

County Council LTNs representation (3 minutes)

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City Councillor Lye Valley Ward

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

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

The data

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

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

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

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

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

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

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

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

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

Two alterations would help immensely in resolving these issues:

1. Removal of Crescent Road

Reduce pressure at the Holloway and Cowley junction

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

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

Traffic would flow more freely reducing pollution levels

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

Summary:

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

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