

Chris Heron: I live in Cowley, and every week my three children go to school, Karate, Beavers, Cubs, football, and swimming, by walking or cycling through one or more of the Cowley LTNs. We regularly go shopping, visit the cinema, post office, friends etc, without needing to use our car. Please don't force us back into using our car, costly and sedentary in nature. And please don't deny other local residents the same opportunities to consider reducing their car use, where they can. Many residents of this part of Oxford either can't afford to run a car, or are car dependent due to lack of alternative options, and are required to forgo other things because they can't safely switch to a low cost active travel option. Somewhere along the way we have allowed car culture to dominate our lives to the extent that we have forgotten what it was like before they became ubiquitous. Walking and cycling are not middle-class preserves, everyone should have the option to walk or cycle safely around their neighbourhoods.

LTNs do work, they just need time to get going

The Cowley LTNs are generating modal shift, and in some areas that has clearly snowballed. As we emerge from covid-induced bus use suppression, traffic is trending downwards across all roads, meaning the initial LTN traffic displacement *is* evaporating, and ALL residents benefit from reduced congestion and air pollution. This will keep improving, given time.

Carrots do not work when it comes to driving behaviours

In Oxford the Cowley LTNs are the first hard nudge that people have been given to considering their driving behaviours, after decades of softly softly requests. LTNs are certainly more stick than carrot, but we have to acknowledge that the carrots are not working - I believe you could offer to pay people to use the buses and to take-up cycling, and they would still cling to car use while it remains the most individually convenient form of transport.

The Cowley LTN consultation was hijacked

During the Cowley LTN consultation window, a number of groups mobilized significant non-local opposition to the Cowley LTNs, which I believe directly influenced the consultation outcomes. In contrast, the pro-LTN groups did very little in this regard - manufacturing consultation responses is just grubby, and something that needn't be necessary based on the notion of council consultation as a valuable feedback loop, rather than a referendum.

If anyone 'won' the Cowley LTN consultation, it was those who are ambivalent to LTNs

There were only 1,537 objections recorded by the official consultation, out of an electorate of approximately 30,000 across the four county council divisions closest to the Cowley LTNs, meaning that fewer than 1 in 20 of the electorate actively oppose the LTNs, probably closer to 1 in 30 if you include under-18s. The 95% of the local population who do not actively object to the LTNs provides a clear mandate to make them permanent. In particular, Generation Z did not respond to the consultation, but we know they have the strongest commitment to addressing the climate emergency, and that the next generation (my own children) deserve a chance to grow-up in a city that has re-balanced its environment from long-standing car dominance to shared space for people.

Please follow the officers recommendation to make the Cowley LTNs permanent.