Divisions Affected – OXFORD – CHURCH COWLEY, TEMPLE COWLEY AND FLORENCE PARK AREAS

CABINET

19 July 2022

OXFORD – CHURCH COWLEY, TEMPLE COWLEY AND FLORENCE PARK AREAS: LOW TRAFFIC NEIGHBOURHOODS ('COWLEY LTNS') - EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

Report by Bill Cotton, Corporate Director Environment & Place

RECOMMENDATION

1. The Cabinet is RECOMMENDED to:

a) **Incorporate the provisions of the current Experimental Traffic Regulation Orders (ETRO) into a Traffic Regulation Order (TRO) for the Church Cowley, Florence Park and Temple Cowley areas that are Low Traffic Neighbourhoods (LTNs).**

b) **Undertake further community and stakeholder engagement in order to further refine and improve the scheme, with any changes to be implemented by Spring 2023.**

c) **Undertake a process of monitoring and reviewing all elements of the scheme, and to bring forward proposals for changes through the consultation process which may include (but not necessarily be limited to): replacing some hard closures with ANPR-controlled traffic filters; reviewing the exact location of some installations within a road; replacing others with elements such as parklets in order to deliver public realm improvements**

Executive Summary

1. The current Experimental Traffic Regulation Orders (ETRO) covering the Cowley schemes come to an end in September. Bearing this in mind, the Cabinet is asked to choose one of two options, these being to: either incorporate the ETRO into a TRO; or to remove the schemes altogether.

2. The Central Oxford Transport Strategy seeks to maximise trips by sustainable modes of transport informed by the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP). Low Traffic Neighbourhoods (LTNs) are a key

policy to increase use of sustainable modes of transport in Oxfordshire. LTNs are designed to support:

- promoting a healthy liveable society, addressing health inequalities and obesity levels in Oxfordshire,
- improving air quality,
- creating an inclusive, active and sustainable travel network,
- providing safer streets for children and young people

Which are all included in our policy and targets: e.g., Vision Zero and our targets to address climate change.

The LTNs are in line with the approved Local Transport and Connectivity Plan as well as the Council's priorities to take action to tackle the climate emergency and cut carbon emissions, prioritise the health and well-being of residents and invest in an inclusive, integrated, and sustainable transport network.

3. The Cowley LTNs are being trialled in three areas of Oxford's eastern arc: Church Cowley, Temple Cowley and Florence Park. These locations were chosen as priority areas as a result of monitoring records showing high volumes of through traffic and indicating lower levels of cycling (as identified in the Local Cycling and Walking Improvement Plan (LCWIP), for East Oxford).
4. Following extensive engagement and consultation, approval was given to implement the Cowley LTNs in February 2021 using ETROs. The works, which consist of installing planters, bollards, waiting restrictions and signs, were completed in April 2021.

   A modification to permit refuse vehicles and trial e-scooters through the restrictions was made to the ETRO, on 19 May 2021, which re-started the six-month consultation process, with the consultation concluding on 19 November 2021.
5. Traffic monitoring data shows improved air quality, decreased traffic and increased walking within the LTNs. While not conclusive, there are also positive signs of increases in cycling. The LTNs are therefore contributing to achieving the Council's policies.
6. However, it is also recognised that they have created disbenefits for some, including longer and more unpredictable journey times for less mobile individuals who cannot easily achieve modal shift away from a car, Special Educational Needs and Disabilities (SEND) transport, certain trades and professions, and (combined with other factors) public transport. Communities outside the immediate area of the scheme have experienced inconvenience but little direct benefit within their own neighbourhoods.
7. When assessing surrounding roads, the traffic volumes are still slightly higher and air quality is slightly worse (although still within the legal limit). However, the trend is improving and will continue to be monitored.
8. The ETRO consultation, monitoring and ongoing engagement are summarised in this report and detailed in Annexes 1 to 7(i).

Background

9. It is widely recognised that increasing traffic levels are becoming unsustainable and have an adverse effect on the local environment, health and economy. Increased levels of congestion and air pollution can contribute to poor health and mental wellbeing creating a barrier to people cycling and walking. Traffic calming, such as road humps and chicanes, while successful in reducing speeds, do not reduce traffic volume or pollution in local streets with limited impact on the uptake of alternative sustainable modes of transport.

10. LTNs are areas where motorised traffic is prevented from travelling through a residential area by use of traffic filters or other measures. In doing so they seek to encourage and facilitate better opportunities for sustainable transport by creating quieter, safer and more liveable streets challenging the modal choice for short to medium journeys and providing the right environment to enable people to choose sustainable modes of transport such as walking and cycling.

11. In March 2020, the Council approved the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP includes a target to increase cycling in Oxford by 50% by 2031 and cites LTNs as one of its eight interventions to help achieve this.

12. The LTNs have an important role in addressing health inequalities and obesity levels in Oxford. From Active Oxfordshire Active Lives Data 2021:

    - During the pandemic physical activity levels worsened with 120,000 people reported as stopping walking for travel in Oxfordshire.
    - Inactivity rates are highest in areas of deprivation, including East Oxford, with 26% of the population doing less than 150 minutes of exercise per week.
    - Children and young people from low affluence families have some of the lowest levels of activity and experience a large inequality compared to those from higher affluence families. This is particularly the case for children aged 7-11.
    - There is also a gender inequality gap with women walking and cycling for travel 40% less than men.

    LTNs have the potential to promote modal shift by increasing residents' confidence in the safety of cycling and walking which is currently a key barrier to behaviour change – particularly for children. Local communities can benefit through reduced vehicle traffic and having a greater ownership of the streets through planting and activities enabling use of the space for community activity.

13. In May 2020, in response to COVID-19, the Government issued statutory guidance as an update to the 2004 Traffic Management Act (TMA) requiring councils to take measures to reallocate road space to promote cycling and walking, including the use of traffic filters to create LTNs. These travel choices have the added benefit of:

a) improving personal health and fitness
b) contributing to cutting congestion
c) decreasing pollution

14. The key measures of success for an LTN scheme (which have been monitored during the trial) are:

- Reduced traffic volumes
- Increased pedestrian volumes
- Increased levels of cycling
- Reduced vehicle speeds
- Improved bus journey times
- Improved air quality recordings against pre-LTN (lockdown and non-lockdown) figures
- Negligible impact on emergency services response time/accessibility
- Alignment with OCC policy
- Residents' perceptions

15. High levels of consultation and engagement have been undertaken during the project including working with groups such as Oxfordshire Liveable Streets and local members prior to going to informal consultation in November 2020. The outcome of that consultation was reported to the Cabinet Member for Environment in January 2021. High levels of support for the trial were seen and the scheme was approved for implementation under an ETRO. The report can be found here with summary tables below:

Table.1 Support for Church Cowley LTN filters

	Filter	Church Cowley Residents support	Other areas support	Church Cowley Residents oppose	Other areas oppose	All % support	All % oppose
CC1	Church Hill Rd	48	2	15	3	74%	26%
CC2	Beauchamp Lane	13	5	4	2	75%	25%
CC3	Littlemore Road	21	3	41	14	30%	70%
CC4	Mayfair Road	15	1	33	8	28%	72%
CC5	Liddell Road	2	0	2	1	40%	60%
CC6	Bartholomew Rd	18	9	16	15	47%	53%
	Total	**117**	**20**	**111**	**43**	**47%**	**53%**

Table.2 Support for Temple Cowley LTN filters

	Filter	Temple Cowley Residents support	Other areas support	Temple Cowley Residents oppose	Other areas oppose	All % support	All % oppose
TC1	Crescent Road	74	1	19	6	75%	25%
TC2	Junction Road	9	1	6	5	48%	52%
TC3	Salegate Lane	7	0	0	2	78%	22%
TC4	Temple Road	10	3	21	11	29%	71%
	Total	**100**	**5**	**46**	**24**	60%	40%

Table. 3 Support for Florence Park LTN filters

	Filter	Florence Park Residents support	Other areas support	Florence Park Residents oppose	Other areas oppose	All % support	All % oppose
FP2	Rymers Lane	41	45	8	10	83%	17%
FP3	Littlehay Road	48	9	11	9	74%	26%
FP1	Cornwallis Road	41	13	24	2	68%	33%
FP4	Clive Road	7	1	2	0	80%	20%
	Total	**137**	**68**	**45**	**21**	76%	24%

16. The scheme was implemented in March and April 2021 and subject to a statutory consultation which ran until November 2021, the outcome of which is detailed in this report.

Monitoring

17. A series of data sets were collected to inform the evaluation of the LTNs covering motorised traffic, pedestrian and cycle volumes; air quality, bus times, journey times and speed and noise within and surrounding the Cowley LTNs. In addition, perception surveys were undertaken to assess changing views over time within the LTNs. The key outputs of these have been summarised below.
18. On boundary roads (the roads immediately surrounding and outside of the LTNs) over the period of March 2021 to April 2022, traffic was higher than both control and 2019 levels until April 2022, when traffic volumes dipped below 2019 levels for the first time since LTN implementation.

    Control sites and pre-LTN data were used to isolate the LTN data from other factors such as the effect of COVID-19. Factored in this way, traffic over the full period increased by 2.3%. Over time, however, traffic levels seem to be improving, with the increase for the period between March and November 2021 being 3.1%, while the increase in the period between December 2021 and April 2022 was 1.5%.
19. Within the LTNs, car volumes have decreased over the period from March 2021 to April 2022, with greater reductions over time. When accounting for the relatively lower car levels within the LTN area prior to its implementation compared to controls, the factored reduction over the full evaluation period was 47%.
20. Pedestrian levels have increased within the LTNs compared to 2019 and against control sites, discounting January as an anomaly. April 2022 shows a peak where footfall was almost 47% higher than 2019 in comparison to control sites. In April 2022, footfall was greater than 2019 levels, unlike control sites which show footfall consistently much lower than 2019 levels. Overall, for the full evaluation period, the adjusted increase in footfall was 17%.
21. Cycle volumes show less clear trends. Having reached and exceeded 2019 levels in November and December, they dropped below 2019 levels again between January and March 2022; however, by April, they had recovered above

2019 levels again. When comparing average cycle counts in the LTN with the control areas over the period from March 2021 to April 2022, we see a decrease of 17.7%. However, because the levels of cycling were so much lower in the LTN compared to the control areas when monitoring began in February 2021, pre-LTN implementation, we can factor in this difference and say that there was a 24% increase in average cycling counts in the LTN over the period March 2021 to April 2022. However, this conclusion must be treated with caution because of the variability in the cycling counts recorded in the LTN over the monitoring period.

22. The air quality analysis period is restricted to 2021 (March to December) because formal ratification of data has to be undertaken on an annual basis. The analysis shows that annual average nitrogen dioxide (NO2) levels from the four LTN monitoring sites located on boundary roads have increased by an average of 13% compared to the average of 2017-2019 and when corrected for the effects of COVID-19. Cowley Road/Oxford Road continues to have the most significant relative worsening of air quality. It should be noted however that at none of the LTN boundary road monitoring sites were there any breaches of the current UK NO2 annual mean limit value of 40ug/m3. The annual average corrected NO2 levels at the testing sites ranged from 26 to 35ug/m3. By way of comparison, St Christopher's school, which is within the LTN, recorded 13ug/m^3. As monitoring commenced in May 2021, there is currently insufficient historic data here to deduce a trend.
23. Data from bus services suggest that the PM peak outbound bus services have been negatively impacted, in comparison to control routes, for routes on the Cowley Road, where journey times are now longer than they were in 2019. Some periods of the day have shown improvements in journey times along this route, however – notably AM and PM peak inbound services. Iffley Road saw a general trend towards increased journey times from March 2021 for most times of the day in both directions, albeit overall journey times for this route are still generally shorter than in 2019.
24. For journey times, Henley Avenue shows an increase in both directions (specifically between November 2021 and April 2022 of 6 to 9%), whereas Oxford Road generally shows a decrease in or similar journey times for most times of the day.
25. Vehicle speed data (INRIX telematics data) suggests that traffic speeds increased within the LTNs between 2019 and 2021 after initial deployment, though levelled off in June 2021, when monitoring ceased.
26. In an experimental study to capture noise impact in relation to changes in traffic movement, ten acoustic sensors were deployed in and around Temple Cowley LTN from March 2021 to May 2022. Almost all locations experienced a reduction in the loudness of noise after the introduction of the LTN. Regarding the quality of sound, the amount of noise which is believed to be human-generated (anthropogenic) reduced everywhere, by approximately 10%, with larger shifts seen inside the LTN itself.

Perception surveys

27. The council used perception surveys as an ongoing means of assessing how people felt about the LTNs over time. Those responding to the first perception

survey were asked to repeat the same survey at six month and one-year intervals – giving them the opportunity to let us know if their experience of the Cowley LTNs changed during the trial.

28. It should be noted that the trial LTNs were first implemented during COVID-19 restrictions and so perceptions of increased traffic and/or reduced air quality may be influenced by on-the-ground experience comparing a period of extremely low traffic in 2020 and early 2021 against post-lockdown traffic trends. Overall, the responses to the perception survey largely mirrored the main consultation but did show evidence of people starting to think about alternative ways to travel in the area.

29. Perception has shown to be highly polarised with a range of contributing factors including national and local press focus, political elections, and divided campaign groups. There was a significant shift within the LTNs, from individuals who replied to both surveys: with respondents moving from *tend to object, neutral or tend to support* categories into the either *strongly object or strongly support categories.*

30. A full report on the outcome of the monitoring exercise and perception survey is detailed in Annex 6**.**

Corporate Policies and Priorities

31. The Oxford Transport Strategy seeks to maximise trips by sustainable modes of transport informed by the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP). Low Traffic Neighbourhoods (LTNs) are a key policy to increase sustainable modes of transport in Oxfordshire. LTNs are designed to support:

    - promoting a healthy liveable society, addressing health inequalities and obesity levels in Oxfordshire
    - improving air quality,
    - creating an inclusive, active and sustainable travel network,
    - providing safer streets for children and young people

    which are all included in our policy and targets: e.g., Vision Zero and our targets to address climate change.

    The LTNs are in line with the recently approved Local Transport and Connectivity Plan as well as the Council's priorities to take action to tackle the climate emergency and cut carbon emissions, prioritise the health and well-being of residents and invest in an inclusive, integrated and sustainable transport network.

Financial Implications

32. The Cowley LTNs were implemented using funding from the Government's Active Travel Tranche 1 programme. Ongoing work has been funded through the Active Travel Tranche 2 programme. The Active Travel Tranche 2 programme is predominantly earmarked for other schemes namely Quickways, Quietways and east Oxford LTNs.

a) the scheme is removed, the cost for removal is estimated at £20,000. If Funding from the Active Travel Tranche 2 (ATT2) budget has been allocated for this work if required. (The total available capital funding for ATT2 is £3.254m).

b) Should the recommendations from this report be approved, the estimate for amendments to the Cowley LTNs and development of more permanent features including further engagement, design and construction will require a further budget allocation. This is likely to be in the range of £200,000 to £500,000 depending on the interventions.

c) In relation to ongoing enforcement with Automatic Number Plate Recognition (ANPR) the cost of works is approximately £35,000 per site excluding set up and back-office costs. Funding is available through a separate funding stream for investigation, consultation and implementation of ANPR cameras.

d) Allowance for ongoing maintenance has not been provided for in the funding received through Active Travel Tranche 2. If implemented, it is anticipated that these costs will fall within the Council's existing maintenance budgets and as such the maintenance budget will need to be increased or work prioritised to free up the budget. Local groups have shown interest in maintaining planters in their local areas which could minimise ongoing maintenance costs.

Mini-Holland funding

a) In August 2021, the Council submitted an expression of interest (EOI) to the Department for Transport (DfT) to submit a Mini-Holland bid for the wider east Oxford area, including Cowley. The fact that the Council had already installed the Cowley LTNs and was about to install east Oxford LTNs was highlighted in the EOI as evidence of the Council's commitment to the Mini-Holland project.

b) In March 2022, the Council was awarded £78,947 to develop the Mini-Holland bid. Along with the invitation to bid, the DfT issued guidance setting out the assessment criteria, stating that LTNs are the main focus of the area-based treatments with most of the guidance setting out how to develop and implement LTNs. While the level of future Mini-Holland funding is likely to depend on the scale of the bid, the Cowley LTNs will put the Council in a better position to successfully bid for this funding.

c) Removing the Cowley LTNs could put this funding bid at risk.

ZTEC funding

a) In February 2022, the Council was invited to submit an EOI for Zero Emission Transport Cities (ZETC) as part of the Government's Pilot Programme. To comply with the funding requirements, there was a need to demonstrate a commitment to deliver a comprehensive cycle network, a zero-emission bus fleet and restrictions that discourage

petrol and diesel cars, taxis and light vans in the city centre. The introduction of the Cowley LTNs featured in the EOI. Oxfordshire County Council was one of only three local authorities to be awarded funding to develop a ZTEC bid.

Comments checked by: Rob Finlayson, Finance Business Partner

Legal Implications

33. The scheme has been led by Oxfordshire County Council as Highway Authority. Oxfordshire County Council will continue to receive legal advice from the legal team in development of the ETROs and TRO's.

Comments checked by: Jennifer Crouch, Principal Solicitor (Environment)

Staff Implications

34. There is ongoing correspondence and engagement activity from the wider LTNs programme that is putting considerable pressure on teams. Additional resources are being sought to deal with this.

35. Should the recommendation be approved, the additional measures and the implementation of ANPR will require additional project resources and associated budget.

Equality & Inclusion Implications

36. An Equality Impact Assessment (EIA) and Climate Impact Assessment (CIA) have been completed - see Annexes 7 and 8.

37. The key items identified include:
    - People who cannot use sustainable methods of travel such, as those with some disabilities, will have longer journey times.
    - Increased journey times and travel costs for groups reliant on cars, such as some disability groups, health care workers and voluntary carers.
    - Increased journey times, reducing number of visits possible for health care workers, and impact on some services.
    - Concerns that pupils using Special Educational Needs Transport will have longer journeys.
    - Impact on funeral attendance, particularly for those who must conclude the ceremony by dusk, with increased journey times.
    - Journey times and costs for carers have increased.
    - Some local schools are reporting issues regarding journey times, with those further afield unable to use alternative modes of transport.

Sustainability Implications

38. The Cowley LTNs have been identified as part of the Oxford LCWIP and are consistent with Oxfordshire County Council's aim to achieve zero carbon emissions by 2050. They also support the wider Oxford Transport Strategy which promotes increased cycling, walking and use of public transport.

39. The LTNs encourage the use of sustainable transport modes as perception survey results show that people are starting to rethink how they might travel, and we are starting to see an increase in walking and cycling. This supports the delivery of wider transport initiatives, including the Oxford LCWIP target of increasing cycling by 50%.

Risk Management

40. Legal challenges could be made by consultees that strongly oppose the scheme. However, the scheme has gone through both an informal and statutory consultation process and a robust monitoring exercise has been undertaken. While some consultation responses are not favourable, monitoring suggests that a change in behaviours in line with corporate policies is happening. As such the aims and objectives of the scheme are being met.

41. Cowley LTNs formed part of the Tranche 1 Emergency Active Travel funding streams which had a limited budget. While some changes were made to the scheme the budget did not allow for ongoing changes to the trial. Funding will need to be identified for any substantial future changes. This will be dealt with through the normal council budget process.

42. Some vandalism has occurred to traffic filters including bollards being knocked down or uprooted, graffiti on planters and highways and incidents of attempted arson to a lighting column ANPR camera and a planter, putting added pressure on the maintenance budgets. A few months after implementation, vandalism significantly reduced. However, an increase in vandalism has been seen since the implementation of the neighbouring east Oxford LTNs. Measures are being considered to mitigate these issues.

43. Monitoring has identified that there have been some immediate negative impacts on traffic volumes / journey times on boundary roads. However, there is evidence that travel behaviours are starting to change and impacts starting to reduce. As has been seen in other authorities' LTN implementations, behaviour change is not instantaneous and can take several years for travel habits to take effect. Engagement continues with public transport providers.

44. Special Educational Needs transport is a statutory service with maximum travel target times for students – some experience higher levels of anxiety on longer journeys. There is a risk that additional contracts may need to be procured by the council to overcome any potential impact of the LTNs on travel times in the short term if they breach statutory requirements and could result in budget pressures in other areas of the Council. The potential mitigations referred to in the recommendations will be designed to specifically mitigate and remove this risk

45. OCC social care, NHS and community nurses, continue to express concerns about the impacts on their services, including reduction in the number of patients they can see, delivery of medications and delays. The future investigation of ANPR will be prioritised to alleviate any remaining issues now that ANPR powers have been secured.
    Comments checked by: Jennifer Crouch, Principal Solicitor, jennifer.crouch@oxfordshire.gov.uk (Legal)

Consultations

46. The statutory consultation launched in March 2021 on completion of the works, with key stakeholders and the public invited to respond. Emails were sent to statutory consultees on 1 March, 8 March and 15 March 2021 as each LTN came into force and leaflets were sent to all residents and businesses within the LTNs. The consultation closed on 19 November 2021. Reports detailing the outcome of that consultation, along with monitoring of modal shift, traffic volumes and air quality within the LTN areas and on the boundary roads, as well as information related to ongoing engagement are detailed in Annexes 1 to 8.

47. The Council received 2,433 responses (from 2,205 individuals) to the online consultation, plus 59 emails. The responses were analysed by an independent company and the report can be found in Annexes 1 and 1a. Overall, these comprised of:

Location	**Objections**	**Neutral**	**Support**
Church Cowley	68.1%	12.5%	19.4%
Temple Cowley	67.2%	10%	36.3%
Florence Park	54.5%	9.2%	22.8%

48. Levels of support could also be analysed for individual streets in the six-month post-implementation survey and the pre-implementation survey. There were higher levels of support from residents living on cut-through streets than other streets particularly cul-de-sacs, but for all streets: the level of support declined, and the number of objections increased compared with the informal consultation before implementation.

49. Those supporting the LTNs identified a number of benefits including:

- LTNs have transformed the neighbourhood for the better, creating a greater sense of community
- Less motor traffic, less speeding, more cycling and improved sense of safety
- A number of responses in support have come from families who feel that their children are safer walking and cycling with journeys to and from school being safer using filtered streets
- Streets are quieter with improved air quality
- The benefits of the LTNs outweigh the inconvenience of slightly longer car journeys and the hope that longer-term modal shifts will reduce the number of cars making short journeys and reduce the journey time by car.

50. The key concerns raised by the public in the consultation were:

- Displacement of traffic onto main roads and neighbouring streets leading to congestion and more pollution on these roads

- Pockets of cleaner air on filtered streets creating a sense of division amongst residents
- Some people with no choice but to use the car in daily life – in particular people with disabilities, workers and carers – making multiple trips in tight timescales are experiencing longer journey times
- Single exits out of LTNs being inconvenient, difficult and dangerous whilepotentially pushing more traffic weight onto fewer junctions and increasing the potential for collisions

A full list can be found in Annex 2

51. The percentage of businesses responding negatively was high - at 84%. Overall, however, the percentage of responses that came from businesses was considerably low – at 4%.

52. However, correspondence was continually monitored following closure of the consultation which saw a significant level of support for the LTNs. In February 2022 the council received 375 emails from residents and businesses regarding the implementation of the Cowley LTNs. Some of these emails refer to the wider LTNs proposal in general, or to a group of them and not just the Cowley LTNs. Of those referring to Cowley LTNs, 238 (67%) expressed support for the LTNs and 115 (33%) were opposed. A copy of the emails is in Annex 4.

53. Fire and Ambulance services report that they are continuing to meet response times but have raised some concerns relating to the introductions of further LTNs in the area having a greater impact on journey times, particularly those not undertaken on blue lights.

54. Thames Valley Police have reported a reduction in general vehicle patrols as a result and we await confirmation of redeployment on by walking or cycling. Copies of correspondence from the emergency services is included in Annex 4.

55. Emergency services, and other key service units including waste collections have expressed positivity towards the possible introduction of ANPR camera enforcement.

56. Engagement is ongoing with OCC, NHS and community nurses, they continue to express concerns about the impacts on their services. A full list of concerns covering nine services are shown in Annex 5.

57. As well as general comments, respondents raised specific concerns outlined in Annex 3 that if addressed could improve how the LTNs perform. Some of these concerns raised are being addressed through other projects within OCC to improve movement around Oxford. However, it is recommended that if the recommendation for a TRO is approved, opportunities to address some of these specific issues are investigated alongside working with the community to provide more attractive features such as parklets, greener infrastructure, seating areas and bike storage.

Evidence in support of Council goals

58. Cowley LTNs were informed by the evidence emerging from London's Mini-Holland schemes. Research shows people living in areas with LTNs are 24% more likely to have cycled weekly with residents walking or cycling for 41

minutes per week. LTN areas saw a 6% reduction in car ownership, which is essential to meet our climate emergency carbon targets.

Six month consultation LTN support

59. An analysis of the 923 responses of people living inside the LTN areas showed higher levels of support compared to all responses. These were:

Location	Objection	Concern	Support
Florence Park:	42%	8%	51%
Temple Cowley	51%	9%	39%
Church Cowley	63%	12%	25%

60. An analysis of the six month consultation showed that support was even higher on the four busiest main through-routes-runs (short cuts) with support higher than objections. These routes are part of the main Oxford cycle network as set out in the Oxford LCWIP.

Location	Objection	Concern	Support
Rymers Lane	24%	6%	69%
Cornwallis Road-Littlehay Road	43%	9%	49%
Crescent Road	41%	9%	51%
Littlemore Road-Cowley Road	44%	6%	50%

Report by Bill Cotton - Corporate Director Environment & Place

Annex:
June 2022

Annex 1	Report on Cowley LTNs Public Consultation Survey by Marketing Means
Annex 1A	Summary of Consultation Response
Annex 2	Summary of Main Comments
Annex 3	Specific Issues Identified
Annex 4	Email Correspondence Post 19 November 2021
Annex 5	Oxford Health engagement
Annex 6	Cowley LTNs interim evaluation (contains short summarises of the outcomes including the perception surveys and monitoring of traffic volumes, journey times and air quality)

Annex 7	Equalities Impact Assessment
Annex 8	Climate Impact Assessment

Report by	Bill Cotton - Corporate Director Environment & Place
Contact Team	East Oxford LTN Team