

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

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

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

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

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

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

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

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

Modal shift positively affects core issues, such the climate emergency and health outcomes like childhood obesity. An LTN starts to achieve all of that for the price of a few bollards. Modal shift can only be achieved when the balance is tipped - when it's a little more inconvenient to drive some short journeys as compared to the alternatives. This is the test to apply to proposals – does they both reduce car convenience *and* increase active travel availability?

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

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

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

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

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