long periods of time). While the LTN is unlikely to get rid of this problem entirely, ensuring that Divinity rd is not a convenient through road will decrease its attractiveness as a waiting place for cars. I commend the courage and foresight of the Council in introducing these measures and strongly support introduction of LTNs across Oxford. The more of these that are introduced the less people will rely on cars as their default and the better for us all.

Individual Divinity Road Support

I am writing to you as I understand that you are one of the councillors responsible for making a decision about the trial of LTNS within East oxford. I am a resident of REDACTED in Temple Cowley. the implementation of the LTN in our street has improved the lives of residents immeasurably and as a result I would like to register my support for the project and its retention. Since the LTNs were installed, life in Crescent Road has been much more pleasant overall. It is much quieter, meaning that we can have windows open in hot weather, something that was impossible before due to noise. It is also much safer. I am both driver and a cyclist. I feel much safer cycling on Crescent Road and feel less worried about my 14-year old daughter cycling to school. Previously, the road was so busy that it was often grid-locked, causing a huge amount of frustration to drivers. I have witnessed incidents of "road rage" outside my home on many occasions. Drivers would frequently exceed the 20mph limit and mount the pavement putting pedestrians at risk in order to squeeze past other cars. I think that the implementation of the scheme has not been without its problems. I think there are some barriers, such as the one on Littlemore Road that have been less successful. Personally I think that this is a main road and not an ideal place for an LTN barrier, however it's not my own neighbourhood, so I have less experience of this one. I also feel that a more co-ordinated approach including improved bus services and better cycle lanes would have made people more accepting of the LTNS. I think that the new Quickways scheme will be a great addition to the city and i hope that we can at least retain the LTNs until then to see how they work in tandem. I am hopeful that you will retain the LTNs in Crescent Road and Junction Road at the very least in order to maintain the quality of life of the residents here.

Individual Tenple Cowley Support

Since 2004 when I moved to the street, the traffic, pollution and speed have been going from bad to worst. The implementation of the LTNs have made my street a Liveable one again. I have also made the conscious decision to ditch my car, buy an electric bike and join the co-wheels car scheme. However, I appreciate that for some people have caused some inconvenience. Traffic has been pushed to another streets nearby but these teething problems can be solved with other traffic measures. Disable people might need further support. The new demarcation of Temple Cowley has divided opinions in favour or against LTNs and I hope the County Council will heard residents from the streets affected. The fact is that Oxford is mediaeval city placed on flood plains which doesn't allow to expand. Times have come that we need to change how we move in the city, more public transport, scooters, bikes, and less cars. We all have to change, we can't depend only cars!

Individual Crescent Road Support

I would like to express my support for the LTN schemes. I realise it's a hot topic right now, but I'm sure that when everyone has stopped shouting about it, they will make personal adaptations to suit and everyone gains huge benefits. We're already seeing more bikes, and big bikes, on the roads and the plans for the Quickways can only help those who can to make more active travel decisions. I know for myself (with a choice of bicycle, box bike, motorbike, car, bus), the choice I make about each journey is influenced by what it's for: who or what I'm transporting and how far. But critically, if I can't park somewhere easily or for free, or there will be traffic, I am dissuaded from using the car for that journey. Eg I never drive to town, and avoid at all costs going by car to Cowley Road as I find it nerve-wracking trying to stop and park. I am sometimes tempted to go to Brookes sports centre in the car with my daughter, but if the parking becomes much harder (as it will), then we will be nudged to make a different choice on wet or lazy days. I am also positively influenced by the safety or pleasantness of the route too - eg it's a bit stressful to take kids on bikes on Hollow Way to Cowley, but way easier to get to Headington on The Slade's separated cycle path. I hope these honest and personal observations about my own travel choices are useful.

I am a resident of Church Cowley, where I live with my partner and two daughters (2 and 6) on REDACTED (technically Littlemore). I'm writing ahead of the decision that you will be making around the Cowley LTNs - to add my voice to the many others who would desperately value a decision to keep these permanent. It is not an overstatement to say that the LTNs have been life changing for us. Most importantly, they enable my 6 year old to cycle all the way from our house to REDACTED, safely and confidently, which she now does on a regular basis. Before the LTNs this was only possible with her cycling on the pavement and me feeling very stressed and anxious at every crossing. Not a smooth ride, and not a lot of fun for her. I'm aware that I am in the privileged position of having a 'head start' with active travel, as was already committed to cycling pre-LTNs, and therefore much better placed to enjoy the benefits from the start. But I really believe that as we continue to improve safety and normalise cycling, the benefit/risk balance perceived by others will continue to tip in favour of active travel. I do understand that this takes time, which is why it is so important that we continue to support people whilst being bold about the structural changes that really make a difference. What I didn't anticipate was just how much the LTNs would make our neighbourhood feel calmer and more friendly. I suppose this shows how much we've grown to accept the noise, danger and stress that comes from living with car dominance. The days when I see more people walking/scooting/biking out on the street than cars really makes the inconvenience all seem worth it. There are now several people I wave to on the school run who I didn't even notice before - the dad with small children in a bike trailer going the opposite way to us, the man who I pass at the Littlemore Road filter everyday who heads to Florence Park on a mobility scooter, the elderly lady who lives at the top of Beauchamp lane who now often potters around outside her house. At times I have had to queue to get through the Littlemore Road filter ahead of teenagers and elderly people, and there is often a veritable 'bus' of kids on bikes heading down Beauchamp lane at around 8.30 - I can tell you, this is all new. The experience of living in an LTN has absolutely changed my own behaviour when it comes to driving through other residential areas, which I now avoid at all costs. Its just not fair. Because of the above, I'm particularly concerned that we keep the Littlemore road filter, without which there would be no true LTN in Church Cowley. Before this we would regularly wait 5 whole minutes in the morning just to cross the road, and when there was a gap, crossing was scary (just to cross - children cycling was unthinkable). More importantly, without this filter our neighbourhood would be cut off from the rest of Littlemore, Florence Park, and Blackbird Leys. The Littlemore road filter also allows those of us who live on the Littlemore side of Cowley to cycle safely all the way to town (along the tow path) with only one small section of 'main' road at Donnington Bridge. I'm not naïve enough to think that LTNs are the be all and end all. There is LOTS more work to be done - particularly to improve junction safety where most cyclist injuries and deaths occur and to improve public transport links to/from Littlemore for those with limited walking/cycling options. I'm thankful for everything that the council is doing to progress the Quickways and Connecting

Individual

Support

Individual

Church Cowley

Support

I'm a resident of Florence Park and I understand you're going to be making the decision soon as to whether to make the LTNs permanent. I wanted to get in touch to urge you to do so. The Flo Park LTN has made a noticeably positive difference to our lives in terms of safety as a cyclist and pedestrian. The neighbourhood definitely feels safer and calmer to bike and walk around. I cross the corner of Cornwallis Rd and Rymer's Lane several times a week on the way to the park/Cowley Rd and it used to feel pretty scary as cars would go past so fast. Now it feels so much safer. I am also desperately concerned about climate change and the number of cars on Oxford's streets and believe these types of interventions are necessary and urgent if we're going to tackle these connected challenges. When the LTNs were announced I volunteered to help look after one of the planters, on Littlehay Rd. I didn't know any of the other people I was put on the group with and it's been genuinely great to meet such lovely neighbours this way. Even rallying around when the Rymers Lane planter was upsettingly set on fire was turned into a positive experience by such neighbourly support. Every time I'm working on the planters passers-by come up to me and want to talk about the LTNs. I always steel myself for some disagreement but have only ever had positivity and support. So for me personally they've become a real source of connection with other people in my community, as well as improving our quality of life. I do have a couple of disabled neighbours who are struggling with the extra taxi costs that the LTN has meant for them, combined with the loss of the number 16 bus. I would love to see the bus reinstated and perhaps an increase in disability travel allowance for those with mobility issues whose journeys have got longer as a result of the LTNs. I'm not sure what the best solution is but it's important their needs are recognised and supported. But I just wanted to share my strong support and positive experiences with the Flo Park LTN, and my hope that they become permanent.

I have heard that you will be making a decision shortly on the LTNs, I live on REDACTED which is directly affected by one of the LTN's and I would just like to express my support for them. I am a freelancer so I have always worked from home, even prior to lockdown, so I knew full well how bad the traffic and rat-running was down Crescent Road. Road rage, honky horns, cars in deadlock, and driving up the pavement were a daily occurrence. Walking and Cycling along the road was always dangerous as I've had on several occasions cars mount the kerb while driving towards/near me to get around a car going in the other direction, Crescent Road is simply not designed to cope with 2 way traffic in a large volume. During summertime when the weather is so hot I would have to have the bedroom windows open at night, but I would then be woken up in the middle of the night and the early hours of the morning by traffic racing down the road. Since the LTN none of those issues occur, the street is very quiet and it's also much more pleasant to walk and cycle along too. My partner drives, and while it takes longer to now get around the LTN the trade-off is well worth it for us. Please see this as a vote of support for extending the LTN trial or (preferably) making the Crescent Road LTN permanent please.

I live in Littlemore, on REDACTED, and am a supporter of the most recent LTNs. The add to the previously existing stopped off roads, e.g. Tree Lane in Iffley. I am a driver, cyclist, runner and pedestrian as well as being someone who believes we need a major modal shift in how we move around our cities. Unfortunately, this will mean people changing their habits and behaviours and while I have sympathy with that I think the greater needs with regard to climate change and a more liveable environment are more important. It isn't black or white, there may be some stopped off roads that need to be rethought and there may be others that are needed but I strongly support the direction of travel.

Individual Florence Park Support

Individual Crescent Road Support

Individual Littlemore Support

Individual	Rosehill	Support	<p>I would like to express my strong support for keeping the new LTNs (Low Traffic Neighbourhoods). I live in Rose Hill, but for many years I used to walk or cycle to work at REDACTED in REDACTED. My stomach still lurches when I remember one of our pupils being run over by a speeding car outside the school. We were acutely conscious that many cars used Cowley as a rat-run. By contrast I live in Rose Hill, which has been an LTN for years. By this, I mean that commuters cannot use it as a rat-run. If you live in Rivermead Road, you can't nip up to the ring road or down to town through Iffley. You have to go all the way to Rose Hill Road and round. We're all used to this and as a result benefit from relatively safe streets and unpolluted air. Children play in the road where I live because their parents aren't afraid to let them out, which means they don't spend all their weekends indoors. The only cars belong to local residents or their visitors. As someone with chest problems, I am glad that I don't have heavy traffic passing my house. Of course, this is not the case for people who live along the main roads, as they still suffer from standing traffic outside their houses. All the more reason for preserving our regular, frequent bus services and for creating continuous, segregated cycle routes. I was shocked to read of yet another cyclist's death this week. When it's safe to cycle, more people will get on their bikes. This is the way to solve the congestion problem, not by filling all our roads with traffic. I am glad I don't have the freedom to save a few minutes by driving the directly to the shops. It's quicker to walk instead. That keeps me healthy - and chatting to neighbours on the way keeps me sane. I hope that the residents of Cowley will be allowed the same benefits we enjoy in Rose Hill.</p>
Individual	West Oxford	Support	<p>I regularly cycle from my home in West Oxford to visit my daughter in East Oxford. I wholeheartedly support the implementation of all the LTNs in East Oxford. We need more infrastructure that enables people to cycle and walk safely away from the danger posed by motor vehicles.</p>
Individual	Church Cowley	Support	<p>I am writing as someone who used to live in Church Cowley and still travels through frequently, on foot, on a bike or in a car. The LTNs here and elsewhere in Oxford are fantastic - if they'd been in place 4 years ago I may well not have moved house. As a cyclist I feel safer, walking is pleasanter and when I do drive I don't notice any significant delay. I'd love to see more of this type of initiative.</p>
Individual		Support	<p>I support cowley LTN. They made my journey to the swimming pool a much safer and enjoyable ride. Please don't scrap the p</p>
Individual	Aston Street	Support	<p>I wanted to let you know what a startling improvement the LTNs in Cowley have made for me. I love to travel by bike but am often deterred because of the levels of motorised traffic and the impatience (and sometimes unpleasantness) of some motorised vehicle drivers. Since you started the LTN trial I have been able to go about my travels in the LTN areas with great enjoyment and without being frightened. The atmosphere is pleasant and it is wonderful to see others able to enjoy travelling by bike too. I'm particularly cheered when I see children and young people able to cycle to school safely and with enjoyment. Letting the LTNs remain will mean that more people will take up active travel and will leave their cars at home. Walking in LTNs is far more pleasant, too. Please let this inspired, innovative and forward-looking scheme continue.</p>
Individual	Church Hill Road	Support	<p>I live on REDACTED with my family and the LTN on this road has made considerable difference to our lives. We used to have a constant flow of cars (especially taxis) using the road, many to cut through to Rose Hill area. Vehicles tended to come round the corner off Church Cowley Road at speed and race up the hill, sometimes barely in control (I believe a car has crashed coming around this corner in the past). It was unsafe, noisy and polluting. I have three young children and it was dangerous crossing the road, and even being in front of the house on the pavement. The noise at night also kept my children awake. As a family we also cycle daily in East Oxford and the LTNs in Florence Park area have made travel safer and quieter. I'm also a car driver and appreciate that some people find the LTNs inconvenient but we need to reduce car use in Oxford for many reasons, which would ultimately benefit us all. I fully support making all the current LTNs permanent. In addition, it would be great if traffic calming and parking restrictions could be implemented on Church Cowley Road. Is a 20 mph speed limit possible? Also, cars are increasingly parking on the cemetery side of the road, half on the pavement. This impacts pedestrians and road users alike. Can parking be restricted to one side of the road with a double yellow on the cemetery side?</p>

Individual	Divinity Road	Support	<p>I see the rat-runners are out in force to try and get the Cowley LTNs abolished and they are doing their best to stop the Divinity Rd/Southfield Rd barriers. Although the Cowley LTNs have meant that I have had to change my route when going from home in REDACTED to west Oxford, I am happy to do this if it makes life more bearable for the residents there. Similarly, although the barrier in Div Rd will also make it a longer journey to get to the west, it will make a HUGE difference to our quality of life (though we will still have to deal with noisy students!). So please hold your resolve and prioritise quality of life over the rat-runners demands to drive wherever they want.</p> <p>It would seem from the postings on sites such as Next Door that I am in a minority in being in favour of LTNs becoming permanent. Of course I also recognise that journey times have increased as a consequence of LTNs and I have had to make tough choices about when I use my car, however I also recognise that we all need to change our behaviours if we are to address the climate emergency. I am just a normal father who wants to do what he can to make sure my kids have cleaner air to breathe and I know that LTN'S can aid that. Please bear in mind the quieter ones of us who are in support of what you are trying to do.</p> <p>My family and I are in support of Cowley LTNs and although many people find them challenging, I feel this is the best way forward to encourage people to use public transport or bike/walk etc. I think now we need to make bus fares more affordable! Thank you for all you are doing to look after our city and our people and hope the LTNs are here to stay!</p>
Individual	Bulan Road	Support	
Individual		Support	
Individual	Howard Street	Support	<p>Please make the East Oxford Low Traffic Neighbourhoods permanent. They have made a massive difference in being able to cycle safely, especially for accompanied and unaccompanied children. If we want our children to have the freedom many of us enjoyed in the past, we have to manage traffic levels. In addition, if we want to live in a society that has not been overwhelmed by the impacts of climate change, we need to be moving away from a car based culture as rapidly as we can. LTNs are one way of doing this, and while some people have made a huge amount of noise about the inconvenience of not being able to drive wherever and whenever, there are many more of us quietly going about our business more safely, getting more exercise and creating less environmental impact.</p>

I feel proud to live in a city with a council that takes decisive action in the face of vocal public opposition, and I am grateful that you are putting forward a traffic reduction strategy that will address the climate emergency and truly transform the health outcomes for generations of Oxfordians. Reducing the city traffic unlocks so much improvement opportunity for the future, and I am genuinely excited at what could be achieved here in the next decade, once we have given the roads back to the community. Where there is a rare confluence of a brave council, local appetite for change, and available funding, we should be making hay. Regarding the Cowley LTN consultation 'results' (made available via FOI), despite the endless postings on social media, the weekly (sometimes daily) stories in the Oxford Mail (print and digital), an anti-cycling agenda in much of the national press, two separate council consultations, including letters sent to residents, the new council consultation web portal, a well-funded objection campaign by a local property developer, LTNs being mentioned on all local electoral leaflets last May, the multiple BBC Radio Oxford phone-ins, the Reconnecting Oxford glossy leafleting (at least two rounds as far as I know), the council acceptance of directly e-mailed or posted responses, the physical planters actually in place on the roads, not to mention the very probable co-opting of other anti-LTN groups from around the country....there were only 1,537 objections. Whether they were all from members of the Cowley electoral division, or the other divisions directly adjacent to Cowley, that's nowhere near representative enough to remove the LTNs as a 'democratic duty'. With the planters on the roads for over 8 months at the time of the statutory consultation, the vast majority of people are not enraged enough to tell you via the consultation, which shows the objections you do see are disproportionately vocal. I quickly whipped-up a chart to illustrate my point: So for the four county council divisions that are most local to the Cowley LTNs, fewer than 1 in 20 of the electorate actively oppose the LTNs. This is probably closer to 1 in 30 if you include children, and exclude potentially spoofed responses. For me, this is a clear mandate. Some thoughts on the specific LTNs: Church Cowley Now that the Bartholomew Road ANPR is installed we should see snowballing modal shift for Church Cowley (in particular school run for Church Cowley St James primary school) over spring/summer 2022. The CCSJ bike sheds could soon be overflowing a la Larkrise primary. Given time, the now low-traffic Littlemore Road section of the OXR16 cycle route will become a busy 'Activeway', used by many residents of both Littlemore and Cowley. ANPR-controlled blue badge exemption at the Littlemore Road filter would be a reasonable adjustment, but please don't be tempted to allow taxis through too - that would ruin the route for younger and less experienced cyclists. No less than five roads - Abingdon Road, Rose Hill/Iffley Road, Cowley/Oxford/Garsington Road, Barns Road, Littlemore/Cowley Road - all run in roughly the same direction (SE/NW) to roughly the same part of the ring road (representing about a sixth of the circumference of the city). The LTNs are asking that just one of these roads is preserved as a low traffic route. Florence Park Florence Park LTN has broad local support, seemingly even from many who dislike the other LTNs. Some initial traffic displacement to Church Cowley Road has died-down, and will only improve with I'm writing to indicate my strong support for the East Oxford LTN initiative, in the hope that the council will continue to expand the scheme. The trials have brought welcome calm to the streets, and so many positives for local residents. I \*very much\* hope the scheme will be expanded to thr St Mary's area in the near future.

I am emailing to show my support for what has been a huge improvement to our area / lives. The LTNs have noticeably improved our local roads from a safety point of view and has made pushing a buggy and cycling with toddlers way more doable. I am a REDACTED resident and with a school run to Hollow Way and other journeys that require a bit of additional thought if taking the car out but what a minor inconvenience for a much safer feel on foot and on the bike. I would definitely also say by having such a scheme in place it genuinely makes me consider not taking a car for short journeys. I really hope this scheme stays the course and doesn't get scrapped as I think that would be a huge mistake for this area.

Individual Cowley Support

Individual Leopold Street Support

Individual Long Lane Support



I want to let you know of my strong support for the trial LTNs in Temple Cowley/Church Cowley/Florence Park and the new LTNs coming into place in East Oxford following Liz Leffman's moral choice. I'll outline a few reasons I support the LTNs, as someone who walks, drives and cycles around our City regularly: Cycling is clearly much safer on filtered roads as close passes become much rarer and there is room to use the decent bit of the road rather than cycling on the edge where there are often potholes. It's also easier to stay out of the car door opening zones if the road is quieter. Air quality is noticeably better in the LTNs and the lack of traffic noise is also a considerable benefit for those living in them. LTNs are not new. There are many examples but can you imagine the outcry if anyone proposed removing the traffic filter on Bateman Street in Headington, for example? I find cycling and driving through the border roads of the LTNs to be much safer and less stressful now as there is so much less traffic turning into and turning out of the roads in the LTNs so there is far less potential for conflict and collisions, some of which can be life-changing for pedestrians and cyclists. I think keeping vehicular traffic to roads with proper safety measures (pedestrian crossings etc) and control measures (traffic signals etc.) actually makes the traffic flow better than when there is a lot of interaction with traffic from and to unclassified and thus uncontrolled roads. It is a shame that in the short term, there is more perceived traffic on border streets and that it is perceived as negatively affecting public transport. I am very clear, however, that these effects (even if they are real rather than just perceived) are a direct result of people refusing to stop using their private vehicles when they have absolutely no good reason to continue using them. There will always be those who do need to drive or be driven (some mobility impaired, some medical staff and some tradespeople) and I have no objection to them continuing to do so. It needs to be pointed out clearly that LTNs are there to drive (see what I did there?) behaviour in those that CAN change, not make life difficult for those who CAN'T and it's wrong to blame the LTNs for the latter when it's actually all about the intransigence of the former. The current County Council administration has a big majority and thus a strong mandate to make changes that will never please everyone but are vital if we are to take the climate emergency seriously. The lack of car traffic on residential side streets has had a really positive impact on community interaction, I see children able to cycle on the streets where before parents would have been too scared to allow it; adults spending more time in the street talking to each other and getting to know their neighbours.... this is so positive!

I write in support of the LTN's in the Florence Park/Temple Cowley/Church Cowley area. I live in the Florence Park area and regularly cycle, walk and drive. The reason I support the LTN's and would like them to be made permanent are below: 1. Safety - I feel far safer cycling around the city and it encourages me, and I have noticed others, to cycle more frequently, as a quicker, more enjoyable and an efficient way to move around the area. Previously the traffic on REDACTED was so fast it was dangerous and difficult to cycle out of my road. 2. Children - There are many children all around the Florence Park neighbourhood, particularly going to and from the park. The LTN's have now made this route far safer for them to cycle/walk/rollerblade and this is important to maintain. 3. Air quality and noise reduction - The noise and pollution from Rymers lane and Littlehay Road could previously reach unpleasantly high levels, now the area is much quieter, calmer and the air quality is notably improved. 4. Better quality of life in the neighbourhoods - the LTN's have encouraged myself and many others not to drive. I cycle or walk more frequently and the whole neighbourhood is safer, quieter with better air quality. With rising cases of obesity and climate change the LTN's promote people not using their car unnecessarily and enable us all to enjoy calm, stress free exercise while walking or cycling around the neighbourhood. I hope that you'll agree that the LTN's really do enhance the quality of life in Cowley and feel able to support them to become permanent.

I travel to Cowley from Headington often both to see friends, shop, and to work as an out of hours GP. It feels so much safer cycling there with the LTNs in place and I really hope you choose to keep the trial going-data from Waltham Forest and the cautionary tale of Ealing show the importance of giving enough time for the scheme to enable behaviour change, and that taking them away wouldn't bring any benefit whatever the anti claim-Cowley road was already congested. The solution to both congestion, air pollution and the climate emergency is to enable more active travel for the majority of people who would like to cycle more but don't feel safe to (based on the National Travel Attitudes survey) not to mention all those who would walk more if enabled, and the LTNs are a cost effective measure which can help towards that (along with bus gates, quickways etc which I also support). Changing Oxford's car dependence and increasing active travel is hard but the right thing to do on many counts, and I and many people are behind you.

Individual      Reliance Way      Support

Individual      Maidcroft Road      Support

Individual           Support

I am writing to express my concern that the LTNs in the Cowley area have been permitted to remain for so long, and that ANPR cameras have now been introduced. This was meant to be a temporary trial, which the majority of residents in Church Cowley, Temple Cowley, and Florence Park, along with local businesses, now oppose, as you are surely aware. However, you have chosen to persist by extending the scheme, without regard to the evidence and needs of the people of East Oxford. I request that you use your opportunity at the next decision meeting on 24th February to put aside any bias and respect us and our local environment by resolving to remove all LTNs and road blocks from East Oxford as soon as possible. The main problems with LTNs are: - increased traffic on LTN perimeter roads - longer journey times - increased pollution and petrol consumption - hazardous cycling, walking and driving conditions - detrimental effect on local businesses - fragmented communities. Unfortunately, LTNs have not reduced traffic in my local community - they have greatly increased traffic which now is forced to create bottlenecks on perimeter and main roads including Church Cowley Road, Between Towns Road, Garsington Road, Iffley Road, Cowley Road, and Sandy Lane. Residents are no longer able to drive freely out of our own streets. For example, to access the ring road from my house (previously a short 2-3 minute route), I now have to take a much longer route through Oxford which involves sitting in stationary queues between multiple sets of traffic lights and unnecessarily adding to the congestion, all just to leave Oxford to visit family and friends and attend my place of worship. My friends and neighbours face similar issues on a daily basis on their commutes to work or the school run. Additionally, key workers such as health visitors have difficulty in accessing patients, and likewise those who rely on road transport to run local businesses have been severely affected. Furthermore, members of the community with limited mobility who are unable to cycle or walk easily have now been cut off from their local shops and services, such as the Temple Cowley shopping centre. It may be fine for people who are able to work from home, are able-bodied and have no caring responsibilities, but East Oxford is a diverse part of the city where multi-generational families, single people and vulnerable members of society live, work, go to school, shop, eat, play, exercise, socialise, and worship. Longer car journeys also mean more petrol consumed, and puts an additional strain on people who are already facing increased living costs. The congestion over the past few months has caused a dramatic increase in pollution on these roads, which is bad for the environment. Many people live on the LTN perimeter roads, such as Church Cowley Road, and children walk these routes to school every day. The pollution they have to breathe is of course highly unhealthy and has the potential to cause long-term health problems. These roads are also my cycling route into work in a medical research lab: the journey to and from work takes longer and is more hazardous as I am forced to weave between queues of cars and buses. While I am a fairly confident cyclist, the current conditions would be unlikely to encourage new cyclists to get on their bikes, and is especially unsafe for children cycling and walking to school. Since our local roads have been closed, the streets surrounding my house are now deserted. However, traffic was not a

This is product of years of consideration and thousands of hours of work by the County, City, Stakeholders and Consultant Travel Teams. The search for a sustainable solution to Oxfords travel and congestion problems has been amplified by our accelerating Climate Crisis. The implementation of Connecting Oxford as the considered and 'Only' option to making change happen is now not just necessary but Urgent. The plan will not be perfect (as with any plan) and its implementation testing and mistakes and the unexpected will need to be rectified. I urge you to have courage and trust in the work of you and your colleagues. Do not be dissuaded by the resistance to change which is how most of us react when faced with a challenges to our behaviour and experience. It is in the nature of all things that resistance is often more strident than support and absorbing changes. It is imperative that the Trials for the LTN's are fully implemented and then given their maximum duration so that the real-time experience and data can be achieved. Without LTN's the Connecting Oxford Scheme will be weakened.

Individual      Dodgson Road      Object

Individual           Support

Thank you for implementing and sticking with the LTN scheme in my area. It has made a huge difference to our quality of life. I'm able to cycle with my young daughter to school, feeling much safer as she learns to use the road. I feel we are more able to appreciate our neighbourhood. I also realise the difference it will make to that generation of children: if they (and their parents) feel increased confidence in cycling, as my daughter does, the sustainable habits that it will generate can make a significant difference in their future. I'm also a car driver and it has led me to change habits, opting to cycle in situations where I might previously have driven. I see others around me doing the same: a neighbour who would previously drive to do exercise, another neighbour deciding to give up his car. These changes aren't always comfortable at first and it's so important that we are pushed to change habits that are not healthy, for the world as a whole. I've noticed a good deal of anger from some people about the changes. One driver called me a c\*\*\* when I cycled through a bus gate in the opposite direction to him, causing him to wait (although of course he was not permitted to drive through at all). There are many strong voices on our local forum and I'm concerned about the levels of anger that are possibly being stoked about this. I do understand some of their points - I had to use my car one morning at 8:30 am and took much longer to travel via Between Towns Road than I would previously have needed. Yet I also appreciate that we can all be slow to put hugely important environmental factors ahead of our own convenience, without some obligation to make uncomfortable changes. I'm very glad that we are being obliged to do so and feel that the atmosphere in our community space is starting to change, in a positive way, as a result. I wonder if some of the anger comes from a need for people to hear their voices are heard more effectively, in a way that doesn't lead to polarisation. Can any of the concerns be addressed? For example, is there any possibility that those who are struggling more with the changes due to their increased need from health challenges could be helped? For example, could residents with disabled badges register a car that would be permitted to use bus gates? I also hope that there will be more incentives for people so that they can realise these measures are part of a wider commitment to respecting our environment, rather than simply an arbitrary measure by a council "who just don't listen". eg A car tax reduction for those who choose to share their car? Incentives delivered via large employers for employees who car-share to get to work? Some kind of celebration of cycling (via community groups who have a good sense of what would go down well in their area)? What prompted me to write was an Oxford Mail article saying more people are against LTNs than for them. I - like many, I think - hadn't taken part in that survey so my view would not have been included. This is one of the most I am writing in support of the Florence Park LTN scheme which has radically transformed our street (REDACTED) for the better. It is now safer, quieter and cleaner and we feel much more comfortable allowing kids to walk and cycle to Florence Park and beyond. I feel like this is the way forward, even if it takes time

Just a quick note to ask you to uphold the Cowley LTN as it stands. It may not surprise you to learn that I live on the north side of the crescent and am therefore a beneficiary of the scheme. I guess you're getting considerable pressure from other residents who are not so lucky and don't appreciate the years of speeding rat run traffic.

I would like to express my support and gratitude for the Florence Park LTNs. They have made the daily journey to school and nursery for my 2 year old, 5 year old and myself and husband much safer, stress free and active. We live on REDACTED and had experienced stress and near misses on a regular occasion before the LTNs. Our car had been written off while parked on the road by a speeding vehicle and I'd been involved in a collision with a speeding moped driver who had tried to overtake me. We were lucky both times that nobody got hurt. I felt nervous and stressed when crossing the Little Hay, Rymers Lane junction where there has been countless accidents. We were considering moving away from the area before the LTNS and know other families that had moved away from Cornwallis Road due to feeling unsafe with their small children. The whole Florence Park area is now safe, pleasant and a lovely community where we can chat to neighbours and walk and cycle around safely. The area has made us more active. We would always choose bikes or walking for local journeys and enjoy visiting friends in Church Cowley and Temple Cowley which now feel much more safe. I would like these measures to go further and support the implementation of Connecting Oxford plus.

I am writing to express my support for the Florence Park LTN and the hope that it will become permanent. Having experienced heavy, speeding traffic in the area for many years and having been hit by a car myself, the LTN has made the streets safer and quieter.

Individual Support

Individual Florence Park Support

Individual Westbury Crescent Support

Individual Littlehay Road Support

Individual Florence Park Support

Individual	Littlemore	Support	<p><b>LITTLEMORE</b> I am very aware of the bad feeling that exists among many Littlemore residents about the Cowley LTNs and how they may have had to change the way they drive to the Cowley Centre for example, though this only adds about 1/2 a mile to their journey. For those who aren't able to walk and cycle, it is clear there need to be more public transport options available to them now to help them leave their cars behind where possible. Equally importantly parish, city and county councillors need to communicate much more positively that the Cowley LTNs are there just as much to benefit the Littlemore residents, as Cowley residents, by supporting them to make more active travel choices of walking and cycling and by providing a safe and quiet route to the Cowley Centre via Newman Rd/Littlemore Rd. As I live on the boundary between Cowley and Littlemore and often or walk to Littlemore or Sandford, I know that having the Littlemore Rd, Cowley as a quiet road now the ANPR camera is in place makes the route much more pleasant and safe. But I find Cowley rd in Littlemore a really tricky area which completely discourages walking or cycling due to cars parked on pavements and trying to force there way through the narrow street by the shops. This area needs a change to reduce the traffic flow and divert it to Oxford Rd, Littlemore to complete a good walking and cycling route. I spoke to Nadine Bely-Summers, a councillor for Littlemore at the weekend and she was clear there is a lot of work to do to bring Littlemore residents on board with ideas of change in terms of transport. They feel very ignored, not just on transport, but by the lack of resources available, GP, etc and by the endless developments bringing yet more people and more cars to the area. Prior to the Parish meeting in Littlemore on 17 February, I would urge you to talk to City councillors Nadine Bely-Summers and Tiago Corais. Church Cowley LTN Living in the Church Cowley LTN and as a resident of Wesbury Cr north side I have completely benefitted from the modal filter locally which has cut out all the "rat-running" traffic which we have suffered from for about 5 years with about 1400 speeding cars per day before the LTN. I have also benefitted massively from the other two Cowley LTNs when I walk or cycle through the area enjoying quiet and peaceful roads and most importantly feeling that there are many more safe routes for cycling than there were before. It has been very frustrating to have waited almost a whole year for the ANPR camera on Bartholomew Rd to make that a safe cycling and walking route too, as well as making Littlemore Rd much safer to where it joins Newman Rd. I feel it is really important now to give the full complete Church Cowley LTN a proper chance to show what a</p>
Individual	Temple Cowley	Support	<p>On the Next Door App we are being urged to give our comments on the LTNs before the council meeting on 24th February. Given that the majority of comments we read everyday on this App are negative I wanted to say that we wholeheartedly support the LTNs. I suspect that a lot of the opposition comes from people who don't live in the area and have therefore not had to put up with the constant speeding and rat runs that we as residents have had to put up with - they are probably the ones using Junction/Temple Road as the cut through to avoid the traffic lights at Holloway or the Swan. The roads feel so much safer when walking and while there is obviously still traffic it is so much better. We've heard that Holloway is now a nightmare but it always has been during the school run drop off and pick ups and around 5pm. It has always queued right back to the Horspath road traffic lights for years and don't feel it is any different now. During the main part of the day or early evening the traffic flows well. I expect with those shouting the loudest winning the race, it will be very disappointing to see the LTNs disappear, especially as Oxford is massively promoting bikes, walking and buses and stopping cars from using the roads as much as possible, removal of the LTNs will be going against all the councils philosophy. I haven't bothered to copy our Councillor, Saj Malik as I know he supports the removal of the LTNs - well he would as a taxi driver!</p>
Individual	Littlemore Road	Support	<p>I believe these have been very effective in creating safer streets in our area. As a frequent walker and cyclist I have valued this greatly: I have observed a marked increase in the number of cyclists using Littlemore Road. I have not experienced any access issues. The previous situation on Littlemore and Bartholomew Roads was quite dangerous: the 20 mph speed limit was completely ignored by motorists (I once had someone overtake me as I drove at 20 mph!). It was difficult to cross the road, and dangerous to cycle. I am concerned that if the LTNs are removed, traffic will quickly build up to its previous level: this will be very hazardous to the many people who have now started to cycle in these streets, including school children on Bartholomew Road. I note also that the bus camera on Bartholomew Road has only been operational since January 20th, so in a sense the LTN has only been 'complete' for a few weeks! Certainly up until January plenty of cars were still driving through the 'bus gate'. I hope you will consider to either make the LTNs permanent, or extend the trial if you believe more data are needed.</p>

Individual	Crescent Road	Support	<p>We live on REDACTED and the difference the LTN has made to our neighbourhood is enormous. It feels safer, much quieter and certainly much more pleasant to be on Crescent Road. Gone are the awful car fumes smells; there are far few cars whizzing up or down Crescent Road (which were sometimes whizzing along the pavement); gone is the sheer volume of cars going up and down and gone is my nervousness to cycle along the road. We are both car drivers and sometimes use the car for work. We are more than happy to drive a bit further or go around another road, in order to have the much wider benefits of the LTN. We continue to watch to unfolding crisis of climate change with alarm and a slight sense of helplessness. We are only too aware of the unsustainability of our collective car use (in Oxford, the U.K and certainly world wide). Private transport use is a large source of greenhouse gasses and it seems like emissions rise yearly (these are also damaging to health). We understand that now is the time to make some decisions that may not be immediately popular. I feel like these LTNs give us a huge sense that something very meaningful and useful is being done in Oxford. We look forward to city wide neighbourhood improvements brought about by the wider LTN schemes.</p>
Individual	Marston Street	Support	<p>I just wanted to say how wonderful the Cowley LTN has been and that I hope we can keep it going. It's really transformed the areas in Cowley where I can now walk and cycle more easily to visit friends etc. I should add that I'm also a car owner but that I don't see the LTNs as a hindrance for using the car at all. A small diversion is a small price to pay for cleaner, greener streets and a better quality of life.</p>
Individual	Stratford Street	Support	<p>I just thought I would email you to put forward my strong support for the Cowley and other LTN schemes in East Oxford. They have completely transformed where I am able to travel safely with my toddler on the bike and I am now able to do many more trips by bike where I would otherwise have used a car. Please consider keeping them in place as a part of the strategy for safer, greener and car-free travel in Oxford.</p>
Individual		Support	<p>1. LTNs: I'm sure you get a lot of mails about this, but just to say we are very much in favour. It really makes a difference to us being able to get to Cowley by bike and walk around Westbury crescent etc. However, Church Cowley road (CCR) has certainly become much less livable as a result- and I'd like to see additional interventions to reduce traffic here, ideally something like connecting Oxford plus. It's really important to show leadership on these issues, it's too easy at the moment for people to jump into cars for small distances. 2. Clearways, I think I read somewhere that CCR has been cut from the clearways scheme. If so, this is really disappointing- could you explain the rationale? We, as a young family find it really difficult to cross this road with all the parked cars, and the pavement parking, and the increased traffic flow. It's a key route to access Florence park and Cowley. Are there any plans to introduce a crossing, or at least add a pedestrian phase to the light at CCR/rose hill? 3. Traffic lights and waiting times. The lights opposite the Rose Hill co-op were updated a year or so ago, and they seem to be fitted with a timer that only switches to red if no cars are coming, otherwise you have to wait for up to a minute. I notice in town lights seem to be much faster- which I think is more consistent with the County's stated goal of prioritising pedestrians- could these timings be changed to reflect this?</p>
Individual	Westbury Crescent	Support	<p>Please will you extend the trial for the LTN,s in Church Cowley and hopefully making them permanent. I live in REDACTED and the LTN's make a significant difference and have contributed to an increase to the quality of our life on this road. No more trying to get the car off the drive without being honked at by taxis drivers, no more screaming tyres with speeding cars smashing into our front wall (This has happened twice in the past). It's also much better for myself as cyclist not having to dodge cars and get shouted at by car drivers for "getting in their way" on my road. So, I urge you to please extend the trial.</p>

I understand that the Temple Cowley LTNs are coming to a decision point on 24 February. I would like to provide a letter in support of extending the trial. I write as a pedestrian, cyclist, and car driver. I live in Littlemore. Pre-pandemic, I would cycle to work in North Oxford during the week - my employer does not offer parking, and it's the difference between a 30min cycle or up to 90mins on the bus (on a bad day). At weekends, I would drive to Cowley centre to do my shopping; although only a mile or so, I would never have considered walking or taking my bike, because it was much easier to transport everything home by car. I have arthritis in both hips, and in order to remain pain-free, I need exercise; however, carrying heavy shopping a long distance will leave me in pain for several days. With the pandemic, I lost my daily commute. Consequently, I started walking to Cowley centre when I needed to do the small bits of essential shopping that were permitted, and to get some much-needed exercise. By the time the LTNs were installed, I was already used to walking, and they made it even less convenient to return to driving there. Instead, I bought a shopping trolley in order to transport heavy shopping home more easily. In fact, I became so accustomed to walking everywhere that I started to walk up to Tesco or Lidl - places that I previously felt were too far to walk to, and too difficult to find parking ever to bother driving. The LTNs made the walk considerably more pleasant, and the ANPR camera installation has improved that further - I no longer have a long wait to cross Bartholomew Rd outside the Co-op, and the speed of traffic on the road has decreased significantly. I see far more people walking, as well as small children out on their bikes with parents. I never feel unsafe. With that background, I would like to make two points: 1. Aside from improving our neighbourhood environment, there is a broader impact on climate change that might be considered here. I am not a climate warrior, but I accept - as I'm sure most do - that we are facing a climate crisis within my lifetime, and reducing its effects will require us to make sacrifices beyond simply recycling or turning the thermostat down by a degree. More effective changes, such as using the car less often, will inconvenience us and how we go about our daily lives, until the alternatives we grumpily find (such as getting the bike out) become second nature to us. To me, the point of the LTNs is to make it sufficiently inconvenient to drive that it becomes more attractive to walk or cycle, and for the trials to persist for long enough for that behavioural change to become embedded. I agree with the comments that there are a great many people who do not have an alternative to driving - but for every person who chooses to walk to Cowley centre, instead of sitting in a traffic jam on Between Towns Road, there is more space on the road for the drivers who really need to use their cars. 2. The ANPR cameras are very new. In order to establish whether

We would like to express our support for the LTN projects in Cowley. We feel it would be beneficial to continue for at least the six-month minimum and longer if officers deem necessary. We have recently written to REDACTED with our specific concerns with the traffic in Magdalen Road we are awaiting a reply). We informed him that we have concerns in relation to the safety of cyclists, pedestrians and groups of school children using this road. The main issues are the amount of vehicles using this narrow residential road and the speed and noise of traffic going down the road. We live near a speed bump which many vehicles speed over and literally crash land on the other side and some vehicles approach slowly and then speed away at at least 40 miles an hour. This occurs regularly and daily though out the day and night and wakes us up regularly. We have seen vehicles literally tailgating bikes and overtaking so close we're surprised there has not been an accident and also vehicles driving up the road the wrong way. We are sure that the LTN's initiatives will help reduce this situation in Magdalen Road and also other roads which have the same challenges. We absolutely know that the speed calming in place in Magdalen street is not effective enough and needs to be readdressed. I worked in casualty for many years and have seen the affects that speeding causes to the driver, cyclist and pedestrian and really don't want to see this happening outside my front door.

I understand that Oxfordshire County Council is due to make a decision on the existing Oxford experimental LTNs shortly. I would urge that they should be made permanent, since, on balance, it is clear that the benefits to society, through the dramatic improvement in local environments and public health significantly outweigh the added inconvenience to the relatively few who are adversely affected, and who cannot or will not alter their behaviour in respect of travel arrangements. I have observed the effects of establishment of LTNs elsewhere (in London for example), and have experienced first-hand the huge benefits, well appreciated by residents whose lives were previously blighted by through traffic. I am well aware that the Local Cycling and Walking Infrastructure Plan for Oxford city which has been adopted by Oxfordshire County Council proposes much more widespread introduction of LTNs across the city. The County Council has only just embarked upon this process and it is imperative that momentum is maintained.

Individual Littlemore Support

Individual Support

Individual Support

You may remember we were in contact last year over the Divinity Road LTN. Once again, many thanks for supporting our LTN. We are very much looking forward to seeing it arrive within the next two months, as the council pledged. I understand you have to decide whether to extend the Cowley LTN trial or scrap it. What really matters is the opinion of the people actually living there. Nevertheless, as an interested localish resident, I do urge you to stick with it. We need to give the LTNs time to bed in properly before permanent decisions are made. I also fear that scrapping the Cowley LTNs would create anti-LTN momentum, jeopardizing the LTNs in East Oxford. Having said that, all LTN decisions need to be based on local circumstances. Should you decide the Cowley LTNs do need to be scrapped, I would like your assurance that this will have no impact on the East Oxford trial.

I live in REDACTED, Cowley and am getting in touch to ask you to make the Cowley LTN permanent. None of the changes should be reversed. I would have responded via the consultation, but this closed in November. First of all I wanted to say thanks for extending the LTN trials to East Oxford and also for going ahead with the Quickways across the city. I do understand that the changes are unpopular with many people and these decisions are not easy. The reasons why we need to continue with the Cowley LTNs are: LTNs have made a huge impact on reducing traffic in many roads and making it easier to get around on foot and by bike. There has been a noticeable increase in kids walking and cycling to school across the area - in particular around St Gregs. Previously it was unsafe to allow primary age children to walk to school on their own. Now the camera has been put in in Bartholomew Road, the area around Church Cowley school is noticeably safer. It will take time for the full impact to be seen, and the Cowley scheme should continue to be monitored as other changes take place Quickways, other LTNs). It would be a good idea for the council to publish any monitoring data (e.g. that mentioned on the page below) so that debate and reporting can be better informed: Low traffic neighbourhoods (LTNs) - Oxford, Cowley area | Let's Talk Oxfordshire Re Quickways, it was disappointing that Church Cowley Road and Between Towns Road were left out of the changes going ahead in 2022. These roads are the main access to Cowley, and are currently very poor for pedestrians and cyclists, particularly in peak hours when traffic backs up. I attach a couple of photos from today which show how hard it is for cyclists to pass traffic which is queuing alongside parked cars near junctions. I would ask that the council gives priority to more substantial improvements to these roads, linked to the redevelopment of the Cowley Centre. For example: two-way segregated cycle route for the full length of both roads and the start of Barns Road. cycle & pedestrian crossings at the Barns Road, Rymers Lane/Beauchamp Lane, Florence Park Avenue junctions pedestrian lights at Rose Hill junction

I am a resident living on REDACTED a street within the Temple Cowley LTN. My understanding is that on 24 February, you will be making a decision as to whether to make our LTN schemes permanent, or to extend the trials for six months or to cancel them. I urge you to make them a permanent feature in our neighbourhoods. I have supported the scheme since I first became aware of it as a proposal, but the reality of the implementation has far exceeded my expectations. It has totally, and positively, transformed the Temple Cowley area. The streets have been changed from ones dominated by considerable volumes of through motor traffic, with the accompanying noise, air pollution, driver aggression and risks to pedestrians, cyclists and other road users, to an area of calm, pedestrian and cyclist safety and noticeably cleaner air. I thank and congratulate you and your colleagues for introducing the LTN schemes and am of the view that, together with the introduction of the residents parking scheme, will bring about a radical improvement in the quality of the overall environment in this part of Oxford. And, as an aside, in closing, whilst drafting this note, I am aware of children passing in front of my house on way to the Tyndale and St Christopher schools. They are strolling in the street, playing on scooters, a couple of lads with a football and parents in the vicinity, casually in conversation. It really is a joy.

Individual Temple Cowley Support

I am writing to you to express my support for the LTNs in Cowley and to urge you to make these a permanent feature. I am a resident of Temple Cowley and I walk, cycle or drive in the area every day. Since the introduction of the LTNs the residential streets of Cowley have become both quieter and more pleasant with far less noise and pollution from traffic, but above all they have become much, much safer for cyclists and pedestrians. I regularly cycle in the area with my 11 year old son and we used to find many of the streets around our home were clogged with vehicles using Marsh Rd, Crescent Rd, Temple Rd and Junction Rd as a cut through. These are narrow streets with few places for two vehicles to pass or overtake cyclists safely, whilst most drivers are patient and courteous all too many are not. Often drivers would behave aggressively, sometimes coming dangerously close to us when passing, overtaking or following us. This made me particularly anxious for the safety of my child. With the LTNs in place traffic on residential streets is a fraction of what it used to be before the LTNs (which demonstrates that the majority of the traffic was not local residents but others using the residential streets as shortcuts). We now feel much safer when we are out on our bikes in Cowley and it is good to know that the air we breathe is less polluted. As a car driver I am mildly inconvenienced but this is a small price to pay for safer streets, cleaner air and a quiet neighbourhood; please make the LTNs a permanent feature.

Individual Support

I write concerning the Low Traffic Neighbourhood (LTNs) currently being trialled in Cowley, Oxford. I understand that you are responsible for deciding whether the scheme should be made permanent, trialled further, or cancelled. As a resident of REDACTED at the heart of the LTN, I am a very strong supporter of the scheme. I urge you to make it permanent, or trial it further if you feel that more evidence is required. REDACTED is a residential street, previously blighted by traffic, noise, and drivers routinely ignoring the speed limit. Likewise for many other roads within the scheme. I cycle daily along Rymers Lane, which also used to be heavy with traffic, often speeding, regularly dangerous. This is no longer the case. The roads are much safer for cyclists, pedestrians, and all other road users. I am now able to cycle my 5 year old daughter to school (on Hertford Street) along Rymers Lane, which would not be safe to do without the LTN. My family and I now cycle everywhere locally, thanks in no small part to the reduction in traffic resulting from the LTN. This has been transformative for the area and our lives. I could go on. But my message is hopefully clear. I urge you to continue with the LTNs.

Individual Support

I strongly support the LTNs. While accepting they may cause inconvenience to some, in the short term, I'm firmly of the view that society as a whole, and the environment, which affects us and a great many other species, will benefit from measures that reduce fossil fuel based transport and which encourage walking and cycling. I'm told that when the Waltham Forest area of London trialed LTNs 10 years ago, 55% opposed them but the brave council went ahead. Now less than 1% of WF residents regret the changes, according to my informant. When my late wife and I returned to Britain in 2010, after our careers working for, and mostly living in, developing countries, we decided to try one year without a car and without flying. Within Iffley Village, which has its own community shop, we walked, and to go to Oxford we used our bikes, and buses & trains for further afield. We did not drive or fly again, and she felt and I feel healthier for it. At 79 years old I remain following those practices. Climate change is much more serious than the general public, and Government, seem to realise. The prospects for avoiding catastrophe from this and a range of other dangerous threats, including many forms of pollution in the seas, on land, and in the air, seem to be deteriorating, not improving. If we have any sense of responsibility for our children and grandchildren we need to radically change our life style and in particular greatly reduce any practices that consume fossil fuels.



I am a resident in Florence Park, work full time out of my home and do not own a car. I have 2 children at primary school and rely mainly on buses, our bikes and bike trailer to get us around. Before the LTNs were introduced I did not feel safe using Rymers Lane as you were constantly faced with people driving cars racing between the chicanes, I ended up cycling my child in a bike seat to nursery along Iffley Road in rush hour traffic every day to avoid it which always seemed crazy. We usually had a long wait to cross Cornwallis Rd and I would not allow my children to cycle to the park with me on that road. I remember when my son was a toddler he liked to sit on the gate and look at the cars and name their colour, it was a fairly constant stream with many going much faster than 20 mph. That game now would be a bit less fun as there are far fewer cars rushing by. We can now cross the road more easily, and I have allowed my children to get some experience of cycling with supervision on the roads within the LTN. My mum is on medication which means she cannot drive. She cannot walk very quickly. Now she can walk and cross roads more safely with reduced traffic flows. There were groups my children were interested in at Oxford academy, but I did not feel safe taking them there in the bike trailer as the route through Littlemore was too intimidating. Since the LTN has been brought in we have been able to get there with much less traffic to battle through with the bike trailer, even though I am slow going up Beauchamp lane while pulling a child I am not in constant fear of road rage from people in cars angry at the delay. I do not wish to dismiss the voices of those who feel they have been negatively affected. However, I have been surprised by some of the comments. I remember getting off the bus on Holloway in bad traffic pre-lockdown while wearing a toddler and walking along there and beating the bus down the road. I remember seeing traffic backing up along the road between the swan and the police station making it difficult to cross the road to get to the library for years. I hope that many of us can continue to have some protection from people in cars in these areas. My short little ride through the Florence Park area was one of the scariest parts of my ride, now its one of the nicest.

Individual Florence Park Support

Our household is absolutely in favour of keeping all the Cowley LTNs, especially the one in REDACTED where we live - it has made such a difference and an improvement to our area. We are very concerned that it has been removed before the official consultation date.

Individual Temple Road Support

I would like to express my strong support for the LTN scheme, in particular given the impact it has had on Church Hill Road where I live (at 28) and Beauchamp Lane. The quality of life has been transformed by stopping the roads being used as a rat run. Similarly, when I walk down Rymers Lane and Cricket Road. I look forward to the scheme becoming permanent.

Individual Beauchamp Lane Support

I should be very unhappy to see the LTN which covers my road (REDACTED) being scrapped on 24th February. Over the last 12 months, the number of cyclists passing my front window has increased markedly. Indeed children of perhaps 3 to 6 years old have been learning to cycle on the pavements outside, without their parents needing to supervise them continually. I am able to call hello to a passer by on the other side of the road, and be heard, which is a definite improvement. Some users of mobility scooters have felt able to use the roadway, which means they do not constitute a hazard for pedestrians on the pavements. These changes have made these local roads a much more relaxing, benign, and healthy environment to live in. However, if the LTN is fated to disappear, I should like to make some further suggestions. 1-As Crowell Road will become the main road between the John Allen Centre and Littlemore again, it would be a great help to pedestrians to have a crossing installed at or near The Co-op store on Crowell Road. 2-Similarly, as Bartholomew Road will return to being the main road between the John Allen Centre and Black Bird Leys a pedestrian crossing there, at or near Church Cowley St. James School, would be of very great benefit for local adults and children. 3-On The Grates itself, we would benefit greatly from measures to keep cars and delivery vans to the speed limit of 20mph. These could be more prominent 20mph signs on lamp posts, 20mph painted on the road surface, or speed bumps. Now and again I have seen car drivers reach what must have been 40mph at the mid point of The Grates. 4-Beauchamp Lane be made into a one way street, preferably allowing cars to go up the lane only, with an accompanying cycle lane. Thank you for reading this.

Individual Support

Individual		Support	<p>I have a couple of thoughts regarding the LTNs. It may be too late as I know the decision is being made soon, but thought it worth sending them in. Firstly, I feel that the consultation period regarding the Cowley LTNs should be extended for a further 6 months from when the bus gate cameras were up and running. This was nearly a year after the LTNs were installed so properly measured opinions cannot really be made if the system has only just been fully installed. Secondly, regarding any further LTNs you may be proposing, the flower planters - though a nice idea - do not really work. Any plants that we attempt to plant to make them look nice for everyone are uprooted and destroyed. They therefore look really awful as they are either empty or full of rubbish and weeds. If there are cheaper options - bollards maybe - then they may look better than the planters.</p>
Individual	Crescent Road	Support	<p>The LTN has made a great deal of difference to the quality of life for those living in REDACTED. Safer, quieter all round now a pleasant road to live in. When it was a rat run it could be noisy, dangerous and with many heated disputes. I would ask you to take a look at the survey in December 2021 and compare it with the survey in December 2022 very carefully in deed, that are at such a variance as to be questionable. Some of my neighbours have taken a deeper look and some of their findings are: The first 400 responses are fairly well spread out, with object and support happening relatively interchangeably. The longest chains seem to be around 11 of the same answers, object, which is unlikely but could to happen from a random sample. But from row 616 you get the first big string of object, which is 17 objects one support and four additional object, so 'almost' 21 object in a row. Again on line 680 you get 22 object in a row. A row of 22 object should happen about 1/6000th of the time but it happens fairly regularly at the end of the spreadsheet. The Oxford Mail- another 'local' petition which was circulated publically on twitter all around the national anti-LTN groups. general results against the LTNs count votes from anyone, including those who don't live in Oxford. The residents are being drowned out by national lobby groups once the petition was shared nationally. If you do not take a close and critical look at the survey then you should be.</p>
Individual	Maidcroft Road	Support	<p>I am emailing to express my support for the LTNs - they have transformed a dangerous junction (Rymers lane and Littlehay) where there were previously many serious accidents not solved by the works to address, making it much safer to cross and to access the park and travel to school, especially for children and young people - It's hard to get round Florence park using a wheelchair, with narrow uneven pavements and I've seen neighbours now getting to use the roads much more safely - I've seen lots more children cycling with their caregivers, now it is safer to - I've stopped driving to the local shops and walk instead, as it takes me twice as long to drive now, it eases behaviour change- it's stopped cars chasing loudly through the streets at high speed in the middle of the night, which used to disrupt our sleep - It's created a much friendlier atmosphere day to day, with neighbours able to chat more easily in the streets - It feels like it's connected Cowley better as a neighbourhood and place to live, as it is much nicer to travel through on foot/bike I know some have found it inconvenient, especially trades people. I can't speak for them but do think that on balance it's positives far outweigh its drawbacks and every house remains fully accessible to cars even if it does add some journey time. I know the main roads too are often busy, though they always have been and it's better than cars tearing through neighbourhoods and definitely encourages me to use my car less overall. Investment in the new main cycle routes will make a huge difference to safer travel here too.</p>
Individual		Support	<p>I am writing to say how the introduction of the traffic filters have had such a positive effect on our neighbourhood and REDACTED in particular. I am a pedestrian, cyclist and a car driver. I am wholly in favour and fully in support of the traffic calming measures continuing beyond the trial period.</p>
Individual		Support	<p>I hope you don't mind me getting in touch. As a relatively recent Cowley resident (we moved all the way from Percy Street just a few months ago) I wanted to voice my strong support for the low traffic neighbourhood scheme. As someone who lives and works in the area, and who cycles her 4-year-old to nursery every day from REDACTED, I cannot overstate how much they have transformed my daily commute, the quality of the air and how safe my son and I feel in the area (especially when crossing Cricket Road and cycling, well, anywhere). It is wonderful for him to be able to play out, to use his scooter, walk to the park and learn to ride a bike without the constant blue haze of car exhausts, the risk of cars speeding through residential areas and the choking traffic right outside our houses. Cities are for people not for cars. It's sometimes easy to forget this but it is essential, in order to build a healthier future, that we put pedestrians, cyclists, community and clear air at centre of our policy decisions. My postcode is OX4 2PQ and I am very happy to have my comments put on record.</p>

Individual	Knolles Road	Support	<p>I wish to express my support for the current LTNs. I live in a pre existing one, REDACTED, and frequently use the other roads around, on foot, by car if necessary, and by bike. I feel we absolutely have to continue with them so there is enough time for people to make behavioural changes to avoid car use. Schools should be a focus for change, with employers also encouraged to help their staff not drive in. We have to reduce car use by any and every means. I appreciate there are possible difficulties for small businesses who may fear losing customers. I think any changes to traffic overall , eg quick ways, need to allow for some short term parking. And maybe some more exemptions/ special cases. I used to work for the NHS and whilst I often cycled to work and on home visits, sometimes it was just not possible and the car was needed. But , for example more pool cars at businesses would help people not have to drive to work. I think that the opposition to the LTNs is reactionary and unhelpful. We have to try things properly and give time for change to take place. I have not joined the debate on Next Door etc as I felt I would probably be trolled. Please keep them in place but work on the 'carrot' factors, as I think people feel a big stick has been used.</p> <p>I used to live on REDACTED in Florence Park and have recently moved to REDACTED, Cowley. I regularly cycle and walk all around Cowley with my four children: to school at Larkrise Primary, to football on Donnington Recreation Ground, to drama at the Pegasus, to ballet class at SS Mary &amp; John School, to Scouts on Ridgefield Road, to Cowley Library, to our local parks and to visit friends nearby. All those many, many, small, daily journeys have been made so much safer and more pleasant by the Cowley LTNs. Having the smaller, residential roads limited to those who actually live there, and removing the rat runs makes a huge difference. Thank you for running the LTN pilot and I hope that you will continue the LTNs once the pilot is over.</p>
Individual	Kenilworth Avenue	Support	<p>I am writing to express my support for local schemes to try to reduce traffic in and around Oxford. I feel they need to be accompanied by incentives such as free bus travel or grants towards cycle purchase.</p>
Individual	Florence Park	Support	<p>I am writing to show support for the LTNs: please do not listen to the noisy minority who feel they are inconvenienced by them and remove them. Although I live in North Oxford I use those roads and feel much safer where there are LTNs in place. I am hoping they will be introduced in many more parts of the city so that people on foot and on bikes feel safer everywhere they go. We need to do a modal shift in the way we move about: instead of driving for work and cycling/walking just for pleasure, we need to walk/cycle/use public transport for most activities and just use the car when we have to visit Granny in rural Herefordshire or whatever. I don't think there has been enough work done on creating this shift in such a way that people appreciate how important this is for the bigger picture (climate change, air pollution etc.): for instance, the LTNs should have come in with bus gates in place immediately – I hope these initial errors are also dealt with. We live in a world-class city which at the moment is choked with traffic and fumes. Please give us our city back.</p>
Individual	Westbury Crescent	Support	<p>I am a resident of REDACTED north side and am writing to say I am overall in support of retaining the LTN in our area. Some of the journeys I make are somewhat longer but I feel this is outweighed by the reduction of traffic flow through my street as well as the improvement in air quality. We still have speeding vehicles - mainly cars and motorbikes - but fewer than before the LTN was created. Both sides of the Crescent need traffic calming measures of some sort. We asked for this on several occasions over the 18 years I have lived here, but to no avail. Before the LTNs and especially after satnav started directing everyone down our road (to save less than a hundred yards and one set of lights) the volume of traffic was off the scale, as you may know. No need to reply to this email.</p>
Individual	Lytton Road	Support	<p>I would like to register my support for the continuation of the Florence Park LTN scheme.</p>
Individual		Support	<p>I'm writing to express my strong support for the Cowley LTNs and to urge you to support making them permanent. If congestion, pollution, car proliferation, and climate change are to be tackled effectively, they are an absolutely necessary step. Additionally, I'd like to express approval for the imminent St Mary's area LTN trial. Thank you for you time and effort on this.</p>

Individual		Support	<p>At the last county council elections in May 2019, for the first time in my life I did not vote Conservative but Liberal Democrat; I did this because of the record of the then highways management councillor Yvonne Constance in the opening of Walton Street and her refusal to trial the bus gates. So now, with my full support for active travel and the reduction in motor vehicle journeys in Oxford, I fully support the extension of the Cowley LTN trials for their full 6 month period if not more. Further, I would like to see Connecting Oxford move forward as soon as possible; now you have the ability to use ANPR cameras you should not hesitate to install bus gates as soon as possible.</p>
Individual		Support	<p>I am the CEO of the REDACTED next to Templar's Square shopping centre. We have over 150 c&amp;yp visit our two venues every week, and hundreds of elderly people, families, and individuals visiting for events like today's community lunch. We fully support the LTN's in making our community safer, friendlier, and more environmentally conscious, all things that our community have said are their top priorities in our community consultation following the pandemic last year. Please extend the LTN scheme.</p>
Individual	Temple Road	Support	<p>I am aware that you will soon be making a decision as to whether to keep the LTN structure in place, in East Oxford. I live in REDACTED and we cycle into central Oxford (for work and school) each day. It makes such a difference to be able to turn into REDACTED without a fast taxi taking a quick route through our neighbourhood. Having the LTNs in place allows us to travel to work/school more safely. And living in the LTN area is much safer to step out into our street. Before the LTNs, there were so many fast taxis, transit vans and commuters taking a quick route through our area and it was so dangerous. As a Temple Cowley resident, I see the LTNs in our area as being a really important step in Oxford becoming more bike-friendly, better environmentally and a better community. With the introduction of the LTNs, we actually see people walking down Temple Road! Most importantly, children being walked to the local primary schools! So this is a sincere request to keep the LTNs in our area - especially the ones on Temple Road, Crescent Road, Junction Road and Salegate Lane. They are making such a difference. And how can we go backwards, now that Oxford has made this important step forwards!! My only worry is the aggression of the people who are against LTNs. I hope sincerely that their angry voices won't overshadow those of us who find LTNs so beneficial.</p>
Individual	Howard Street	Support	<p>I'm writing to express my strong support for the current LTN trials, and hope that they will continue for the full length of the trial period. I know there is a lot of opposition, but it does seem to me that we have got to address urgently the problem of the number of cars and amount of traffic through the area. Ideally people would understand the vital importance of this, rather than just see it as an infringement of their rights. I do really appreciate the work you are all doing to improve the local environment and road use, and urge you to continue with the LTN programme.</p>
Individual	Cornwallis Road	Support	<p>I am writing in support of the Florence Park LTNs and surrounding LTNs. I live on REDACTED with my family, which includes 2 small children. The neighbourhood feels so much safer without cars constantly whizzing past - I was always astonished and terrified at the speed they'd be going at. I'm much happier having my daughter cycle around now, and the air also feels a lot better, not the awful petrol/diesel smell constantly in the air. We're very hopeful they will be made permanent. I recognise that not everyone is in favour, and that improvements could be made (such as blue badge access, etc) but I also believe that we need to start somewhere with improving liveability and transport and reducing our footprint, and there's no solution that won't have detractors. I hope that the council can continue to improve traffic around the edges of the LTNs so that eventually everyone can see the benefits.</p>
Individual	The Slade	Support	<p>Please keep the Cowley LTNs! My family and I hugely appreciate the difference this has made to our lives. We are now much more likely to travel by bike or on foot, as it's a hassle to go the long way round in the car. It's also lovely feeling that our children are safer, both from the heavy traffic that used to use the roads, and from all the exhaust fumes. These roads were never made to carry heavy traffic and now is the time to act to improve the traffic and pollution problems in Oxford. We support the LTNs 100% and would love to see more of them.</p>

I would like to say how the LTN on Church Hill Road has transformed the lives of my household and so many here. The benefits in terms of connection with neighbours; safety to walk in the area; reduced pollution and noise are incredible. I know some areas have had problems because of LTNs – notably Littlemore – but problems seem to be a result of a lack of public transport and infrastructure planning in the outlying areas and that failing should not be used as an excuse for discarding the real benefits of LTNs to the social and psychological health of communities that LTNs do bring. There is a vociferous group who demand the freedom to run us over and poison us with fumes as they race down our residential streets but they highlight the insanity of our rapidly imploding consumer society with its relentless destruction of the environment. Things have to change to protect people and nature. This is one small step in the right direction. Please don't lose your moral integrity to appease a noisy minority. Where people have a genuine practical concern – for example for access to shops, access for medical services etc – invest in keys for LTNs for those that need emergency access and in public transport for those who need it. Improve the system but please don't bottle out of this positive thing that you have started.

I'm writing to register my support for the Cowley LTN's. Since their introduction around a year ago it has made me think about the way I use my car, I would often drive short distances of less than a mile without even thinking about it. Now I prefer to cycle or walk such distances. I live in REDACTED and would often drive to Sainsburys and Templars Shopping Park, something I find hard to believe now. The cycle route down Cricket Road towards the city is much safer without cars using this route to avoid traffic on Cowley Road. The frequency and speed of cars racing down Cornwallis and Littlehay Road to save a couple of seconds was frightening at times. Littlehay Road especially isn't equipped to handle the level of traffic using it before and nobody ever observed the 20mph speed limit. As I've said I own and use a car but understand that it needs to be used less and others need to use theirs less. The LTN's are a start but more needs to be done not less.

I for one support the LTNs in principle, but think that they have been badly implemented. Is there a possible alternative? Is there any way of "modifying" the scheme at this stage? It seems that we are being offered what we have now, or nothing at all. I like the reduction of traffic in Florence Park, where I live, but I can see that the restrictions in Church Cowley must be bloody frustrating for those forced to go a long way round to get to the shops etc. Closing the Littlemore Road, for example, seems excessive. The camera controlled "bus gates" are fine by me, I don't see them as a form of totalitarian oppression as David Henwood does, but perhaps they could be open to residents as well as taxis and emergency services. Crikey, I'd be prepared to *pay* for a "resident's permit" to use them. In fact why not have camera controls at more of the filters, particularly the Littlemore Road one, and make them all passable by Residents? It is the fact that people who live here are being cut off from shops and services that rankles the most. I thought the LTNs were for the benefit of local people not to frustrate them. What we need to stop are the outsiders who are simply using the estates as cut throughs and "rat runs" to avoid the lights. The fact that the scheme was begun by just putting some planters in the road, not backed up by cameras, meant that many people just ignored the bus gates. I do hope that notices and fines are being issued now, because there are still plenty of offenders in Cornwallis Road. It seems to me that no consideration of the change in traffic patterns caused by the scheme was made, and the timings of the lights on Church Cowley Road doesn't seem to have been changed to suit the new amount of traffic which now has to turn right from Rose Hill. One more thing, I said "taxis and emergency services", but someone told me that the Police, Fire and Ambulance *do not* have access through the bus gates. Surely that cannot be true? And disabled drivers, Blue Badge holders, they must be allowed special consideration. I hope my comments are of some use to you in deciding the future policy.

Individual Church Hill Road Support

Individual Littlehay Road Support

Individual Cornwallis Road Support

This is a brief note to underline my support for LTNs both in Temple Cowley/Church Cowley/Florence Park (as already in place and in trial) and the new LTNs coming into place in East Oxford thanks to Liz Leffman's wise recent decision. I'll outline a few reasons I support the LTNs, as someone who walks, drives and cycles around our City regularly: 1. Cycling is clearly much safer on filtered roads as close passes become much rarer and there is room to use the decent bit of the road rather than cycling on the edge where there are often potholes. It's also easier to stay out of the car door opening zones if the road is quieter. 2. Air quality is noticeably better in the LTNs and the lack of traffic noise is also a considerable benefit for those living in them. 3. LTNs are not new. There are many examples but can you imagine the outcry if anyone proposed removing the traffic filter on Bateman Street in Headington, for example? 4. I find cycling and driving through the border roads of the LTNs to be much safer and less stressful now as there is so much less traffic turning into and turning out of the roads in the LTNs so there is far less potential for conflict and collisions, some of which can be life-changing for pedestrians and cyclists. 5. I think keeping vehicular traffic to roads with proper safety measures (pedestrian crossings etc) and control measures (traffic signals etc.) actually makes the traffic flow better than when there is a lot of interaction with traffic from and to unclassified and thus uncontrolled roads. 6. It is a shame that in the short term, there is more perceived traffic on border streets and that it is perceived as negatively affecting public transport. I am very clear, however, that these effects (even if they are real rather than just perceived) are a direct result of people refusing to stop using their private vehicles when they have absolutely no good reason to continue using them. 7. There will always be those who do need to drive or be driven (some mobility impaired, some medical staff and some tradespeople) and I have no objection to them continuing to do so. It needs to be pointed out clearly that LTNs are there to drive (see what I did there?) behaviour in those that CAN change, not make life difficult for those who CAN'T and it's wrong to blame the LTNs for the latter when it's actually all about the intransigence of the former. 8. Tim you spoke extremely well on BBC Radio Oxford last week about consultation not being community veto so I don't need to reiterate that the current County Council administration has a big majority and thus a strong mandate to make changes that will never please everyone but are vital if we are to take the climate emergency seriously.

Individual

I am a resident of Cowley with the LTN trial area of Florence Park, and I am writing to you today to declare my full support for the LTNs. I ask you to do the same and either make them permanent or at least extend the trial period when it comes to your decision on their future. I live on the corner of REDACTED and REDACTED at REDACTED so am directly impacted by the planter road closure on Rymers Lane and on Clive road. I have lived here for almost eight years, so feel that I have reasonable experience of life before and after the LTNs. I work outside the city in North Oxfordshire, so have to factor in my travel to and from work. For me, the experiences have been only positive: -For short journeys in Cowley where before I might have driven, the LTNs have incentivised me to cycle or walk instead. I found it amazing the effect that the little push of the LTN got me not using my car. -I have found to my delight that Rymers lane is now relatively clear of traffic, where before it was often jammed full of cars driving from Church Cowley road to St Gregory the Great School in the mornings. The road being clear has made me feel much safer cycling to work, so I now cycle more often rather than driving. This has led to less traffic and less pollution on the arterial roads of the city. -The whole of Florence Park has reduced traffic, making our roads quieter and safer for children and adults. -On the days I do drive to and from work, I have not detected any increase in traffic in the arterial roads from before the LTNs. I usually leave at around 8:30 and return around 18:00. -Before the LTN, my evenings were punctuated by the loud engines of cars zooming down Rymers lane from Church Cowley road, using it as a cut-through to bypass the traffic light junction between the Church Cowley and Cowley/Oxford roads. These cars often went far faster than the speed limit, bringing danger, sound and chemical pollution to the area. Now these vehicles do not come through or are scooters instead, so the road is so much more pleasant and I sleep better too. -I have not counted, but I believe there to be more children walking and cycling to St Gregory the Great School and Larkrise Primary School which is better for their health and learning than being driven. -I do not have children, but if I did I would feel much happier about them in Oxford as a whole if the LTNs are made permanent. -I am better incentivised to visit local businesses rather than drive. I have read online about others complaining about the LTNs, but I have seen no evidence for their complaints. They may just be scared of change. In my experience behavioral change to reduce car use for the sake of the city and the planet has to start with a little push, and these LTNs are a great start. Please do support the LTNs. You have an amazing opportunity and will be doing a great thing for all of us.

Individual

Support

No need to reply as I know you've got a full inbox, but please take note that my family and many others in Littlemore are really enjoying the benefits of the Church Cowley LTN. Living on REDACTED we have seen a drastic improvement. To summarise: There used to be heavy traffic on this road, including regular HGV delivery vehicles heading to the Cowley Centre, and lots of cars coming off of the Ring Road, cutting through to Barns Road. It is peaceful now and I am able to cycle my youngest child on the road to her school which is in the Florence Park LTN. My 11yr old is able to cycle independently to his secondary school on REDACTED (unthinkable without the LTNs). Crossing the road, especially near the Littlemore Coop has become much safer (and this road needs to be crossed by lots of children going to Church Cowley Primary). Personally, I have switched to walking and cycling for all my local journeys. I need my car for work as I commute to Berkshire, but I have experienced no delays in exiting the LTN on Newman Road, even at peak times. As I drive past the Oxford Rd exit, that usually looks reasonably clear too. When you consider the results of the initial consultation, please take into account a few things: Children are not represented in the consultation but they live here too. Business may well be concerned about their future, but ALL business have to adapt to the climate crisis and change the way they operate. I have visited other LTNs in London and seen many local businesses absolutely thriving because of the increased footfall created by the LTN. Some changes we need to make are not necessarily popular with everyone, but we have to make them anyway because reducing air pollution and reducing traffic is of the highest priority right now. If I could ask you to take one action, it would be to reach out to the parts of Littlemore which are not in the LTN and do whatever you can to support active travel for them too.

Individual Littlemore Support

As a resident "just north" of the Cowley LTN, I am surprised, yet pleased, of the impact of the Cowley LTN. Anecdotally, I find fewer cars on certain residential streets as I move through Cowley. As a cyclist, pedestrian and even as a driver, I welcome this. Yes, I've had to rethink my car trips in and around Cowley, but this has often resulted in me opting for my bike because I feel the trip will be safer (fewer cars) and more pleasant (being able to zip through the modal filters). I live just off Howard Street and I can see the decrease in cars on Cricket road only as a positive thing. Again, I feel I have observed more bicycles on Cricket road as either 1) cyclists feel this is a safer route or 2) drivers are turning to their bikes for ease of passage over those short trips which we all often make. All in all I feel the LTN has made fantastic change to the density of traffic in the zone between Howard Street and Between Towns Road. And, given Florence park is nestled in this area, I believe this is an overwhelmingly positive result. I heartily look forward to the next phase of LTNs in Oxford and the resulting change to traffic and attitudes in these areas. Please mark this e-mail as a letter of overwhelming support for the Cowley LTN, and I hope that it is here to stay.

Individual Silver Road Support

We do support the LTNs, and have had a very positive experience with them. But I wanted to say that I, personally, would prefer that you didn't make this decision based on whichever interest group shouted loudest, but instead based on real-life data and sound city planning. If the data that you have collected demonstrate that the LTNs have (or will) achieved their aims and improved the life of Cowley residents, I hope you vote to keep them. If the evidence points towards the LTNs not achieving their aims, I hope you remove them and try a different approach. We elected you (Charlie directly and the council indirectly through his vote) because we believe that you will make good decisions for Cowley, for Oxfordshire and for the people who live here. I hope you keep these principles in mind, not just the day-to-day shouting from all quarters that I know you are constantly subject to. Anyway, I realize the above sounds a bit patronising, and I'm sorry for that. But I just wanted to make it clear that there are some voters who care more that decisions are made based on a sound evidence-based process than what the specific decisions are.

Individual Support

Individual	Marshall Road	Support	<p>I'm writing to you to voice my support for the LTNs that are currently being trialled in the East Oxford area. I live on REDACTED so I am outside of an LTN zone but myself and my family have certainly seen benefits. I have two boys aged 12 and 15, they are now able to cycle much more safely to their school at REDACTED through the Temple Cowley LTN zone. Previously I would not have let them cycle when it is dark during the winter months. They are also able to cycle across to see friends in Florence Park through the LTNs. I am a football coach and I train my team at REDACTED. Previously I would have driven to training in the evenings as I take several of the team but now we are all able to cycle safely through the LTNs, so this means that we are using our car less. Within the LTN zones themselves the air is cleaner and people are more willing to socialise out in the street than before the LTNs. Oxford is a city that cannot accommodate current levels of traffic, so it is imperative that the overall number of car journeys are reduced. The LTNs are part of that process but there needs to be much more that goes with that in order for them to be accepted more widely. It is crucial that public transport is a viable option, in terms of both journey times and cost. Implementing a bus gate on Hollow Way with ANPR cameras that would allow local residents to still move through the area freely would resolve the big problems currently being seen with traffic on Hollow Way. Rolling out active travel infrastructure such as the Quickways scheme will also help shift transport uses away from cars and into more sustainable modes of transport. Many thanks for considering this important issue. It would be such a shame if a progressive and positive step such as the LTNs were cancelled due to short term opposition. They LTNs along with other schemes such as Connecting Oxford and Quickways, have the capacity to make Oxford a much healthier and happier place to live.</p>
Individual		Support	<p>I write in support of keeping the LTNs. As someone who has done a DEFRA funded air quality research study in Oxford, focussing especially around schools, I can say that we need to protect the health of the population in general, and the most at risk in particular. Our economy will get increasing worse if we continue "business as usual" with personal vehicles coming into Oxford, not only with the increased noise and pollution, but congestion, especially given the housing developments taking place all around Oxford, such as Barton, Land North of Bayswater Brook, Water Eaton, North Oxford, South Kidlington, Northern Gateway, Grenoble Road etc. I know that there have been some very vocal people who are concerned about the loss of their "rights" and the small inconveniences they face and in the short term things may indeed not reach perfection immediately. LTNs need to lead to a reduction on traffic and modal shift, not just the re-routing of traffic. Of course it will take some time for those behaviours to change. We need to make a better Oxford for the future and for all / the majority, not for those who want to drive. All the evidence shows that cities in Holland and Belgium faced similar objections when they first tried to reduce vehicle traffic in their cities in favour of active travel and public transport. However, they would not revert now to how it was before.</p>
Individual		Support	<p>I would strongly advocate that you give the trials at least another six months or, preferably make them permanent. Much of the vociferous opposition to the LTNs appears to be based on a misconception. The installation of the LTNs coincided with the lifting of lock down. Drivers had, in the meantime forgotten how heavy traffic always was on roads such as Hollow Way and Cowley road, both of which I cycle along frequently. Hence the perception that the LTNs had increased traffic on these arterial roads whereas most if not all of the increase was due to lifting lock down plus an understandable reluctance to use public transport. This has led to low levels of bus passengers in a city which has always had very high bus use thus increasing traffic yet more. Additionally, in favour of extending the trials for a further six months is the fact that the APNR cameras have only just gone in. Bus gates without enforcement invalidates the initial trial and makes an argument in favour of an additional six months trial. Personally I have enjoyed cycling through peaceful, safe traffic calmed roads in the LTNs and would welcome them being made permanent. However, If you feel unable to support such a decision I would argue for the additional six month at the least. I would be very disappointed if you were to discontinue the LTNs and loose all the progress that has been made in creating safe and pleasant neighborhoods.</p>
Individual		Support	<p>Please make these permanent as the area of Florence Park has definitely been quieter and accessible to non car users.</p>



Individual	Temple Cowley	Support	<p>I work at REDACTED, in Temple Cowley and frequently cycle through Florence Park, Church Cowley and Temple Cowley area. I would really like you to keep the LTN scheme as it has made cycling so much nicer and the streets so much more alive with people and quieter of cars. I know there is strong opposition to the scheme but we know from decade of research that the easier driving is the more frequently people do it, and we just have to make it less convenient, because what is the alternative - cramming more and more cars and wider roads forever? I hope you decide to keep them for protecting the health of the children in the schools around, as part of Oxfordshire's commitment to net zero and because changing the culture around cars and active travel requires all these small, brave steps by people like you, all together, around the country.</p>
Individual		Support	<p>I write in support of the LTN's for a number of reasons. My husband and I live in Florence Park. I can now cross the street where I live safely . My husband is back cycling as so much safer than it had become. Local cars go so much slower and respect those that live on the streets. Before cars would just speed pass using the estate as a cut through with total disregard for people. Seeing the children walk to school is a joy so much better for their health and socially they talk in groups as they walk along and I'm sure have got to know each other much better. Before the LTN's the school run was a route to drop of children as quickly as possible just stopping in the middle of the Road car doors opening and children jumping out accidents waiting to happen. The difference in the car noise and air quality is unbelievable . Florence Park is being used much more. Safer to walk to and for those using a car there is a car park. Yes we do have a car and yes using it does take longer to get around when we have to but we plan that into our journey time. Unfortunately people are so in a rush to get from A to B and this means more to them then peoples safety and quality of life.</p>
Individual	Mayfair Road	Support	<p>I am writing to ask you to make the Cowley LTNs permanent, for the sake of our environment and our children's safety. More improvements are needed, as I still don't feel safe allowing my 10 year old to cycle in our neighbourhood naccompanied, but certainly traffic has calmed as a result of the existing LTNs. Anything else you can do to support safety and environmental repair is vital to the lives of Oxford residents.</p>
Individual		Support	<p>I am fully in support of LTNs, thanks for being instrumental in putting them in place. My daughter lives on REDACTED and has a small baby, their lives are so much safer, quieter and cleaner now that the cut through to Hollow Way has been blocked. I cycle through Florence Park to visit them from our home in REDACTED the crossing between Cornwallis Rd and Rymer's Lane which was a real hazard is now much better. I hope with time people with doubts will be reassured that LTNs are a positive move. We have accepted so many other filters in the city eg. Freeland Rd, Clive Rd locally, Queens St, Cornmarket, High St in the city centre.</p>
Individual		Support	<p>I'm just writing a quick note as a resident of Cowley (REDACTED) to say that I fully support the LTNs that have been in place and would love for them to continue as it greatly improves quality of life where I live. Though I do hope this can be supplemented with additional support for bus services in the near future, I very much hope they stay. I understand they are divisive and I imagine you will receive a lot of backlash also, so I thought it would be worth voicing that I have had a really positive experience of them (I think people with neutral or positive experiences are less likely to make their voice heard).</p>

I live on REDACTED and I gather that you are due to make a decision regarding the LTNs shortly. I would like to offer some thoughts if that is OK? I have to say, I really don't envy you making this decision as these have been incredibly divisive in the community. Fortunately on REDACTED we are generally united in thinking they are a good thing so there has been little friction in my little community, but I know that is not the case everywhere. The way I see it stacks like this: Advantages: - Unquestionably a reduction in traffic. On Crescent Road there is a noticeable and substantial change in the amount of vehicular traffic and particularly in the type of traffic. Pre-LTN it was not uncommon to have enormous lorries, presumably diverted by their sat navs to cut off the corner, and the street is simply not designed for such traffic - the houses would literally shake and cars on the street were regularly damaged. These have also removed the through traffic and consequently the cars on the street are generally residents or visiting residents, they drive much more slowly and the whole street feels safer. As someone who walks and cycles around the area I would say that this is echoed in all of the areas bound by the LTNs and there is a much nicer feel on the roads. Disadvantages: - unfortunately as this has not been accompanied by a massive uptick in bus service or huge investment in cycle infrastructure it doesn't look like the overall number of cars has decreased and consequently the trunk roads are pretty grim. For those people who live on Oxford Road or Hollow Way I would imagine they would have a rather different take on the LTNs. - The businesses have unquestionably suffered - REDACTED of REDACTED at REDACTED reported a 30-40% reduction in his takings at the start of the LTN. He has been brilliant and has worked with the street to adapt his offering so we all use the shop more so I would imagine he is probably largely OK, but I gather that REDACTED is potentially going to sell up which is an enormous shame. Overall: The LTNs should work - they are a great idea to keep cars away from the residential areas that are not designed for high traffic load, however, at the moment that has just shifted the traffic to a different location rather than reduce the traffic (although perhaps there has been some reduction, I have not obviously done a traffic survey). Selfishly, I love the LTN! If the planter was at the bottom of the hill rather than the top I would love it even more, but that's not really the point! Overall for us in REDACTED I'd say it has probably been a benefit - it is frustrating that you pass the end of REDACTED and are still not home for 10 minutes if you go that way, but in an overall cost/benefit - not having cars zooming along the street is pretty priceless. I would love to see there being further investment in cycling infrastructure, in providing 'cycle confidence' classes and so on over the spring and summer to really encourage people to get on their bikes rather than their cars. Oxford should and could be a much more car free city, even out as far as these areas.

Individual

Support

I am writing in support of the LTNs. I live in REDACTED and they have transformed this road and my life. Previously, we had constant traffic all day and night. A lot of the traffic was speeding and it was dangerous. Now there is less pollution and it is safer and more peaceful. I have not found it difficult to get to places as it just takes a little more thought before making a journey. It has created a better way of living for this whole area. I am very, very happy with the LTNs in this area. There is also more of a community feel about this area. Finally, it has not stopped deliveries. Drivers are just more thoughtful and aware.

Individual

Crescent Road

Support

I am writing to strongly voice my support for the Cowley LTNs, particularly the Temple Cowley and Florence Park filters. I now feel safe walking with my two-year old to her nursery at REDACTED and up Crescent Road for trips to our local library. Before the LTNs, I had many more negative interactions with drivers, people speeding up and down angrily and revving their engines while I was trying to cross the road with a pram. Although the LTN does increase our car journeys it is SO worth any minor inconvenience. We only have one car and very rarely use it (only to leave the city, because rail fares are prohibitively expensive). Thank you for supporting the LTNs and other active transport initiatives. I'd like to live in an Oxford where no one needs a private car and cycling, walking or taking the bus are the safest and easiest option for all users.

Individual

Badger's Walk

Support

I am a Temple Cowley resident and I am writing to you to show my support for the Temple Cowley LTN. It has has a significant positive impact on us living here, especially with a young child as it has made our local roads so much safer and more pleasant for walking and cycling.

Individual

Temple Cowley

Support

I'm emailing to strongly voice my support for the Cowley Low Traffic Neighbourhoods. Since their installation I have noticed my daily walk down Crescent Rd and Marsh Rd with my daughter to her school has become a lot more enjoyable, safer and quiet, also I feel much more comfortable letting my daughter cycle in the area now that traffic has been reduced significantly as a result of the LTNs. I implore you to make them permanent, they've transformed our community for the better and the benefits vastly outweigh the downsides.

Individual

Support

Individual	Support	I feel, that as a general discouragement to the use of cars in urban areas, LTN's are a legitimate measure. It would however, make sense to include cars registered within LTN's dispensation to pass through the ANPR cameras in an effort to reduce congestion and pollution in the journeys to and from the keepers homes. Also, the possibility of rising and falling bollards for blue badge holders and emergency vehicles through the barriers would reduce the impact on the sick and inform.
Individual	Support	I'm writing to you on behalf of my daughter (8) and son (5), who live with me just off REDACTED in East Oxford. Like most kids they just love the freedom to run, scoot, cycle - but they are sad because I usually don't let them. It's heartbreaking, but the number and speed of cars on our neighbouring roads means I've never felt it is safe for them to walk, scoot or cycle safely to their school (REDACTED), playground (Florence Park) or library (Westgate). However, thanks to the LTN by Florence Park they have recently started cycling to the playground, which they absolutely love. As long as we get an LTN protecting Percy Street / Catherine Street / Howard Street they will start walking or cycling to school. And with the Iffley Road Quickway we may even cycle together into town if it feels safe. So I'd just like to thank you for your leadership in improving transport and liveability - and ask you to please, please hold your nerve and deliver and maintain these vital improvements as soon as possible to make travel safe for my kids. Thank you! (I appreciate you get many emails, so I don't expect a detailed reply, I just wanted to put on record my support and gratitude).
Individual	Support	I live off Holloway and having these LTNs has made it much safer for cycling locally. My 12 year old (age 11 when the LTNs were first installed) was not a confident cyclist and I was worried about him cycling on the roads. Since the LTNs were introduced, he cycles safely all around Temple Cowley and Florence Park. I have also stopped making short journeys by car and am cycling more myself, which is good for me and the environment. We live in REDACTED, so not within the LTN area, but very close to it. I do not feel disadvantaged by being on the outskirts of the LTNs. I feel pleased that something is being done to reduce traffic and to start to tackle climate change, which is essential, not a 'nice to have'. I know some people have felt quite negative about the LTNs, but it is so important to reduce traffic (as well as to make safer, greener and more pleasant spaces) that it would be a tragedy not to keep them. Please ensure these are kept but also perceived positively by the currently unconverted, by ensuring buses are kept running / increased and that park and ride options are made cheap and plentiful. I know some bus services have been cut or reduced recently, and there may be plans to reduce/cut others. This seems extremely counterproductive when trying to create a behavioural shift from cars to public transport.
Individual	Support	I would just like to express my full support for the Cowley LTNs. I am very keen for the trial to continue for at least another 6 months. I live in Littlemore and travel by bike very frequently through Cowley so I have experienced the benefits. I feel safer cycling in this area and less stressed because I haven't got cars 'close passing' me and at speed! I am a confident cyclist so I can totally understand why anyone who is less confident would not want to take the risk outside of the LTNs. I am sure that having these LTNs encourage more people to walk, cycle or even scoot these short distances. I am not anti-car. I have a car but I think for the majority of us we don't need to use a car to travel just a mile or 2 up the road. People have got too used to the convenience of the car and it has made a lot of people extremely lazy. If Oxfordshire county council wants to promote active travel i think they would be very wise to keep the LTNS or at least extend the trial so that more people can realise the benefits or feel encouraged to try alternatives to the car. I'm aware that the camera on Bartholomew Rd has only recently been installed and so I think it's only fair to give it another 6 months to observe the effect in this area. I would urge you to give the LTNs a chance!
Individual	Support	I am writing to express my full support for keeping the LTNs in Oxford permanent. I often visit friends inside LTNs and travel through them regularly each week and I've seen the areas become much more quiet and pleasant to travel in, as they should be. as residential streets people should be able to relax and socialise on front of their homes instead of feeling like they're on a highway. We also have an allotment inside one and have never been inconvenienced accessing it by car. I primarily use a bike and am really grateful for the nicer experience I have travelling through LTNs. I dearly hope they will continue as a benefit to our city of Oxford.
Individual	Support	Just to let you know, I am fully in support of the LTN on REDACTED. I live at REDACTED. It is so much quieter and is a delight to cycle along there. It is also lovely to see so many cycling families going along, many to football practice at the end of Cavell Road.

Individual		Support	<p>I live in REDACTED along with my wife, we are both pensioners and would like to express our feeling on the LTNs. The Florence park area has seen a much improved neighbourhood since their introduction which means we can walk safely around and I have started to ride my bike feeling much safer. I am not saying that all of the LTNs are ideal but that does not mean they all should be removed they should be treated individually on the benefits they give and the disruption they cause people. The feelings of local people should come before people in other areas who may feel impacted by slightly longer journeys. Maybe the position of the Clive Road and Littlehay Road could be looked at and moved to the junction off Oxford Road so there is no turning off Oxford Road into Florence Park { this would mean the LTN in Clive Road moving to Havlock Road } the footpath along Oxford Road being continued from Clevedon Road to Edmund Road.</p>
Individual		Support	<p>This message comes to let you know that I am in full support of the LTN scheme in Cowley. I am a resident of REDACTED in Cowley and am particularly concerned about the traffic in Beauchamp Lane. About two years ago I managed to conduct a traffic survey with a professional device recording just car speeds (no images). My findings are summarized in the attached letter to the council and show that traffic in Beauchamp Lane is too fast and too much. Following the letter I had a meeting with Anthony Kirkwood, but not much came out of it. I also spoke with John Sanders, and we tried to persuade the developer of Templars Square to finance speed bumps (according to Anthony it would have cost £50k). Unfortunately they refused to do this. The trial LTNs have massively improved our quality of life by reducing noise from cars in Beauchamp Lane. In addition, it feels much safer now, which is especially important to us as a family with two small children (2 and 4 years old).</p>
Individual	Temple Cowley	Support	<p>I am a resident of Temple Cowley and am writing to show my support for the LTNs in East Oxford. I am 16 years old and cycle daily to school through the roads in question. I believe LTNs will increase safety for cyclists and pedestrians and will reduce pollution in the area, making it more wildlife-friendly and reduce risk of sickness. Furthermore they will promote a community presence and mean parents feel encouraged to have children walk or cycle to school and play with friends in their neighbourhood. In the past months the LTN has been in effect on my road, I have seen residents enjoying the outdoors more and I have felt safer in my own front garden. I hope my view will help influence your decision.</p>
Individual	Beauchamp Lane	Support	<p>Whilst I'm of course very much in favour of the quieter and healthier environment these have generated in the smaller network of streets in Cowley I'd like to add something more specific. The road I live on, REDACTED, has seen a transformation from a dangerous rat-run to one of quiet and safety. I genuinely used to feel concerned for older and less steady people, also young children, walking up and down this road before the LTN's were put in place.</p>
Individual		Support	<p>I understand you will soon take a decision as to whether to make the Cowley LTN schemes permanent, extend the trials for six months, or cancel them. As a resident of Church Cowley Road I must report that there is definitely an increase in traffic, contestation and pollution for us. I welcome the attempts to reduce traffic, and believe that it can be helpfully reduced, but recommend extending the trial with changes to make our road a part of the low traffic area, not the new channel into which much traffic is directed. Please consider changing the scheme so that we collectively can try an alternative and see what happens. We have tried the initial set of restrictions, and now it is time to try an alternative. Please make Church Cowley Road a place we can enjoy walking along (with buses, if necessary), and see if some other roads can handle the car traffic. We own a car but drive it rarely, in general we walk and are of low mobility, so our road is the only one we can walk along. LTNs definitely have a role, please optimise this one before finalising it.</p>
Individual	Staunton Road	Support	<p>I work in Cowley and commute every day from Headington. I had become used to seeing cars and vans rat running in Crescent Road, often with wheels on the pavement to get past vehicles going the other way. Most days, I saw children at risk on the pavement. With the start of Temple Cowley LTN, I was so pleased to see the children and families walking and cycling to school in safety, and I am so keen to see this made permanent. I often cycle through to Littlemore and I have been so disappointed to see vehicles driving through the bus gate on Bartholomew Road. I really feel the trial of the LTN has only just begun and it needs to be extended or made permanent, so that people will start to walk and cycle here in safety. Thank you for all you have done to improve the safety of walking and cycling in Oxford. Please do make the LTNs permanent in Cowley and press ahead with them in East Oxford. I would love to see travel in Headington Quarry freed of rat running too!</p>

Individual		Support	<p>We the undersigned support the trials of three low-traffic neighbourhoods in Cowley. We want these trials to continue for at least their six-month minimum and longer if officers deem necessary. My motivation for supporting the LTNs stems from my experience living on Charles Street, East Oxford. My wife was knocked down by a racing car driving down our street. This happened whilst she was pregnant. Given there is no meaningful measures to enforce the 20mph speed limits and safe driving this seems our best hope to be able to raise a family on safe streets.</p>
Individual		Support	<p>I wanted to let you know that I strongly support the LTNs that have been in place since last March. I live on REDACTED and since their introduction, I have bought a bike the summer and am doing a lot more local journeys now by bike. The plans for cycleways will allow me to cycle even more. I have not noticed any delays when driving locally and it has not added on any time to my commute to work or when coming home. I would be very disappointed if the trials were to end. They are not the only solution to Oxford's traffic problems and need to remain as one part of a much greater strategy which I'm pleased to see the council now beginning to put in place.</p>
Individual		Support	<p>I was disappointed to see that the LTN barrier in Temple Street near St Christopher's School has been vandalised. Not having cycled that way for a few weeks, I was shocked to be confronted with a speeding white van. I hope the barrier will be replaced soon and also that you will decide to make the scheme permanent.</p>
Individual	Crescent Road	Support	<p>We live in REDACTED and so have been enjoying much peace and quiet during the trial period of the LTNs. I would love them to carry on like this, although we do have to calculate more time to get out in the car when that is necessary. I do feel sorry for parents who have to take their children to school by car: I'm sure some could walk but not all if the school is far away, and it's not safe for children to cycle in rush-hour. More buses might help, but the idea of scrapping the bus lanes in favour of bikes seems a bit short-sighted as surely the buses will be delayed in with cars?? But on the whole I hope the LTNs will continue.</p>
Individual		Support	<p>As someone who lives in this area I would like to say that the LTN has improved our area immeasurably. We no longer have speeding cars cutting through our residential streets, it is safer and quieter. I was already a cyclist, but now I feel so much safer cycling. I know there is some opposition but I hope you will not scrap the scheme as it will reduce car use and improve our quality of life.</p>
Individual	Florence Park	Support	<p>I live inside the Florence Park LTN, and our house is close to the edge of the boundary road (Church Cowley/Between Towns Road). We only moved here a bit longer than 2 years ago, and we were really glad to see the LTNs going in. We were surprised by how much traffic there was on our street after we moved in, since it is a residential street, and we did not expect these traffic levels at all. There were actual traffic jams outside our house regularly, and in times where it was quieter, speeding was a real issue. Both these problems have now been addressed with the LTNs. Since the ANPR bus gates went live, this has improved again. The area is much more pleasant to walk in and through. My partner cycles a lot and it gives me peace of mind to see the reduction of traffic making it much safer for her (this is why I also support the Quickways). We can see and hear the boundary road from our house, and I cannot see an increase in traffic since the LTNs were installed, contrary to anecdotal feedback from opponents of the scheme. I am a car driver myself, but since the LTNs were introduced, I have started walking a lot more, and I've come to enjoy it and made walking to destinations in Oxford (e.g. city centre, the Kassam Stadium...) part of my routine. Without the LTNs, this may not have occurred to me, and it wouldn't have been as pleasant and safe to do. I can also see a real increase in people of all ages walking and cycling in the area! I hope you will show leadership on Feb 24 and make the decision to make the LTNs permanent, regardless of the noisy opposition from naysayers.</p>
Individual	Rosehill	Support	<p>I strongly support the LTNs, and urge you to make them permanent later this month. Our family live in Rose Hill, and we travel regularly into the LTNs to shop, visit friends and services. My son also cycles through the LTNs daily to Oxford Spire. He'll be joined by my daughter in the autumn. The difference the LTNs have made to the safety and liveability of the area is remarkable. Please continue this important and courageous work. I look forward also to the extension of the approach to East Oxford, and hope to see soon the inclusion of Headington. I also urge you to focus attention on the Connecting Oxford bus improvements, which will be necessary to complement the LTN approach.</p>
Individual	Hill Top Road	Support	<p>I really appreciate the safer roads which make cycling and walking so much better. Especially cycling to Cowley centre and the Cassandra stadium</p>

Individual	Littlemore	Support	<p>I am a resident in Littlemore and I wanted to let you know that I am a supporter of the LTNs nearer here. They have made walking my daughter to school so much pleasanter. We are able to chat on the journey and are not disrupted by traffic noise. It is safer crossing the road without so many cars and I feel safer walking around. Some of my car journeys are a little longer now but it is well worth it. I would be keen to know if it's possible to put an entry/exit on to Barnes Road from the ring road as I believe that would help the some of the diverted traffic. I urge you to support the LTNs.</p>
Individual	Compass Close	Support	<p>I live in REDACTED within the Cowley L T N. I want to say that our lives have been enhanced greatly by having such reduced traffic driving through our roads It is quieter safer and calmer within the area I think a lot of the opposition and a lot of the Facebook stuff and negative responses sent in to the Consultation has actually been from people living outside the actual LTN who used to use the roads as a through run from eg Littlemore to the Centre and from the Iffley Road and the Ring Road through to Blackbird Leys. I think the traffic in the surrounding roads has settled down and most issues come from things happening on the ring road or knock on effects of things happening down the Cowley Rd etc I think you should give the Bartholemew Rd camera time to bed in and please do not remove the barrier across the Littlemore Rd as this keeps the area from just being a dangerous rat run of traffic. I am sure there are some people who genuinely find it more difficult to get about and I understand that you need to think about them too but the constant barrage of opposition from a few individuals who put up no alternative solutions and who blame everything they perceive to be wrong in the area on the L TNs because their own lives are inconvenienced a bit for the greater good is frustrating and and seems very selfish of them. Please stand up for those who support the LTNs but are not wanting to stand in conflict or confrontation with those loudly attacking the LTNs who are quite aggressive in their protests.</p>
Individual	Bullington Road		<p>This is just to ask you to make the LTNS permanent. These are essential to pedestrians and cyclists like me. We will never reduce pollution &amp; noise in Oxford unless measures such as these are in place.</p>
Individual		Support	<p>When we first got the LTN I was sceptical, I thought it may make a slight improvement at the detriment of getting in and out of Oxford by car. However I am amazed at how much it has eased my getting about not just around by bike but in and out by car. I no longer have huge queues to get onto the iffley road. I don't ever bother with donnington bridge to set but always use the ring road. My covid jab was at the Kassam stadium and I actually could cycle there instead of taking the car. I have found cycling to Waitrose in Botley is easier than driving. i am put off driving over donnington bridge and can't face approaching from Botley. And I started using local businesses more because it's ok to walk there. I also think it's quicker to do longer journeys in Oxford be car, because the simple fact is Junctions cause delays not distance. I don't mind driving further if the junction is quicker to get through. I find I can walk across the streets in Florence park safely to avoid intimidating single women walking which is a polite and respectful thing to do. I have also noticed a lot more disabled people able to use the streets with mobility scooters and a huge increase in kids on/in bikes when it becomes time for the school run. Over the past 10 years satnav has started routing through traffic away from arterial roads. There has been a huge increase in fast, dangerous traffic on old pre mass car ownership streets. Streets which were never designed to take the traffic or amount of parked cars. I also think to back when a driver assault me in Florence park pushing me into the path of an oncoming car because I shouted at him for close passing and squeezing me off the road. There is now a safe cycling route and a quick driving route separate. Much less reason for conflict. All in all these old pre mass car ownership streets are far safer and with fewer junctions quicker to get around by all forms of transport. Long may they continue.</p>
Individual		Support	<p>As a resident of Cowley for more than 30 years I completely support the LTN schemes. They have made our local streets quieter and safer without preventing access for emergency vehicles etc. The LTNs encourage people to use bikes or walk to nearby places, which is much better for their health and the environment than using cars, although it is obviously still possible for people to use their cars if they have to. Some of the boxes look really attractive as they've been planted with wild flowers. It would be great if the LTNs could be a permanent feature of Cowley and we could have trees and benches in the streets as well. It would improve relations in the local community as people could stop and chat to each other. It might be worth trying to prevent motor cycles from zooming between the boxes - maybe a few raised bumps to deter them? Please do everything you can to keep the LTNs in Cowley.</p>

I hear that you are involved in taking the decision to keep the LTNs, and I herewith wanted to write to you to show my unconditional support for the LTNs installed so far. In my view, Oxford still has to become a lot more cycle and pedestrian friendly, and public transportation needs to improve, if we want to prosper in the future, and the low traffic neighbourhoods are just a first step. I would hope the council will consider to extend them to reduce speed to 10 or 15 mph, add CPZs where they are missing at the moment (e.g. in Church Cowley, where I live), to try to keep traffic restricted to residential only. I also do hope that there will be more ambitious plans for a large pedestrian area that stretches also to Cowley Road, which of course can only work if smaller, faster, and more regular buses are put in place to transport people into town. Many years ago, as a young lad, I was building some visualisations and websites for BMW's traffic research institute, back in Bavaria. You may not be aware, but BMW does have a long history of researching traffic improvements, especially with a view on climate change, traffic calming, shopping/park&ride - it may be worth reaching out to their research unit for further input how the rather broken traffic situation in Oxford could be improved with innovative measures. For example, I remember vividly in my birth town the pilot that was looking into "parking behaviour", which unveiled that a lot of drivers would circle from parking to parking (even though the best strategy was to wait on the spot for a parking spot to free) - which led to the installation of city-wide park guidance systems with indication of free spaces available. Or the introduction of mini buses in the pedestrian area every 2mins, running on a circular line, which uplifted the shopping experience in old town considerably. Similar to Oxford, my birth town Regensburg is a Unesco world heritage site for its cultural heritage, struggling with quite similar problems of attractiveness :) Anyways: I hope you will help to permanently install the LTNs, and take matters further so that Oxford has a traffic future, and the pollution and endless queues with lost productivity are a thing of the past at some point!

Individual

Support

As long-time residents of Cowley, we are hoping that the LTNs will become a permanent fixture. The planters at the top of Church Hill Road are the ones which affect us the most and they have turned the street from a busy through-route to a safe quiet area with much cleaner air. We know this is true of the Florence Park LTN also as our walk to the park with our grandson in his buggy is much safer and more pleasant for all of us.

Individual

Support

As a resident of Littlemore (REDACTED) and parent of a children who attended Church Cowley St James, since the introduction of the LTNs, I now feel able to safely cycle and walk my daughter to and from school. The air, feel and enjoyment of the journey are now much improved and outside of the school it is so much safer now, without endless cars racing past the school entrance. I also work in Littlemore and have noticed a positive impact from the LTNs on the ability to cycle safely. I have lived in this area of Oxford for over 10 years now and have never been prouder of living here and or our local councillors when the LTNs were introduced. It was a brave and bold decision but it is that kind of approach that is needed if we are going to make any progress on improving both quality of local environments for walking and cycling, instead of driving. Oxford has also set ambitious and brave promises on becoming carbon neutral and I believe these LTN form an important aspect of that and show that you are taking this issue as seriously as it deserves. I feel it is important to say that as a family we do have a car and I recognise that the LTNs add some inconvenience to some journeys. I do though consider having to drive a slightly longer way round at times well worth it for the benefit of a nicer, calmer, healthier and safer local area to live, work and enjoy free time. I therefore please ask for the LTNs to stay. Please consider not just the current residents but also future generations who will live and breathe the Cowley air.

Individual

Support

Individual Support

Since the Cowley LTNs have been put in, the roads in this area have vastly improved for cycling and walking. Another huge step forward was taken in the last month with the introduction of ANPR at the two bus gates. It seems that many motorists are unable to follow a law unless they will be photographed and fined if they don't. Cornwallis and Bartholomew Roads are now blissfully quiet, and feel safe for children to cycle alone. The LTNs, together with the Larkrise School Streets scheme, have helped huge numbers of children to start walking or cycling to school. This reduces pollution, improves their fitness, and provides some much needed independence. Better than that: it's a virtuous circle. The more children cycle/walk to school rather than being driven, the nicer and safer it gets, which will hopefully encourage even more to take up active travel in the future. I have seen in the press that there were some objections to the scheme in the recent consultation. This is to be expected, and is a good thing. Any scheme which would make a difference must ask people to change their behaviour. People don't like to be made to change what they do, and so you will get some complaints. If there were no complaints, you'd know the scheme wasn't ambitious enough. It's at times like this that we need leadership from our councillors. Please do the right thing for the future of Oxford, keep the Cowley LTNs in place, and continue to look at other ways of reducing the traffic in our city. Under your leadership, things are getting better.

Individual Support

YES YES YES TO LTNs!!! I want to register my full support of the Florence Park LTN, Liveable Cowley, Safer Streets scheme. I have lived in REDACTED for 30 years and it had become unbearable with the amount of traffic cutting through. My house used to shake constantly, and loud car stereos would wake me frequently in the night, making the front of the house unliveable. We had also seen two cars overturned historically, which must have been going an immense speed. The school traffic was fast and furious, and made cycling very unpleasant. Only when the ANPR cameras went in did it really work - although I've seen many cars still going through - I hope the cameras are live. I know taxis are allowed, but I have seen them speeding through on a few occasions - more needs to be done to monitor them. Life is absolutely wonderful now and I have been cycling and walking much more. The air quality has improved and it feels safer and neighbours can speak to each other across the road! PLEASE PLEASE PLEASE MAKE THIS SCHEME PERMANENT!!!!

Individual Support

I am writing to express my strong support for the LTN on our road and urge you to continue your own support. To be fair, although the first part of it (planters) has been in place for months, it has only been fully operational (for whatever reasons of dilatoriness) for a few days with the actual cameras. Even so, the benefits to residents, pedestrians and cyclists with small children have been clear, who now use the road a great deal more. We too, like much louder naysayers, have had some inconvenience but consider it well worth it. Please urge your fellow councillors not to be misled by the usually more voluble minority. No longer do any vehicles roar along our road. It is so much safer for families.

Individual Support

I believe you are required to take a decision whether to make our LTN schemes permanent, extend the trials for six months, or cancel them on the 24th of February. I live on the Florence Park estate and have two children that attend REDACTED School. I am strongly in favour of making the LTN's permanent. We used to suffer from "rat run" drivers taking a shortcut through our estate along Cornwallis road, usually travelling well over the speed limit of 20mph. The bus gate and other LTN measures have made a huge difference to the safety and livability of our estate and I would be very disappointed if they were to be removed. I drive to work most days and have to make a detour to go around the bus gate, but the extra 30 seconds this takes me is well worth paying for the benefits it brings. I sincerely hope you will vote in favour of keeping the LTN's.



Individual		Support	<p>I am writing to express my strong support for making the Cowley LTNs permanent. As a resident of REDACTED, our lives have been improved hugely since the Florence Park LTNs have been installed. We have been able to enjoy our neighbourhood in completely new ways. Before the LTNs were installed, every trip even to Florence Park was accompanied by fear, because cars would go down the Littlehay Road at high speed to cut through to the Iffley Road, which was particularly dangerous at the junction with Maidcroft Road, because of a bend in the road which makes it hard to have clear vision before crossing Littlehay Road. Since the LTNs were installed, the number of cars passing through the estate has greatly reduced, and we're now feeling safe to go on walks with our children (5 and 8 years old). This has had some unexpected positive consequences in terms of community cohesion too: we are now much more likely to stop and chat when running into neighbours and friends, because we can rest assured that the children are safe playing on the pavement. We've gotten to know the community better and feel much more settled and embedded in our neighbourhood now. Moreover, our 5 year old has learned to cycle last summer, and we even dare venture outside of the Florence Park estate for family bike rides now, because the LTNs across Cowley are nicely linked up, so that we only have to navigate very few dangerous crossings and have a much wider area available where it feels safe to cycle with our children. For us adults too, the LTNs have caused just enough inconvenience that we are now far more often choosing to leave the car at home and cycle to wherever we need to go. Apart from the few times we've been caught in the rain (can't really help the British weather!), it has led to rediscovering the joys of zooming about Oxford on our bikes. I want to add, we are not 'radical cycling fanatics' (as LTN supporters have often been portrayed by those opposed to them) - we own two cars and do rely on them to commute to work and to take our children to school outside of Oxford. The LTNs have undoubtedly added some time to our car journeys, but we are happy to accept that in exchange for safer residential streets, fewer cars in the roads in general, and better air quality. Please fight for the LTNs to be made permanent!</p>
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Individual	Outside LTN	Support	<p>I just wanted to write in support of the Cowley LTNs. We have really felt safer cycling with kids through the neighborhood and so appreciate the LTNs. We hope they can also be retained and also expanded throughout Oxford for the sake of clean air as well as a safer planet and of course a safer journey through Oxford.</p>
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Individual	Temple Road	Support	<p>I write in strong support of the Cowley LTN programme. It has made a big difference to the amount of traffic in the street where we live (REDACTED) and has encouraged both my partner and myself, and visiting friends, to use our bikes and cycle locally as well as being more inclined to walk to local shops. It feels a lot safer, quieter and healthier now that the LTNs are in place in our local area, and we are very much in favour of having them as permanent installations.</p>
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Individual		Support	<p>I would like to comment on the effect LTNs have had in my area. We live at REDACTED which is on the corner of REDACTED. One of the LTNs has been sited at the lower end of Salegate Lane. There are 2 LTNs at the top of Junction Road and a further one close to St. Christophers School. The overall effect is of living in a virtual traffic free triangle. This has been received by the local population with gratitude and anger in equal measure. The parents who take their children to and from the school comment on the cleaner air and the lack of danger to their children from passing vehicles. Older residents enjoy the quiet and the fact that their roads are no longer being used as rat runs. The reaction from some drivers has been quite extreme. They cite the inconvenience and the longer journey times, very vociferously. Both groups have valid, but potentially irreconcilable views. In this area installing the LTNs has undoubtedly altered people's driving habits for the better. It is very noticeable that many people now walk where once they would have jumped into their cars, even for quite short journeys. This was, surely one of the intended consequences. But the traffic that these LTNs have displaced is clogging up Hollow Way and the Oxford and Cowley Roads and a solution has to be found for that. On balance I would prefer to make the schemes permanent. However running them as a trial for a further six months is far better than cancelling them altogether.</p>
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Individual	Temple Cowley	Support	<p>Since they have been put in place we have seen a great improvement in the peace, safety, traffic noise and traffic behaviour on our local roads. Locals, parents and children can now walk and cycle in more safety without the fear of fast moving traffic on Junction Road and at the turnings into and out of Don Bosco Close and Temple Road. I have talked to many of the residents of REDACTED where we live and everyone has said that it its so much better with the LTNs in place, even the students who live here love it! I know that there is opposition to the LTNs but I have not encountered this amongst the residents of REDACTED that I've talked to. It seems to me that the opposition comes from those that wish to use our roads as cut throughs and not local residents.</p>
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Individual	Temple Cowley	Support	<p>The low traffic neighbourhood scheme is a great success. I and my neighbours love it. Our street is now quiet and safe. Walking and cycling feels safer. Because the streets are quieter, without cars speeding past to save a few minutes, I have spoken to more neighbours than the previous 25 years of living here. When I do drive, which is less often, I soon got used to going a slightly longer way round to get to Headington or Cowley Road. When I drive to Donnington Bridge, I no longer go via Florence Park - and actually it takes no more time than before. I am very keen that all roads within the ring road should have 20 mph speed limits. The current system of 20-30-20-30 is confusing and dangerous. e.g. Between Towns Road and Cowley Road.</p>
Individual	Rymers Lane	Support	<p>With the upcoming decision on making the Cowley LTNs permanent, I would like to express my 100% support for these schemes. I live on REDACTED and I cannot express enough how much the LTNs have improved our quality of life. Where there used to be speeding cars and idling school traffic, we now see people walking and cycling. I particularly noticed a huge increase in school children walking and cycling to/from school. I work in Littlemore, and my mode of transport of choice is usually the bicycle, and the difference in how much safer and more pleasant it has become to travel to/from work is stunning. It has improved even more since the bus gate ANPR went in. The other day a neighbour told me they allowed their child to walk from Florence Park to the Kassam with their friends for the first time, which would not have felt safe to do before the LTNs went in. The LTNs create a real active travel corridor that makes it safe for people of all ages to walk or cycle, giving children much needed independence. I have a new colleague who is based in North Oxford, she said she is too scared to cycle to work but would love to, and she is looking forward to the Quickways being implemented - when I told her about the active travel corridor the LTNs provide, she was so pleased to find out she can actually cycle with confidence. My partner loves his car, but since the LTNs went in he has completely changed his habits and now walks everywhere! And he enjoys it a lot. He is much happier having walked to his destination than he would have been having driven. And that's 1 car less on our roads. For me personally cycling has a massive impact on my (mental) health. Like so many of us, the last 2 years have been a challenge, and I personally went through a very hard time, caring for my terminally ill mother, who then passed away. Cycling was a vital self-care activity to keep me mentally stable and give me the strength to provide the care my mother needed. It's so important we create and maintain the right environment to enable this for all of us. All this makes the LTNs a real public health intervention that needs to stay. We cannot go back to making our neighbourhoods too dangerous to cycle or walk for children on their own, or for less confident cyclists of all ages. Removing the LTNs would be a huge mistake and would throw Oxford back, instead of moving towards a more sustainable, livable future. Too many decades of prioritizing car travel will be hard to balance towards more sustainable options, and we cannot afford to step back because there are people who feel inconvenienced and don't want to give up their privilege or dislike change. I am so pleased to see that there is a lot of activity to make Oxford less car centric, with the Quickways, the East Oxford LTNs, Woodstock Road overhaul, the ZEZ and hopefully Connecting Oxford being planned.</p>
Individual	Campbell Road	Support	<p>My partner and I would like to ask if you can please make the LTN scheme permanent. It has greatly improved our safety on the roads and has helped to make Florence park feel more like a community and less like a rat run for cars crossing between Iffley and Cowley road</p>
Individual	Chester Street	Support	<p>Please, please, please keep the LTNs. They're better for our society, our health, our city &amp; our planet. It is not a human right to drive &amp; pollute &amp; shouldn't be treated as one !</p>
Individual		Support	<p>Whilst there is a case for a review of the overall effect of the LTNs, it would be a backward step to remove them. Any decision should give due weight to broader factors like the reduction in car journeys to schools, improvements in air quality, increases in walking and cycling as well as the possibility of improvements to City wide public transport, such as reduced fares for city workers and improved, dedicated, cycle lanes. A cycle trip down the Cowley Road demonstrates where improvement is needed.</p>

I am extremely heartened by the recent decisions on the East Oxford LTN trial and the amazing news that the Quickways scheme will be going ahead. I'm usually fairly cynical but I do believe this is the first council in a long while to take its climate obligations earnestly and to seriously tackle the extremely difficult work of improving Oxford's travel infrastructure. There is no way we can make our city fit for the future without major changes which will inevitably cause frustration for some groups. However, I commend the way you are engaging with this challenge and urge you all to keep going. Future generations will build on the hard graft you are all putting in. On February 24th, I believe you will be making a decision on the Cowley LTNs. Without doubt, these have been the greatest improvement the council has delivered to my family's daily life since living in Oxford for over 12 years. Put simply, I no longer go through 10 minutes of daily abject fear and stress any more. My children cycle along Cornwallis Road on their daily commute to their school and the change has been phenomenal. In the past, there was daily danger and the risk of close passes on regular occasions, The addition of the cameras now gives me confidence that my son will be able to cycle safely on his own to Oxford Spires when the time comes. The LTN has changed my behaviour in a number of ways. It's now a key connector that I use to get to Cowley Road shops, Temple Cowley and it's much safer for me to use this route to get to the Cowley Sainsburys rather than using between Towns Road. I use Iffley Road less as a commuting route for the simpler reason that using routes that go via the LTNs are much safer, quieter and more pleasant. When they were first introduced, there were a number of objections and I spoke to residents on Henley Avenue/Rose Hill who felt that traffic had increased. These were legitimate concerns but also partly down to other infrastructure work that was happening at the time. When I look at Henley Avenue/Rose Hill now I see little evidence of increased traffic (provided there are no roadworks). I don't have the data but this leads me to believe the much scorned 'traffic evaporation' may have actually taken place. I'm aware that not everyone shares my views on LTNs, but if the council is hesitant now just as real and lasting progress on traffic infrastructure is so tantalizingly close - then I believe it will be a real tragedy. No scheme is ever perfect and I remain open and positive to listening and adapting any scheme based on the legitimate concerns of those who respect a fair and democratic process. However, I urge you to make these LTNs permanent and so embed one of the most positive pieces of infrastructure in the heart of communities which are overwhelmingly in support of them. Thank you again for all your hard work.

Individual

Support

I am writing to you today urging you to please support the LTNs currently installed in the three Cowley districts and make them permanent on February 24th. Myself, wife and two year old daughter live in REDACTED and have noticed a significant change for the better in our locality with a really positive uplift in cyclists and pedestrians enjoying the quieter and safer roads. We live just around the corner from REDACTED School and have witnessed many families now walking or cycling with their kids to school which just didn't happen before. Prior to the LTN installation, Littlemore Road was a terrible rat run to/from the Templars Square shopping centre and a cut through to/from Barnes Road/ Blackbird Leys via Bartholomew Road. Frequently at very high speed due to the relatively straight/wide roads, I use to witness near misses frequently, many of which could have been catastrophic. This is now not the case with now just local traffic using the roads for access and it has made a huge difference to our community here. I understand that there is a vocal campaign against the LTN schemes mainly from car users due to the inconvenience they have caused to accessing local areas they were used to accessing by car previous to the LTN installation, however these habits need to be challenged. Oxford is not designed for a high level of vehicle traffic and something needs to be done to challenge this dependence and reduce the numbers of cars on our roads which if left will only increase. The new 5A Oxford Bus service on Littlemore road provides now a much quicker entry into town via Cowley Road which is a huge benefit to Littlemore and Church Cowley, with the LTN delivering much quieter safer streets to cycle along what was previously a very unsafe rat run. Thank you for your continued support for these schemes and the work you have done to date to progress them in Oxford and I look forward to more positive change in the future with the wider plans for the City such as Connecting Oxford.

Individual

Support

I am writing today to thank you for your action in implementing the LTNs in Cowley and Oxford in the last months. The LTN's improved our life quality, health and security, making our neighbourhood calmer and more enjoyable. Kids can cycle confidently; neighbours can meet and talk without being disrupted by ongoing traffic; the area is given back to the community. In other words, the six-month trial proved good, and we can confidently say that we want the LTNs to be permanent from now on. We need leaders like you to make the right decisions to overcome the climate crisis and make our city a better place where to live.

Individual

Support

Please implement the LTN plan and make it permanent if possible. Try not to be swayed by the taxi and delivery drivers, who wrongly believe their jobs will be affected. Don't listen to the car drivers who resent any attempt to curtail their right to rat-run and speed through residential streets. Think about the pedestrians, the mothers with buggies or toddlers, the wheelchair users, the elderly whose lives are threatened by fast traffic. Think about the asthmatics and to anyone affected by pollution. Many of these lack the time, the confidence, the assertiveness to write letters to councillors. Think about the cyclists, so many of them school kids and students who put themselves in jeopardy on a daily basis. They may not believe their voices count and so they don't protest. Please consider their right to safer streets. Last but not least, listen to those of us who live on these rat-run roads and have endured decades of noise, aggression, speeding cars, heavy lorries short-cutting and squabbling motorists head to head and refusing to give way to each other. We have been begging and protesting for an improvement in Oxford's traffic, year in and year out. Our voices are being drowned by a small but vociferous group who believe that drivers have more rights than anyone else. Please hear us. Please reorganise our streets and make our lives liveable again.

Individual

Support

This scheme has not yet had much time to settle in, to find what works - and what may not, and if so tweak it. And then see how that goes. We all care very much that Oxford encourages bicyclists and walkers, and contributes to improving our air quality. Obviously, we also want to do so in a way that makes necessary traffic flow as smoothly as possible.

Individual

Support

I am writing in a personal capacity to offer my full support for the continuation of the Cowley Low Traffic Neighbourhood (LTN) scheme. While it has been implemented, I have experienced significant benefits both for myself and my family. I urge you to keep the LTN filters already in place and, indeed, expand the scheme to connect LTN and other 'active travel' measures across Oxford. My children live on REDACTED, Littlemore and have benefited enormously from the LTN on that road (travelling towards Templars Square Shopping Centre): previously we would often have to wait several minutes just to cross the road on the way to school or shops, whereas now it is much, much quieter and safer. Cycling with children on the roads in the area is now, I think, viable for many more people. I live at the bottom of REDACTED which is now closed to all except cycle traffic owing to the LTN filter at the top. Again, this change has transformed local life positively: people are able to walk and cycle up and down a quiet, narrow road and enjoy an historic area without excessive motor traffic. The experience of myself and neighbours is almost wholly positive: the majority of traffic 'down' the road in the past was never super-local people but overwhelmingly people using a 'shortcut' on school and work commutes. I have also questioned some delivery drivers who have been either neutral or not opposed to the change - as long as they have a viable route to all addresses they can do their job. My children attend Larkrise Primary School and Oxford Spires Academy. My son cycles to REDACTED independently, something I would be vastly more worried about without the Rymers Lane LTN. My daughter and I cycle to REDACTED via Florence Park Road and we greatly appreciate the changes in the area. It is especially apparent how much safer and calmer Cornwallis Road is now the bus gate and ANPR camera system is running. Thank you for your time in reading this letter; I look forward to the continued improvement of the Cowley and wider area for people to live, work and play.

Individual

Support

Thank you for deciding to implement trials of LTNs in the East Oxford area this coming March. I am writing to support this. I also understand you need to take a decision on 24 Feb about extending them, keeping them permanent or cancelling them. I think 24 Feb is too early either to keep permanent or cancel. I would therefore **also support a trial extension of 6 months or longer to test properly** whether they work for East Oxford residents. In fact, i don't think they will be in yet will they so it seems logical to extend. I do acknowledge Cllr Hayes' objection that without the broader connecting Oxford measures LTNs will not be effective but I think unfortunately this will make great the enemy of good - when you get the chance to trial something you should take it. I remain concerned about public support of these schemes. Without accurate and clear monitoring (by which I mean producing dead simple figures for public consumption), you will not convince more of the public these are a good thing (if, that is, they Are a good thing and the Council decides to keep the LTNs permanently). The Council also needs to do much better with coordinated comms and enforcement (not delaying use of APRN cameras as happened on Cornwallis for example) to avoid de-legitimising the process and giving air to all the nay sayers on NextDoor saying this is a stitch up and they were not told. I also think part of the problem with the consultations held so far is they suggest the public get to have some binding referendum on the decision. Whereas it's the elected officials who have the final say. Don't know if there's any way to make that clearer - we all know the problems with binding referenda! Further, given the Cricket Road LTN roadblock was torched last year, is there a way to keep an eye on, and discourage vandalism of these new measures? I feel emotions will be running high especially as they are first implemented. Anyway, thanks again for this decision which seems to be trying to shift very entrenched motoring attitudes in Oxford city - these have stayed about the same or possibly become worse since I started cycling in Oxford around 2005 or thereabouts! I now have a 17 month old and we are really conflicted about whether to get her on a bike seat. Hopefully these measures will increase confidence to ride with her for local trips. A random final thought. One of my colleagues lives in Cambridge and says the John Lewis there has a pick up point at one of the local Park and Rides. Do you think this is something Oxford could move towards rather than the terrible decision to have a car park in Westgate and choke up the whole of Abingdon Road?

Katherine Hicks

Support

I understand that a decision on the Cowley LTNs is to be made on 24 February. I am writing to let you know that I, as someone who lives in Temple Cowley LTN, am in favour of the LTNs and support their continuation (subject to any amendments which are considered to improve them). More work needs to be done to encourage active travel and discourage short car journeys in Oxford. As the cameras have only just gone up next to the traffic filter on Cornwallis Road, I feel that that particular scheme, in Florence Park, should definitely not be cancelled but given a chance.

Individual

Crescent Road

Support

Hope all is well with you sir. In the intervening decade or so since we last spoke, I have become a resident of leafy Florence Park. And I'm writing to you in the capacity of a concerned resident. I have seen an distinct quality of life improvement for my family since the introduction of the bus gate and traffic filters here in Florence Park. My chief concern is that given that the camera on the bus gate was only very recently installed, the scheme hasn't had time really to bed in. Thus residents who are inconvenienced or perceive to be inconvenienced haven't has a chance to actually get used to it. Until the bus gate actually started being enforced there were plenty of cars and vans still cutting through. Also IMHO, if you managed to arrange that registered blue badge holders could pass through - I think that would go some way to appeasing some of the naysayers. I have found myself to be inconvenienced and stuck in traffic precisely twice since the scheme began and I feel much like Walthamstow, that once residents get used to it the scheme can work. I myself have cut out many short car journeys - say to pick up a take away from Iffley or Cowley road, I now do that on my bike. I hope you are hearing other supportive voices on this too - as it really has had a positive impact for me and my young family.

Individual

Support

I've been living in Oxford for over 11 years now and moved to Temple Cowley a year ago. I absolutely love how the LTN scheme has changed Cowley and made it a much more enjoyable part of Oxford. It would be a huge tragedy if the scheme ended, and I would like to encourage you to continue to support this wonderful initiative. LTNs are improving everyone's lives and present a hugely important contribution to a more liveable Oxford.

Individual

Support

Individual		Support	I am writing to express my strong support for the Low Traffic Neighbourhoods (LTNs) recently implemented in the Cowley area. As a resident of Temple Cowley, I have witnessed firsthand the benefits to my neighbourhood in terms of the noise and speed of vehicles travelling, in particular, on Crescent Road. Furthermore, as a behavioural scientist my view of the evidence is that we need such bold schemes in order to bring out changes in driving, walking and cycling behaviours. I realise such change is sometimes difficult to implement, and that there is strong and vocal opposition to the LTNs. However, if we all work together to make it easier to travel without getting in a car, and show the health and environmental benefits of more active travel, then we will reap the benefits in the short and long term. I therefore encourage you to make the schemes permanent, or to extend the trial, alongside further measures to highlight and enhance the benefits of walking and cycling with local communities. We need more than simple information about the benefits - this alone will not change behaviour (in any behavioural domain - we all know we shouldn't drink too much, and smokers already know that smoking is bad for their health). We need bold, captivating and engaging interventions within the physical and social environment to reduce reliance on car use, especially for short journeys with our city.
Individual	Crescent Road	Support	I am a resident of REDACTED and I would definately want the LTN to remain.
Individual	Horspath	Support	I'd like to voice my support for the LTNs in Oxford. When my husband or I travel to Oxford from Horspath, we usually cycle, and it's a huge relief to have some alternative routes that are not heavily trafficked. I know there is opposition to the LTNs, but I think they are a huge step in the right direction for Oxford.
Individual		Support	I support the three low-traffic neighbourhoods in Cowley. We want these to continue, these are essential and are very positive in the community and help with pollution. We cannot remove these and go backwards!
Individual	Cowley Road	Support	Despite living on REDACTED (and therefore getting the brunt of any bad side-effects) and not being able to cycle, I wholeheartedly support the LTNs and hope that they are made permanent. They have made walking to friends, shopping, outdoors spaces, and restaurants/cafes so much safer and easier. Apart from a blip last March I haven't noticed particularly worse traffic on Cowley Road. They're an essential first step towards having a town with liveable public spaces! Thanks for your and the council's hard work in making this happen!
Individual	Cowley Place	Support	I am writing you on behalf of my family, who has been living in Cowley since many years, to express my unwavering support for the LTNs. Since the installation of the LTN on our street, we feel much safer and healthier. The extremely high level of traffic noise (in combination with the permanent speed limit violations) and the high level of air pollution were unbearable. We are extremely happy and grateful for the LTN, and we therefore ask you to make them permanent.
Individual		Support	I am writing to you to express my support for the LTN trial in Cowley. I am a resident of Temple Cowley, and since their introduction, the filters on Crescent Road, Junction Road, and Temple Road have made a big difference to the quality of life in the neighbourhood. The streets are quieter and safer for pedestrians and cyclists as the area is no longer used as a rat run for drivers wishing to get from Cowley Road to Hollow Way. In addition, as a cyclist and pedestrian, I have appreciated the changes that the LTNs have made to Florence Park. This area is much improved now that it is no longer used by cars. I would support making the schemes permanent, and hope at the very least that the trial will be extended to give people the chance to see the benefits.
Individual		Support	Travel Buddy feedback
Not sure			
Individual	Henley Avenue		I am aware that some people dislike the LTNs, but I am sure that acceptance will develop once the council has the wisdom to make them permanent.
Individual	Beauchamp Lane		As I agree to certain closures, I totally disagree with the limitations on Crowell Road and Littlemore Road, I certainly think that they should be left open. As a resident in REDACTED whose garage is in REDACTED there is only one way out which is towards Church Cowley Road/Betweens Towns Road. Church Cowley Road at certain times of the day is an accident waiting to happen with cars parked on both sides of the road and please do not say to get on your bike as we are in our 70s.