

Chloe Clark Cabinet submission

I am a disabled. I suffer with chronic illness. I am dependent on my car for mobility reasons.

I live in the Temple Cowley LTN. I have spoken out against the LTN's in previous cabinet meetings. Since implementation, travelling by car from my home (off Oxford Road Cowley), has been exceptionally difficult. I have had to deal with increase in journey times/lengths, roadworks, congestion on my only route in/out of home which makes me feel trapped. I cannot walk or cycle or get the bus. Pre LTN's I had no issues trying to travel by car. My local community including my friends and family are now inaccessible because of the implementation of LTN's. Peak times have extended and if I need to go out between 3-6pm, it is a huge battle trying to get up the Oxford Road to get out of the area. When I do the school run (Tyndale School/Flo's nursery), the traffic getting back down Hollow Way/The Swan, is extremely heavy. My school runs have doubled in time, if not tripled. Other journeys I need to make are impacted. Including medical appointments. Friends/family come less due to the congestion on the only route available to them. During the roadworks I felt even more trapped in my home. My family and I have lived in our home for 15 years and did like living here, until the council changed the roads. We really want to move out of Oxford, our home, because you are making it impossible for me to live here due to the travel problems I am experiencing.

I have protected characteristics and I am protected from discrimination under the Equality Act 2010 – including from discrimination by this council.

Equality Climate Impact Assessment – check new ECIA

I refer to the page on disabilities. Particularly those that are dependent on motorised vehicles.

The new ECIA refers to the issues disabled motorists are facing. We have been facing these difficulties now since March 2021, with no support or changes to the scheme, to mitigate the impact. I have read the new ECIA, and note that changes are not due to be made until spring 2023. What about the here and now? Come September and through the autumn/winter months when schools return, the traffic will be back to it's busy levels. Less people will actively travel and more people will use their cars. If changes are not being made until Spring 2023, that will be two years into the experiment. What about the here and now? The stress you are bringing myself and others in this situation is unfair and discriminatory.

The finding of the original LTN consultation in 2020 was that disabled people who are reliant on the car may experience delays or diversion to their normal journeys and were least supportive. This is a statement and does not offer any actions or mitigations to help disabled motorists reliant on their cars for mobility.

The council is treating our lives as experiments. The council's behaviour is having have a detrimental effect on people covered by the Equality Act 2010 and is therefore unlawful.

I have read through the papers for this meeting. I have read through the extensive pages of objections and emails of objection you have received. To continue with your plans would show the majority of people in this area that you completely disregard their concerns and are not listening to people, who are really struggling due to the LTN's. It would also show us that you do not care about the impact on the lives of people – including those with protected characteristics.

I attach and refer to a talk delivered by Patrick Lingwood, Active Travel Lead on 25/08/2021 – Cycle active city talk. Within this document, the Council deem it acceptable to discriminate on the grounds of disability, because doing so is a **“proportionate means of achieving a legitimate aim”**. I question whether the LTN trial has achieved the legitimate aims and if so,

have these aims been achieved in a proportionate way. The four aims in the presentation are below, along with the findings from the report pack.

<u>Aim</u>	<u>Finding from report pack</u>	<u>Page number (s) in this meeting's report pack</u>
1. Improvement in air quality	Boundary roads air pollution has increased, relatively, by 9%	p.398
2. Improvements in safety	Morning peak traffic speeds have increased in the Florence Park LTN Ambulance response times are longer Consultation responses reporting real life ambulance problems / incidents	p.391/2 p.399 p66, 138, 143, 144, 165, 179, 217, 223, 226, 231, 235, 252, 271 & 305.
3. Improvements to public health – promoting active travel	Cycling rates were low pre LTN – daily average of 150 and 190 journeys Cycling rates have not improved. Walking rates have not improved.	p385 – figure 10 p384 – figure nine
4. Reduction in traffic congestion	Cowley Road journey times post-LTN were almost no different than before. All journey times on Iffley Road have increased. Traffic volumes on some boundary roads is higher than pre LTN Local bus congestion at peak times is up 21.7% from pre LTN levels	p390, figure 18. P389, figure 17. P381 p396

I am therefore today asking the Monitoring Officer to rule, that the Council cannot continue with the Cowley LTN's. To do so and proceed with these plans would breach the Equalities Act 2010, without justification.