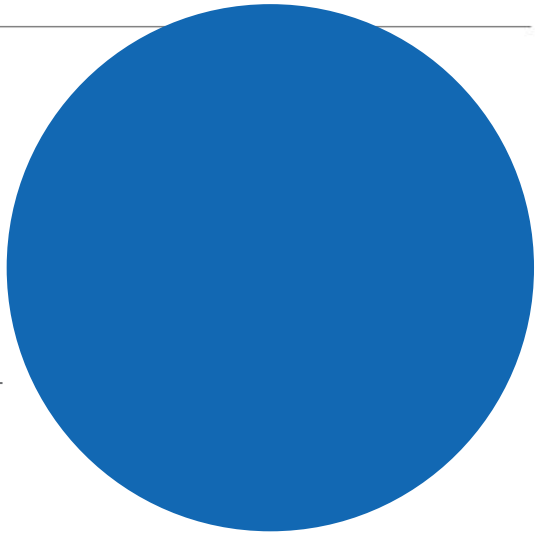
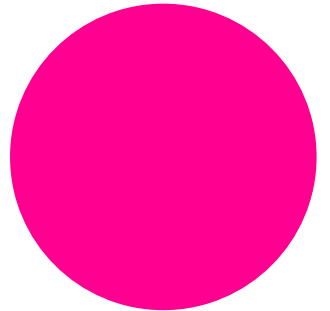
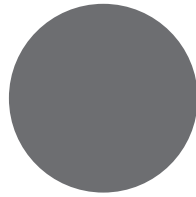




Prepared for:



Experimental Traffic Regulation Order (ETRO) Report



April 2023

Alex Scaife, Research Executive
ascaife@djsresearch.com

Lyn Allen, Senior Research Manager
lallen@djsresearch.com

Cara Rodwell, Field and Data Services Director
crodwel@djsresearch.com

Head office: 3 Pavilion Lane, Strines,
Stockport, Cheshire, SK6 7GH

Leeds office: Regus, Office 18.09,
67 Albion Street Pinnacle,
15th-18th Floors, Leeds, LS1 5AA

+44 (0)1663 767 857
www.djsresearch.co.uk





Contents

1. Executive summary	4
1.1 Background to the consultation	4
1.2 Vandalism	5
1.3 Views on the three LTN areas	5
1.4 Travelling through an LTN area	6
1.5 Modes of transport through an LTN area	6
2. Introduction	7
2.1 Background to the report	7
2.2 Significance testing	7
2.3 Rounding and percentages	7
2.4 About the consultation approach	7
2.5 The consultation exercise was promoted as follows:	8
3. Demographics	9
3.1 Geo-location	9
Table 1: Geo-location	9
4. Travel habits – travelling to and within an east Oxford LTN	15
4.1 Travelling for personal reasons (e.g., shopping, eating out):	15
4.2 Modes of transport for personal use	16
4.3 Travelling for professional reasons (e.g., business meetings, commuting)	17
4.4 Modes of transport for professional use	18
4.5 Comparison of personal and professional transport	19
4.6 Demographic differences	21
5. Travelling through an east Oxford LTN area	24
5.1 Destinations when travelling through an LTN area:	24
5.2 Modes of transport before the east Oxford LTNs were implemented	25
5.3 Comparison of transport modes before and after LTNs	27
6. Response sentiment, concerns, and recommendations	29
7. Divinity Road LTN area	31
7.1 Overview	31
7.2 Respondents from the Divinity Road LTN area	32
7.3 Respondents' views of the Divinity Road LTN area	33
7.4 Key concerns about the Divinity Road LTN:	34
7.5 Sentiment/feedback	35
8. St Clement's LTN area	36
8.1 Overview	36
8.2 Respondents from the St Clement's LTN area	36
8.3 Respondents' views of the St Clement's LTN area	37
8.4 Key concerns about the St Clement's LTN:	39



8.5	Sentiment/feedback	39
9.	St Mary's LTN area	41
9.1	Overview	41
9.2	Respondents' views of the St Mary's LTN area.....	42
9.3	Key concerns about the St Mary's LTN:.....	44
9.4	Sentiment/feedback	44
10.	Verbatims	46
10.1	Concerns	46
10.2	Positives.....	47
10.3	Suggestions from respondents	47
11.	Email and letter responses	49
11.1	Key concerns from the email responses include:	49
12.	Appendix	51
12.1	Full tables of responses – Divinity Road	51
12.2	Full tables of responses – St Clement's	56
12.3	Full tables of responses – St Mary's.....	60
12.4	Questionnaire.....	80



1. Executive summary

Here we summarise the findings from the survey to gather feedback from residents and stakeholders on proposals for the east Oxford low traffic neighbourhoods (LTNs).

1.1 Background to the consultation

Oxfordshire County Council is trialling three low traffic neighbourhoods (LTNs) in the Divinity Road area, St Clement's area, and St Mary's area of east Oxford. Collectively these are known as the east Oxford LTNs. The east Oxford LTNs were provisionally installed under an experimental traffic regulation order (ETRO) beginning on 20 May 2022. Public consultation on these measures began on 20 May 2022 and ended on 30 November 2022.

An LTN is an area where the amount of motorised-traffic in a residential area is reduced. This creates quieter and safer streets with improved air quality, where residents may feel more comfortable when making local journeys by cycling, wheeling or on foot. By encouraging more active travel this may contribute towards healthier lifestyles.

Infrastructure such as planters and/or bollards and/or automatic number plate recognition (ANPR) cameras is used to restrict through-traffic – in particular cars, vans and lorries/trucks. All roads remain accessible, but drivers may have to find alternative routes instead of cutting through some streets.

The three east Oxford LTN areas are:

- **Divinity Road LTN** (with LTN filters on Divinity Road and Southfield Road).
- **St Clement's LTN** (with LTN filters on Rectory Road and Princes Street).
- **St Mary's LTN** (with LTN filters on Circus Street, Temple Street, Stockmore Street, Marston Street, James Street, Bullingdon Street, Leopold Street, Magdalen Street, Barnet Street, and Howard Street).

The recent consultation and survey focused on travel habits in and around the three LTN areas and people's views and reported experiences of each of the 14 filters that are a key part of the LTNs. The consultation results, together with the results from the ongoing monitoring and analysis of traffic and air pollution levels, and data about walking and cycling levels in the area, will help to inform a decision made at a county council meeting later in 2023 to determine whether the scheme should be made permanent or removed entirely. The decision will also be informed by council policy and objectives.

The majority of responses were sent by individuals (3796), with fewer responses from businesses, faith organisations, charity/organisations or education establishments (130), interest groups (9) or parish, town, district or county councillors (3). Where appropriate, individual response groups have been shown.



1.2 Vandalism

The operation of the east Oxford LTNs has been significantly impacted by vandalism; specifically, the removal of and damage to the plastic bollards, and damage to the locking mechanisms and sockets. This has meant that for significant periods of the trial the full set of filters has not been in place. The consultation results should be considered within this context. In March 2023 wooden bollards were installed and the vandalism has since decreased significantly.

1.3 Views on the three LTN areas

The survey received both positive and negative feedback. Positive comments were received from around 33% of respondents, and related to:

- Improved access for cyclists and pedestrians
- Improved safety for cyclists and pedestrians
- Reductions in noise and pollution from traffic
- A stronger community feeling and being more likely to use local shops
- Better pedestrian and cycling links; and
- more use of cycling, walking and public transport.

Roughly 60% of all the respondents raised issues and concerns, including:

- Ease of access to essential locations such as schools, work, and hospitals
- Critical access for emergency vehicles
- Impacts on caring and other access for families, the elderly, and people with disabilities
- LTNs increasing traffic and pollution in different areas of Oxford (traffic displacement)
- Safety impacts due to increased traffic
- Increase in travel times and associated fuel costs when making journeys by car; and
- negative impacts on people's wellbeing and mental health due to stressful journeys.

The answers to three questions asking for views on each LTN area show a similar balance of negative and positive feedback across the areas - with around 60% feeling negatively towards the LTN areas and 33% feeling positively towards them:

- The Divinity Road area LTN received 34% NET¹ positive views and 59% NET negative views.
- St Clement's LTN received 32% NET positive views and 61% NET negative views.
- St Mary's LTN received 33% NET positive views and 59% NET negative views.

There are several recurring issues and sentiments raised by respondents in the comments section of the survey. Many of the comments give feedback on the LTNs in general rather than specific areas. To ensure that the comments are presented clearly and without repetition, they are summarised together later in the report. [#Verbatims](#)

¹ A NET is the combination of one or more figures, i.e., 'NET positive' refers to the sum of 'entirely positive' and 'mostly positive' figures, 'NET negative' refers to the sum of 'mostly negative' and 'entirely negative' – due to rounding, percentages may differ by +/- 1%.



1.4 Travelling through an LTN area

97% of respondents said that they travel through an LTN area for personal reasons. The personal reasons given for travelling through an LTN area include:

- Visiting cafés, takeaways, restaurants, pubs; to go shopping;
- Visiting someone living within an east Oxford LTN area;
- Visiting leisure and community venues;
- Taking a child to daycare, nursery, school or college;
- and providing home care / meals on wheels / nursing, social or health care within an east Oxford LTN area.

56% of respondents said they travel through an LTN area for professional reasons and 51% said they work in an LTN area.

1.5 Modes of transport through an LTN area

The survey showed that walking, driving and cycling are the most popular common transport modes within the LTN areas:

In a personal capacity:

In a personal capacity, walking was reported as the mode most often used to get from A to B within the east Oxford LTN areas: 56% of respondents said they regularly walked to make short trips in the area. Travelling by car as the driver was the next most popular response with 47% driving in the area regularly. Cycling regularly for local trips was reported by 43% of respondents.

19% said they travelled regularly as a car passenger, 17% said they travelled by bus regularly. Taxis were reported as the least regularly used mode of transport at 6%.

In a professional capacity:

In a professional capacity, travelling by car as the driver was reported as the transport mode used most regularly (56%), followed by walking (41%) and cycling (36%).

18% said they travelled regularly as a car passenger, 14% said they travelled by bus regularly. Taxis were the least regularly used mode of transport at 5%.

For comparison, survey respondents were asked how they usually made the same journeys within these east Oxford areas before the east Oxford LTNs were implemented. A slight modal change appears from these responses, showing that car use has reduced by 6% and walking has increased by 7%. Cycling increased by 5% and bus and taxi use increased by 1%.

Respondents living within an LTN area appear less likely to drive a car and therefore more likely to use public transport and cycle, possibly due to being closer to the city centre. The findings are therefore broken down to illustrate differences in travel habits and opinions based on where a respondent is located, and the capacity in which they are responding (individual, business, organisation).



2. Introduction

In this section we provide details of the background and methodology used in the consultation survey.

2.1 Background to the report

Oxfordshire County Council installed the trial east Oxford LTNs in the Divinity Road, St Clement's, and St Mary's areas in May 2022.

The LTNs were implemented through an experimental traffic regulation order (ETRO) which runs for a maximum of 18 months. The ETRO began in May 2022 when the temporary infrastructure to restrict motorised vehicle access at some through-points was installed. From May 2022, a six-month public consultation ran to obtain people's feedback. This report details those findings.

Prior to the implementation of the trial, a public consultation on the proposals was run between March and June 2021, using a series of workshops, engagement activities and a survey in June 2021. Further engagement was undertaken to address specific issues that had been identified. This resulted in some changes to the proposals which were approved in December 2021 to be implemented under the ETRO.

In addition to the consultation taking place throughout 2021 and 2022, the council has also engaged with local partners, such as the emergency services. The feedback from this engagement, as well as the results of ongoing technical work, informed some changes to the LTNs during the trial period.

A decision on the next steps for the scheme will be made by Oxfordshire County Council's Cabinet later in 2023. Officers will make recommendations based on factors including, but not limited to, the feedback received, data collected on traffic levels, annual air pollution data (expected in spring/summer 2023), levels of walking and cycling in these areas and alignment with policy and council priorities.

2.2 Significance testing

Results between groups are highlighted by significance testing which is a statistical technique used in market research to determine whether the differences observed between subgroups are statistically significant or if they are due to random chance. Any significant differences between subgroups are highlighted in blue within the tables. Significance testing has been applied at the 95% confidence level.

2.3 Rounding and percentages

Totals shown within tables may sometimes add up to 99% or 101%, rather than 100%. This is due to rounding up or down from decimal points.

2.4 About the consultation approach

The online survey was posted on the county council's consultation website Let's Talk Oxfordshire from 20 May until 30 November 2022. The council also received feedback on the east Oxford LTNs from a range of sources including emails, phone calls, feedback to councillors, and media monitoring. This report from DJS is a part of the overall reporting



and is specific to the results of the online survey and a small number of emails received during the consultation.

A range of supporting information to the survey was provided, including:

- A description of what an LTN is, why and how they are being trialled, and what consultation and engagement had already happened.
- An explanation of how the east Oxford LTNs might link with wider transport proposals for Oxford city.
- Maps showing the east Oxford LTN areas and the locations of the 14 filters (each comprising a bollard and two planters) and detailed plans of each of the fourteen filter locations.
- Statement of Reasons – which explains the rationale for the proposal to trial the LTNs under a traffic regulation order.
- Three press notices relating to the experimental traffic regulation order.
- Responses to a list of frequently asked questions.

Paper copies of the survey were made available at four libraries located in central and east Oxford and the county council offered a range of alternative formats on request. Paper copies were requested by and supplied to one group and several individuals. A number of paper copy surveys were completed and returned. These copies were given unique reference numbers delineating them as paper responses and entered for analysis alongside the online survey responses.

2.5 The consultation exercise was promoted as follows:

- Letters were sent to c.12,000 residents and businesses within and slightly outside the east Oxford LTNs area. The letters contained a QR code and web link to the survey, and a telephone number and email address for those wishing to request the survey as a hard copy or in another alternative format.
- A notice of the consultation in the county council's regular travel bulletin, which is sent to around 4,000 subscribers, and also in 'Your Oxfordshire' newsletter, which is sent to approximately 36,000 residents in the county.
- Two press releases, the first published on 18 May 2022, and the second, published on 25 May 2022, which included a link to the consultation. There was also additional, wider, third-party coverage through local media channels.
- Posts on social media.
- An email was sent to various stakeholder contacts in May 2022 to notify them of the consultation.

The east Oxford LTNs have generated a high level of interest, which was reflected in a good response rate to the survey. A total of 3,843 online responses and 95 paper copies of the full survey were submitted. A full profile (by respondent type and demographics) of respondents is provided overleaf.

In addition, the council received 269 pieces of feedback in the form of letters and emails. We have provided a summary of this feedback in the final section of the report.



3. Demographics

In total, 3,938 responses to the survey were received. A profile of the respondents is provided in this section.

The survey was open to anyone who wished to respond. Together with the monitoring, analysis and correspondence relating to the consultation, the results of the survey are one element that contributes to the overarching east Oxford LTNs report submitted to Cabinet.

The majority of the survey respondents live within east Oxford and the wider area (east Oxford, Cowley, Littlemore, Rose Hill, Headington, Marston, Blackbird Leys collectively known as the eastern arc of the city). However, the survey was open to everyone and (a smaller number of) responses were received from others living outside the area – in the wider city or county, or outside the county. Such responses typically included people travelling into an east Oxford LTN area for work or family care.

3.1 Geo-location

Table 1: Geo-location

(All responding n=).

Respondent type	No. responses	% Responses
OX1-OX4 postcodes	3274	85%
Other OX postcodes	390	10%
Non-OX postcodes	10	<1%
Unknown	169	4%
Total	3843	100%

Most of the responses were from people replying as an individual (96%). A small percentage of respondents identified themselves as a business, faith / charity organisation or education establishment (3%), and even fewer responded as part of an interest group or as a parish / town councillor (both <1%).

Table 2: Q1. Please select one of the following that best describes the capacity you are completing the survey in:

Respondent type	No. responses	% responses
As an individual	3,796	96%
As a business, faith organisation, charity/ organisation or education establishment	130	3%
As part of an interest group, campaign group or campaign organisation	9	<1%
As a parish, town, district, or county councillor	3	<1%
Total	3,938	100%



The majority of the survey respondents were of working age – with 80% of responses coming from 25-65 year olds (17% from 25-34 year olds; 23% from 35-44 year olds; 20% from 45-54 year olds; and 17% from 55-64 year olds). Less than 1% of the responses were from under 16s (13-16 year olds) or over 85 year olds.

Table 3: Q29. What is your age?

Respondent type	No. responses	% responses
Under 16 (the survey is open to 13 years and over)	7	<1%
16-24	213	5%
25-34	644	17%
35-44	912	23%
45-54	791	20%
55-64	646	17%
65-74	416	11%
75-84	111	3%
85 or over	10	<1%
Prefer not to say	139	4%
Total	3,889²	100%

49% of people responding to the survey were female, and 43% male, with 8% preferring not to say.

Table 4: Q30. What is your sex?

Respondent type	No. responses	% responses
Female	1,892	49%
Male	1,643	43%
Prefer not to say	308	8%
Total	3,858³	100%

Nearly 75% of respondents were White (72%), with a small proportion Asian or Asian British (8%), Mixed or multiple ethnic groups (3%) and Black or Black British (1%), Chinese (1%) and Other ethnic groups or backgrounds (1%).

² Not all respondents answered all questions – base sizes vary by question.

³ Less than 1% (15 respondents) preferred to describe their sex with another term.

**Table 5: Q31. What is your ethnic group or background?**

Respondent type	No. responses	% responses
Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)	291	8%
Black or Black British (Caribbean, African, or any other Black background)	41	1%
Chinese	26	1%
Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)	106	3%
White (British, Irish, or any other white background)	2,787	72%
Other ethnic group or background	44	1%
Prefer not to say	567	15%
Total	3,862	100%⁴

46% of respondents were of no religion. The most reported religion was Christian (24%). This was followed by Muslim (6%), Buddhist and Jewish both 1%, and Hindu and Sikh less than 1%. 21% of respondents chose not to say.

A local mosque raised the concern that some older members of its congregation found it difficult to access the online survey. So, 200 paper copies were provided to the mosque, of which 62 were returned. These were added to the overall survey analysis.

Table 6: Q32. What is your current religion, if any?

Respondent type	No. responses	% responses
Buddhist	34	1%
Christian (including Church of England, Catholic, Protestant and all other Christian denominations)	911	24%
Hindu	16	<1%
Jewish	31	1%
Muslim	244	6%
Sikh	4	<1%
No religion	1,760	46%
Prefer not to say	796	21%
Any other religion	44	1%
Total	3,840	100%

⁴ Totals may sometimes add up to 99% or 101% due to rounding of the data.



75% of respondents stated that they are not limited by a long-term illness, health problem or disability whereas 6% said that they are limited a lot, and 11% said that they are limited a little.

Table 7: Q33. Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

Respondent type	No. responses	% responses
Yes – limited a lot	230	6%
Yes – limited a little	412	11%
No	2,886	75%
Prefer not to say	324	8%
Total	3,852	100%

Just 3% of respondents said they were a Blue Badge holder, as shown below.

Table 8: Q34. Are you a Blue Badge holder?

Respondent type	No. responses	% responses
Yes	128	3%
No	3,679	97%
Total	3,807	100%

82% of respondents said they were not a carer, 12% said they were and 6% preferred not to say.

Table 9: Q35. Are you a carer?

Respondent type	No. responses	% responses
Yes	477	12%
No	3,156	82%
Prefer not to say	226	6%
Total	3,859	100%

Just over 25% of respondents stated they do not live in any of the three east Oxford LTN areas but live elsewhere in Oxford. Similarly, 37% stated they lived outside of the east Oxford area entirely. The most reported LTN area was St Clement's (18%), followed by Divinity Road (13%) and St Mary's (6%).



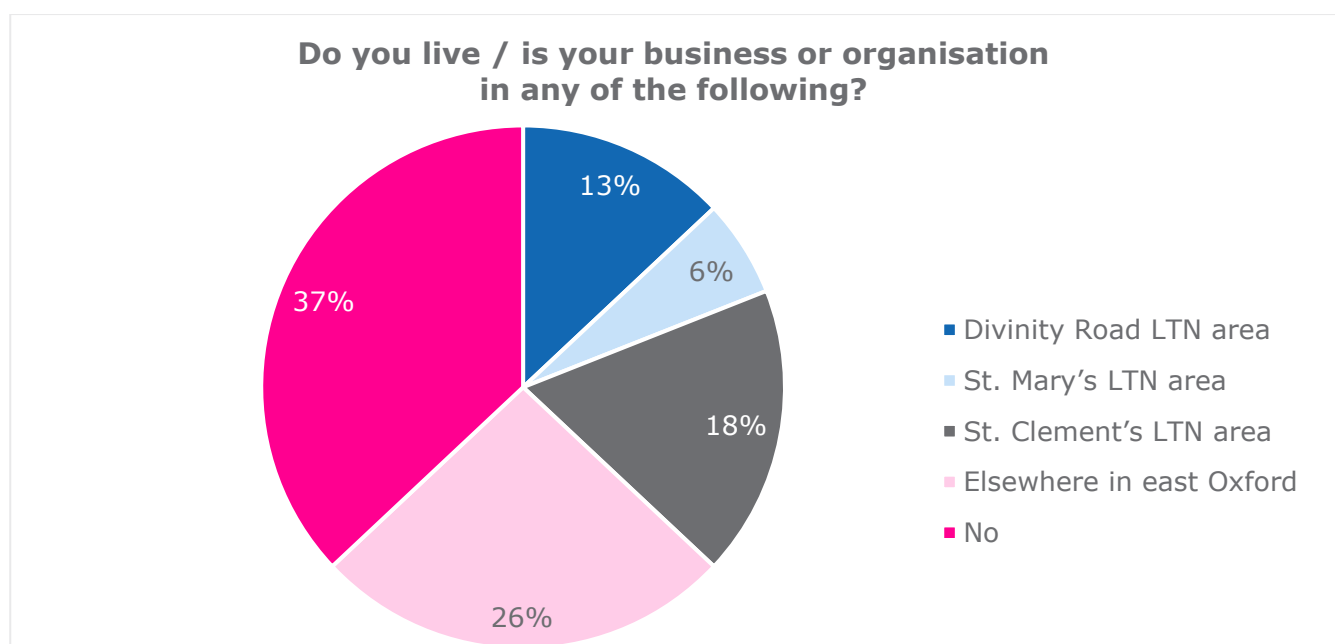
Note: Analysis of the postcode data provided showed that some respondents identified as living within an LTN area when they may have lived on the boundary or outside the area. However, the varying levels of postcode data provided (some full, some partial) means that this cannot be seen as a significant finding and as such we have taken the respondents' answer to whether they live in an LTN at face value. However, it could indicate that for some respondents their perception of the boundaries of an LTN area differ from the council areas that are defined.

Table 10: Q2/Q5. Do you live in any of the following / Is your business, faith organisation, charity/organisation or education establishment in any of the following?

Base: All responding (n)

Respondent type	No. responses	% responses
Divinity Road LTN area	520	13%
St Mary's LTN area	249	6%
St Clement's LTN area	708	18%
Elsewhere in east Oxford	1,023	26%
No	1,443	37%
Total	3,935	100%

Figure 1: Q2/Q5. Do you live in any of the following / Is your business, faith organisation, charity/organisation or education establishment in any of the following? Base: All responding (n)



Nearly a quarter of respondents found out about the consultation through a friend or relative (23%). Facebook (16%), the Oxfordshire County Council website (16%), local community news (16%) and local news items or radio adverts (15%) were also common



sources of information for respondents. It should be noted that respondents were able to select more than one source.

Respondents did not have the option to say they had received a letter; however, the web URL for the Let's Talk consultation page was most widely promoted by letter and analysis showed that there were 11,075 visits to the page using the direct link during the consultation period. Of those, 2,512 contributed to the survey.

Table 11: Q26. How did you find out about this consultation?

Respondent type	No. responses	% responses
Friend / relative	911	23%
Facebook	636	16%
Oxfordshire.gov.uk website	625	16%
Local community news item	624	16%
Local news item (newspaper, online, radio, tv) or radio advert	590	15%
NextDoor	440	11%
Email from Oxfordshire County Council	437	11%
Poster / information in local library local community group / organisation	389	10%
Twitter	200	5%
Oxfordshire County Councillor District Councillor	114	3%
Parish or town councillor	65	2%
Instagram	26	1%
LinkedIn	20	1%
Other	739	19%
Total	3,893	5

⁵ Responses add to more than 100% as respondents could select multiple sources.



4. Travel habits – travelling to and within an east Oxford LTN

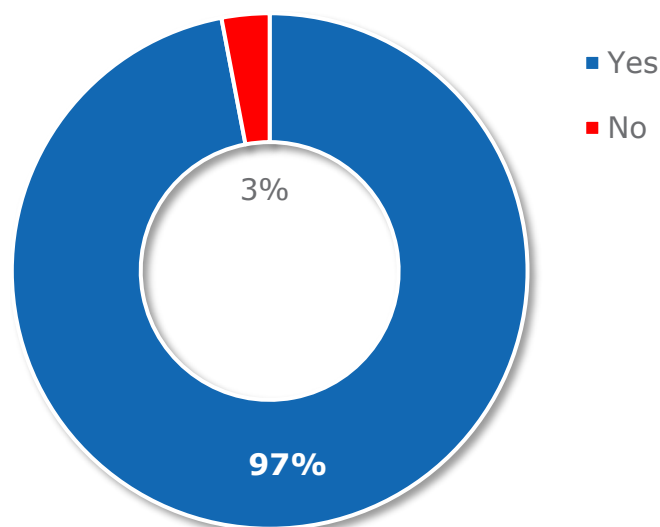
This section details respondents' general travel modes for making short journeys to and within an east Oxford LTN area.

Note: Please note that the following tables show the most reported methods of travel only. There were no, or almost no responses for: van, minibus, motorbike, mobility scooter, and e-scooter.

4.1 Travelling for personal reasons (e.g., shopping, eating out):

Nearly all respondents travelled to and within one or more of the three east Oxford LTN areas for personal reasons (97%).

Figure 2: Q8. Do you ever travel to and within any of the three east Oxford LTN areas for personal reasons? (All responding n=3,938).



- Respondents living within the St Clement's LTN area reported travelling through an LTN more frequently (99%) than those from elsewhere in east Oxford (94%).
- 98% of respondents aged 25-34 and 96% aged 45-64 said they travelled through an LTN in their personal life.



- Respondents reporting as an individual said they travel through an LTN (98%) more than those reporting as a business (77%)⁶.

4.2 Modes of transport for personal use

When asked about the modes of travel they use for personal activities, 56% of the respondents answering the question said they walk regularly, with 47% driving a car regularly and 43% cycling regularly. Less than 20% said they regularly travel as a passenger in a private car (19%), by bus (17%) or by taxi (6%).

- Of the individual responses, regular car use as a driver was reported significantly more by those from elsewhere in east Oxford (56%) than those in St Clement's (32%), Divinity Road (40%) and St Mary's (47%).
- From responses received from individuals, 27% said they travelled regularly as car passengers within the St Mary's LTN, 20% in the Divinity Road area LTN, and 13% in the St Clement's LTN.
- Regular bus use is significantly lower in replies from individuals outside of the three east Oxford LTNs - at 10% - than it is within them. The figures for people regularly using buses from within the Divinity Road and St Mary's LTN areas is 23% each. Within the St Clement's LTN it is 14%.
- Of the combined responses (individuals and businesses), cycling was reported more often as a mode of transport in St Clement's LTN (62%) than in the other two east Oxford LTNs (Divinity Road (52%) and St Mary's (42%)); or elsewhere in east Oxford (26%).
- From the combined responses, the percentage of people saying they walked regularly in the three east Oxford LTNs ranged from 80% to 85%, compared to 22% of respondents from parts of east Oxford that are not within the LTN areas.

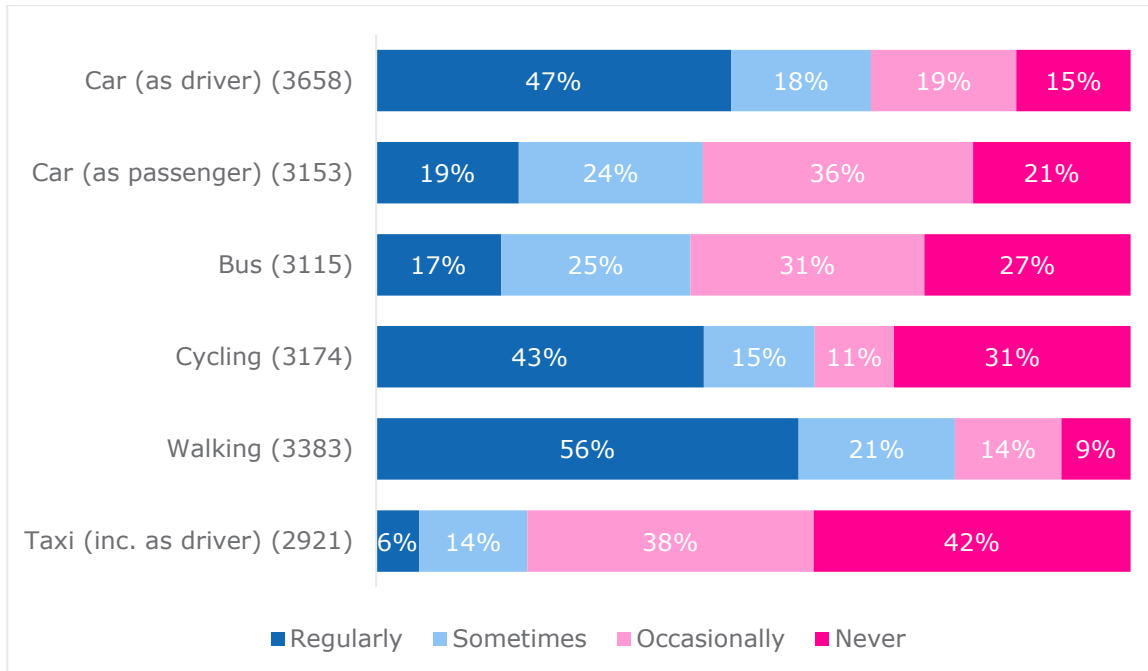
Table 12: Q10. For each of the following ways of travel, please say how often you currently use them for journeys in a personal capacity within an east Oxford LTN area. Base: All responding (n)

	Regularly	Sometimes	Occasionally	Never
Car: as driver (3,658)	47%	18%	19%	15%
Car: as passenger (3,153)	19%	24%	36%	21%
Bus (3,115)	17%	25%	31%	27%
Cycling (3,174)	43%	15%	11%	31%
Walking (3,383)	56%	21%	14%	9%
Taxi: including as driver (2,921)	6%	14%	38%	42%

⁶ Those responding as a business were asked about travelling to and within LTN areas for personal reasons along with those responding as an individual.



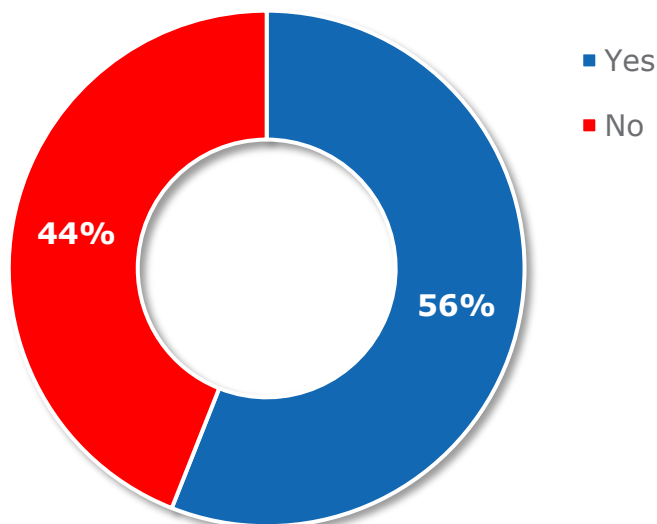
Figure 3: Q10. For each of the following ways of travel, please say how often you currently use them for journeys in a personal capacity within an east Oxford LTN area. Base: All responding (n)



4.3 Travelling for professional reasons (e.g., business meetings, commuting)

More than half (56%) of respondents said they travelled to and within one of the three east Oxford LTN areas for professional reasons.

Figure 4: Q11. And do you ever travel to and within any of the three east Oxford LTN areas for professional reasons (i.e. for your job, business, group or organisation)? (All responding n=3,938).





- Overall, 61% of respondents from St Mary’s travel within an LTN for business reasons, 55% from St Clement’s and 53% from Divinity Road area.
- Significantly more people aged 16-24 (59%) travel within an LTN than those aged 65-74 and 75+ (36% and 27% respectively).

4.4 Modes of transport for professional use

The top two modes of travel for professional use are reversed compared to how respondents travelled in a personal capacity. 56% of the survey respondents said they drove a car regularly, and 41% said they walked regularly. 36% said they cycled regularly in their professional life.

Table 13: Q13. We now want to know about your travel habits in your professional life, i.e. relating to your job, business, group or organisation.

For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford LTN areas.

Base: All responding (n)

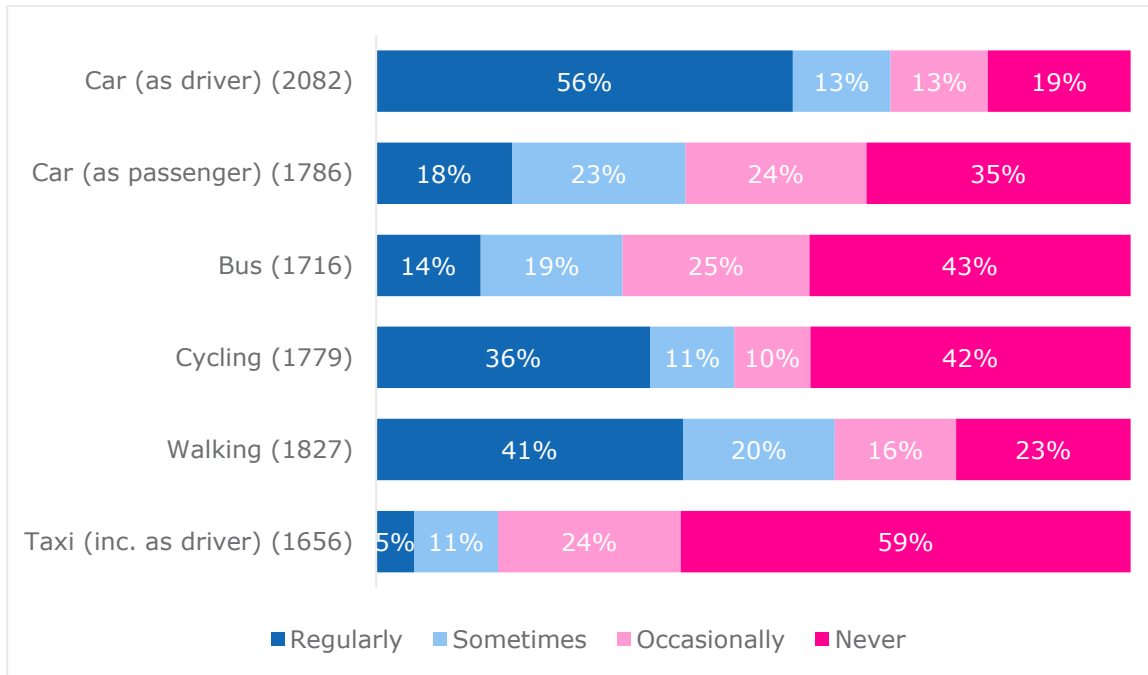
	Regularly	Sometimes	Occasionally	Never
Car: as driver (2,082)	56%	13%	13%	19%
Car: as passenger (1,786)	18%	23%	24%	35%
Bus (1,716)	14%	19%	25%	43%
Cycling (1,779)	36%	11%	10%	42%
Walking (1,827)	41%	20%	16%	23%
Taxi: including as driver (1,656)	5%	11%	24%	59%



Figure 5: Q13. We now want to know about your travel habits in your professional life, i.e. relating to your job, business, group or organisation.

For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford LTN areas.

Base: All responding (n)



4.5 Comparison of personal and professional transport

People responding as individuals and as representatives of a business were given the option to say how often they used a certain mode of transport in both their personal and professional lives. The following table shows the most reported modes of travel that respondents use regularly and compares them across personal and professional travel, and by people responding as an individual and as a business.

Travelling by car:

- Significantly more people reporting as a business travel regularly by car as a passenger (32%) than those reporting as an individual (17%).

Buses:

- More people responding as a business reported never using a bus to get to work (58%) compared to individuals (42% of whom report never using the bus).

Cycling:

- Many more respondents from St Clement’s area cycle to work (56%); compared to Divinity Road area (43%). 35% from St Mary’s area cycle to work regularly, and 48% from elsewhere in east Oxford said that they cycle regularly.

Walking:

- 41% of people reporting as an individual said that they regularly walk to work compared to 24% of respondents reporting as a business.



The following table looks to compare personal travel and professional travel across those responding as an individual and a business. It is broken down by modes of travel.

Table 14: Q10. AND Q13. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford – % saying regularly.

Base: All responding (n)

Note: Significantly higher values are highlighted in blue.

	Personal travel	Personal travel	Professional travel	Professional travel
Method of travel	Individuals (3,796)	Businesses (130)	Individuals (3,796)	Businesses (130)
Car (as driver)	46%	76%	54%	81%
Car (as passenger)	18%	42%	17%	32%
Van	4%	40%	7%	42%
Bus	17%	9%	14%	9%
Minibus	1%	2%	1%	4%
Cycling	44%	20%	37%	15%
Walking	57%	31%	41%	24%
Taxi (incl. driver)	5%	19%	5%	13%

There were some differences by area:

- All of those respondents who replied as a business/organisation from Divinity Road area regularly travel by car as a driver. This is notably more than the overall totals (from those responding as business/group etc and individuals) of those reporting from St Mary's (74%) and elsewhere in east Oxford (78%). St Clement's had 86% regular drivers.
- People responding as an individual from St Clement's LTN area use a car the least both as the driver and passenger (32% and 13% respectively). Similarly, those from St Clement's also use a van and bus the least (2% and 14%). People also cycle and walk more from St Clement's (63% and 85% respectively).

More respondents from St Clement's walk regularly (59%) compared to elsewhere in east Oxford (17%).



4.6 Demographic differences

The tables that follow highlight the *main* differences by demographics.

Age

Table 15: Q10. For each of the following ways of travel, please say how often you typically use them for journeys in a personal capacity within an east Oxford LTN area '% saying regularly'.

Base: All responding (n)

Method of travel	Under 24 (203)	25-34 (614)	35-44 (852)	45-54 (740)	55-64 (594)	65-74 (377)	75+ (105)
Car (as driver)	49%	45%	46%	50%	44%	43%	55%
Car (as passenger)	41%	21%	18%	16%	13%	14%	18%
Bus	24%	16%	14%	12%	14%	27%	42%
Cycling	38%	43%	44%	44%	46%	49%	34%
Walking	69%	57%	55%	49%	56%	63%	59%

Gender

Table 16: Q10. For each of the following ways of travel, please say how often you typically use them for journeys in a personal capacity within an east Oxford LTN area '% saying regularly'.

Base: All responding (n)

Method of travel	Female (1,892)	Male (1,643)	Prefer not to say (308)	Other (15)
Car (as driver)	47%	45%	55%	40%
Car (as passenger)	21%	15%	27%	23%
Bus	20%	14%	11%	14%
Cycling	40%	49%	36%	43%
Walking	59%	55%	45%	73%



Ethnicity

Table 17: : Q10. For each of the following ways of travel, please say how often you typically use them for journeys in a personal capacity within an east Oxford LTN area ‘% saying once a week or more’.

Base: All responding (n)

Method of travel	Asian (291)	Black (41)	Chinese (26)	Mixed (106)	White (2,787)	Prefer not to say (567)	Other (44)
Car (as driver)	77%	73%	70%	50%	40%	61%	55%
Car (as passenger)	48%	31%	17%	20%	15%	24%	8%
Bus	20%	22%	18%	8%	17%	14%	17%
Cycling	20%	16%	19%	52%	47%	34%	41%
Walking	33%	21%	44%	55%	61%	43%	59%

*Highlighted differences are significant to at least one other ethnic group

Day-to-day activities limited by long term illness, health problem or disability.

Table 18: Q10. For each of the following ways of travel, please say how often you typically use them for journeys in a personal capacity within an east Oxford LTN area ‘% regularly’. Base: All responding (n)

Method of travel	Day-to-day activities limited a lot (230)	Day-to-day activities limited a little (412)	Day-to-day activities not limited (2,886)
Car (as driver)	70%	50%	43%
Car (as passenger)	42%	19%	16%
Bus	19%	24%	16%
Cycling	9%	30%	49%
Walking	31%	47%	60%

Blue Badge holders

Table 19: Q10. For each of the following ways of travel, please say how often you typically use them for journeys in a personal capacity within an east Oxford LTN area ‘% regularly’.

Base: All responding (n)

Method of travel	Blue Badge holder (128)	Non-Blue Badge holder (3,679)
Car (as driver)	73%	46%
Car (as passenger)	47%	18%
Bus	17%	16%
Cycling	14%	44%
Walking	25%	57%



Carers

Table 20: Q10. For each of the following ways of travel, please say how often you typically use them for journeys in a personal capacity within an east Oxford LTN area '% regularly'.

Base: All responding (n)

Method of travel	Carer (477)	Non-carers (3,156)
Car (as driver)	70%	42%
Car (as passenger)	26%	17%
Bus	19%	17%
Cycling	27%	47%
Walking	44%	59%

Location

Table 21: Q10. For each of the following ways of travel, please say how often you typically use them for journeys in a personal capacity within an east Oxford LTN area '% regularly'.

Base: All responding (n)

Method of travel	Divinity Road area LTN (520)	St Clement's LTN (708)	St Mary's LTN (249)	Elsewhere in east Oxford (1,023)
Car (as driver)	41%	33%	49%	57%
Car (as passenger)	21%	14%	28%	18%
Bus	23%	14%	23%	10%
Cycling	52%	62%	42%	26%
Walking	81%	85%	80%	22%



5. Travelling through an east Oxford LTN area

This section details respondents' reasons for travelling through an east Oxford LTN area.

5.1 Destinations when travelling through an LTN area:

79% of all respondents said they travelled through an LTN to reach other destinations; 77% said they travelled through an LTN to visit cafes, restaurants and pubs; and 72% said they did their shopping within an LTN. 53% said they visited someone in an LTN and 52% visited other types of businesses in an LTN.

- More respondents from St Clement's LTN (88%) said they visit a café, restaurant, or pub in an LTN compared to respondents from Divinity Road area LTN (83%) and St Mary's LTN (74%).
- Significantly more respondents from St Clement's LTN (86%) shop within an LTN compared to people elsewhere in east Oxford (52%).

The question below asked respondents to select one or more regular activities for which they travel within or through one of the three east Oxford LTNs.

Table 22: Q9. Which of the following applies to you in your personal life? (All responding n=3,813).

Travel through an east Oxford LTN area to other destinations	79%
Visit cafés, restaurants, pubs in an east Oxford LTN area	77%
Shop within an east Oxford LTN area	72%
Visit someone living in an east Oxford LTN area	53%
Visit other type of businesses in an east Oxford LTN area	52%
Visit leisure / community venues in an east Oxford LTN area	46%
Work within an east Oxford LTN area	30%
Take child to childcare/school/college in an east Oxford LTN area	19%

Lower percentages: Provide care in an LTN (6%); Make deliveries in an LTN (5%); Attend school/college in an LTN (5%); Do not travel within an LTN area (1%); and Other (9%).

As shown in Table 22 below, 79% of respondents said they travelled through an east Oxford LTN area to get to other destinations in their personal life, and 51% said they worked within an east Oxford LTN. 46% travelled through an LTN to visit a café, restaurant, or pub; 44% shopped within an LTN and 40% visited other businesses.



Table 23: Q12. Which of the following applies to you in your professional life? (All responding n=2197).

Travel through an east Oxford LTN area to other destinations	79%
I work within an east Oxford LTN area	51%
Visit cafés, restaurants, pubs in an east Oxford LTN area	46%
Shop within an east Oxford LTN area	44%
Visit other type of businesses in an east Oxford LTN area	40%
Visit someone living in an east Oxford LTN area	36%
Visit leisure / community venues in an east Oxford LTN area	24%
Take child to childcare/school/college in an east Oxford LTN area	15%
Provide nursing, health / home care in an east Oxford LTN area	9%
Make deliveries within an east Oxford LTN	9%
Attend school / college in an east Oxford LTN area	6%
Do not travel within an east Oxford LTN area	1%
Other	6%

Further feedback on travel habits:

In additional comments, 1571 people shared further feedback on their travel habits.

Of these giving further feedback:

- 21% of the respondent base said they cycle regularly and 14% said they walk regularly through or within the east Oxford LTN areas.
- 5% said they use public transport regularly. 2% said they use a taxi regularly.
- 2% said the east Oxford LTNs had not affected them.
- 2% said they avoid the area because of the LTNs.
- 1% said they now made more trips by car.
- 1% said they used car club cars, 1% said they drove an electric or hybrid vehicle, and 1% said they did not own a car.

5.2 Modes of transport before the east Oxford LTNs were implemented

To help understand whether the east Oxford LTNs had influenced any changes in transport choices, the survey asked people to think about how they had made journeys through the LTN areas before May 2022 when the LTNs were implemented.

The most common transport modes before May 2022, according to the responses were private car (53%) and walking (49%).

47% of respondents said they never used taxis during this time.

From all people responding to the survey, 38% of those responding as individuals cycled regularly before the LTNs were in place, compared to 16% of those responding as a business.



There were some differences by area for modes of transport regularly used before the LTNs were in place:

Travelling by car:

- Divinity Road – 58%
- Elsewhere in Oxford – 57%
- St Mary’s – 56%
- St Clement’s – 42%

Buses:

- St Mary’s – 22%
- Divinity Road – 21%
- St Clement’s – 13%
- Elsewhere in Oxford - 10%

Walking:

- St Clement’s – 78%
- Divinity Road – 72%
- St Mary’s – 71%
- Elsewhere in Oxford – 16%

Table 24: Q14. Before the experimental east Oxford LTNs were in place, please say how often you travelled through the east Oxford LTN areas to get to another destination by each of the following modes.

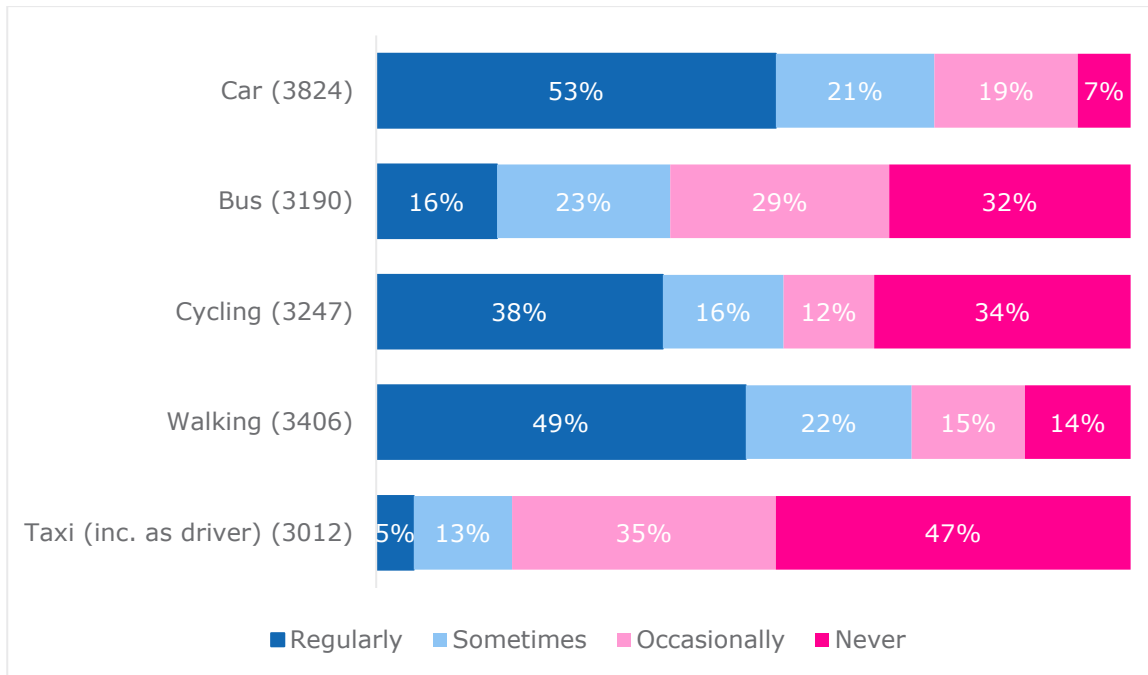
Base: All responding (n)

	Regularly	Sometimes	Occasionally	Never
Car (3,824)	53%	21%	19%	7%
Bus (3,190)	16%	23%	29%	32%
Cycling (3,247)	38%	16%	12%	34%
Walking (3,406)	49%	22%	15%	14%
Taxi: including as driver (3,012)	5%	13%	35%	47%



Figure 6: Q14. Before the experimental east Oxford LTNs were in place, please say how often you travelled through the east Oxford LTN areas to get to another destination by each of the following modes.

Base: All responding (n)



5.3 Comparison of transport modes before and after LTNs⁷

When asked about travel habits before and after the LTNs, respondents report regular use of a car has dropped by 6% since the LTNs were introduced. Bus use and taxi use increased by 1%, cycling increased by 5%, and walking increased by 7%.

Table 25: Q10. For each of the following ways of travel, please say how often you currently use them for journeys in a personal capacity within an east Oxford LTN area AND

Q14. Before the experimental east Oxford LTNs were in place, please say how often you travelled through the east Oxford LTN areas to get to another destination by each of the following modes. Base: All responding (n)

Method of travel (regular use)	Currently	Before
Car (as driver)	47%	53%
Car (as passenger)	19%	N/A
Van	5%	6%
Bus	17%	16%

⁷ Not a precise before and after picture given the before question only asked about travelling 'through' an LTN and not 'to' and 'within'. Also only asked of personal capacity.



Minibus	1%	1%
Cycling	43%	38%
Walking	56%	49%
Taxi (including as a driver)	6%	5%
Motorbike/moped	1%	1%
Mobility scooter	1%	0%
Trial e-scooter	1%	1%

Table 26: Q15. Please add any additional comments about your travel habits (Base: All responding n=1,571)

This is a summary of the most commonly expressed sentiments responding specifically to this question. More detail about information supplied to support these views is at the end of the report.

	No. responses	% responses
I often cycle	328	21%
I often walk/run/jog	214	14%
I often use public transport	79	5%
The east Oxford LTNs have not affected me in any way	34	2%
I often use taxis	30	2%
I now actively avoid the area/Oxford because of the LTNs	27	2%
Don't own a car	20	1%
I use a car less now	19	1%
Use car share / Co-Wheels	17	1%
LTNs have made me drive more	14	1%
I own an EV / hybrid vehicle	9	1%

To summarise, 79% say they have travelled through or within an LTN to reach another destination, including travelling to go to a café, restaurant, or pubs, to visit someone living in an LTN and to go shopping. 51% of respondents said they work in an east Oxford LTN. Prior to the LTNs, 53% said they regularly travelled by car, which has now reduced to 47% regularly travelling by car. Cycling and walking has increased since the LTNs were implemented.



6. Response sentiment, concerns, and recommendations

This section discusses respondents' viewpoints on all three LTN areas in east Oxford. Below is an overview of the recurring themes which emerge in relation to the LTNs.

The table below highlights comments made about the three LTN areas. All of the comments were made in relation to at least two of the LTN areas.

People are concerned about pollution and whether the LTNs will increase pollution or if pollution will be pushed to other parts of the city. Concerns also related to access for emergency services and to local businesses and the effect this will have on the local economy. Further concerns were also raised as residents believe they will be restricted and the LTNs will have a negative impact on their lives.

More positive comments related to improved safety for cyclists and an improvement to pedestrian access. Respondents also support reducing the number of cars in the road, making the area quieter and reducing pollution.

Suggestions to improve the LTNs include implementing a one-way system, improving safety with speed bumps and permanent bollards, and improving the pedestrian/cycling infrastructure. Other suggestions include improving public transport, such as affordability, better routes, and more frequent services. Suggestions were also made about possible exemptions for Blue Badge holders or people with electric vehicles.

Table 27: Q17. Please provide comments to support your view on the Divinity Road area LTN below; Q19. Please provide comments to support your view on the St Clement's area LTN below; Q21. Please provide comments to support your view on the St Mary's area LTN below.

Concerns

Plan will increase traffic/congestion/pollution

Will result in increased journey times and costs

Displacement of traffic and / or pollution to other roads in / areas of the city

Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)

Concerns for elderly/(hidden)disabled/young children/those with illnesses

Disagree with restrictions on residents/will cause stress/problems for residents

Concerns about lack of access/disruptions for emergency services

This will split up communities/families/friends



Positive comments

Safer/easier for cyclists/pedestrians

Plan has/will decrease pollution/make the air cleaner

Will/has reduced the amount of cars/traffic on the roads/quieter

They have improved our community spirit/friendliness/no more angry drivers

Suggestions

Public transport needs generally improving (routes, price, times etc.)

Concerns over the bollards (people keep removing/damaging/driving over)

Road safety needs improving (e.g., speed bumps, speed limits, ANPR cameras etc.)

Improve cycling/pedestrian infrastructure (e.g., routes, equipment provision etc.)

There need to be exemptions e.g., electric vehicles, Blue Badge holders, public transport etc.

Improve/have more signs



7. Divinity Road LTN area



7.1 Overview

Oxfordshire County Council is trialling the Divinity Road area LTN, which includes a filter on Divinity Road and one on Southfield Road. The east Oxford LTN filters are made up of two planters with a bollard between them. These are being trialled to complement the existing filters on Union Street, Collins Street and East Avenue. All of the LTN filters allow pedestrian / wheelchair / rollator / kick scooter and cyclist access only with no access for motorised vehicles (except for mobility scooters, the trial e-scooters, and electric bicycles).

Overall, the consultation received 520 responses from people living within the Divinity Road LTN area. This comprises 499 individuals from Divinity Road and 21 responding as a business/organisation or group.



7.2 Respondents from the Divinity Road LTN area

Table 27 below gives a breakdown of the demographic profile of the respondents living within the Divinity Road LTN area.

Table 28: Demographic breakdown of respondents from Divinity Road LTN area (Base: All responding n=520)

	No. responses	% responses
Who is responding		
An individual	499	96%
As a business / organisation	20	4%
As part of an interest group	1	<1%
Age		
Under 24	52	10%
25 - 34	59	12%
35 - 44	94	18%
45 - 54	80	16%
55 - 64	92	18%
65 - 74	98	19%
75+	31	6%
Gender		
Female	247	49%
Male	231	46%
Prefer not to say/Other	29	6%
Ethnicity		
Asian/Asian British	42	8%
Black/Black British	1	<1%
Chinese	3	1%
Mixed/multiple	11	2%
White	401	79%
Prefer not to say/Other	52	10%
Disabilities		
Yes - limited a lot	18	4%
Yes - limited a little	44	9%



No	414	82%
Blue Badge holder		
Yes	10	2%
No	495	98%

7.3 Respondents' views of the Divinity Road LTN area

- All respondents were asked for their views of the Divinity Road LTN area.
- Overall, 60% of all respondents have a negative view about the Divinity Road area LTN, with 49% very negative and 11% mostly negative. 34% are positive about the plan for the area (26% entirely positive, 8% mostly positive). 3% are neutral and a further 4% had no view.
- 59% of respondents reported at a NET level that they have negative views of the LTN compared to 34% of NET positive responses.
- Respondents reporting as a business had significantly more negative views (85%) compared to individual responses (59%).

More detail about information supplied to support these views is at the end of the report.

Table 29: Q16. Which of the following best describes your views on the Divinity Road LTN area, in east Oxford? (Base: All responding n=3,907).

Entirely negative	49%
Mostly negative	11%
Neutral	3%
Mostly positive	8%
Entirely positive	26%
Don't know / No view	4%
NET: Negative	59%
NET: Positive	34%

- Overall, respondents living in the Divinity Road LTN area were more likely to have positive views of the Divinity Road LTN area (59%) than those living in St Clement's (50%) and St Mary's (28%).
- Three-quarters of those living elsewhere in east Oxford had negative views of the Divinity Road LTN compared to 55% of those living in the St Mary's LTN area and 40% each for St Clement's and Divinity Road.



Table 30: Q16. Which of the following best describes your views on the Divinity Road LTN area, in east Oxford? (Base: All responding n=3,907).

	Divinity Road LTN area	St Mary's LTN area	St Clement's area	Elsewhere in east Oxford
Entirely negative	33%	46%	31%	62%
Mostly negative	7%	9%	9%	12%
Neutral	2%	6%	4%	2%
Mostly positive	14%	6%	13%	5%
Entirely positive	44%	22%	38%	15%
Don't know / No view	0%	11%	6%	4%
NET: Negative	40%	55%	40%	74%
NET: Positive	59%	28%	50%	20%

7.4 Key concerns about the Divinity Road LTN:

The below themes are the most frequently reported comments in relation to Divinity Road and Southfield Road LTNs.

- The most frequently reported concern is that the Divinity Road LTN area will increase traffic and congestion (specifically the LTN filters).
- Impacts on journey times are a key concern for being able to get to amenities such as hospitals, workplaces, schools, childcare, and shops – especially in the context of meeting set times such as medical appointments. Respondents also note that longer journeys can be a problem for elderly people and people with disabilities and could discourage them from making trips.
- There were concerns over access to essential locations and the overall restricted access the filters may cause for residents.
- Positive comments relating to the Divinity Road LTN area refer to improved safety for pedestrians and cyclists, with some responses noting that the LTNs improve access for them.
- Respondents also support reducing the number of cars in the road, making the area quieter and improving air quality in the area.
- Respondents provided recommendations for improving the LTN programme/general highway area. These included implementing a one-way system, reducing vehicle speed with speed bumps and permanent bollards to improve safety, and improving pedestrian/cycling infrastructure.



7.5 Sentiment/feedback

Plan will increase traffic / congestion

Will result in increased journey times and costs

Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)

Plan will increase pollution

This will have a negative impact on everyone's lives (less safe)

Displacement of traffic and / or pollution to other roads in / areas of the city

Disagree with restrictions on residents / will cause stress / problems for residents

The bollards need to be more sustainable (people keep removing / damaging / driving over)

Plan is dangerous / chaotic

Concerns about lack of access/disruptions for emergency services

Negative impact on community causing fear / conflict

This is unnecessary / waste of time, money, and resources

This will be bad for people's wellbeing / mental health / will lead to social isolation

This is unnecessary / waste of time, money, and resources

Concerns for elderly / (hidden)disabled / young children / those with illnesses

Concerns about access to other roads

"This has made our life very difficult as a small business and family living on Divinity Road; we must take our son to various activities where it's taking an hour longer every day. I think this is very bad idea of blocking roads. It will be very difficult for emergency services to get to people within LTN areas."

"While it may make life better for the residents on that one street, it makes everyone else's life nearby a nightmare. Morrel Avenue has terrible traffic now which means I can barely leave my house using the car."

"I have had to quit my job due to LTN blocking a quicker route into my place of work."

"No alternative bus routes more fuel consumption and lengthy congestion in other roads."

Further themes are listed in the appendix (appendix 12.1). Verbatim comments to support the above themes can be found on page 46. [#Verbatims](#)



8. St Clement's LTN area



8.1 Overview

The St Clement's LTN area includes two filters which are located on Rectory Road and on Princess Street. All of the LTN filters allow pedestrian / wheelchair / rollator / kick scooter and cyclist access only with no access for motorised vehicles (except mobility scooters, the trial e-scooters, and electric bicycles).

8.2 Respondents from the St Clement's LTN area

Overall, the consultation received 708 responses from within the St Clement's LTN area. This comprises 693 individuals from St Clement's area and 15 responding as a business/organisation or group.

Table 31: Demographic breakdown of respondents from St Clement's LTN area (Base: All responding n=708)

	No. responses	% responses
Who is responding		
An individual	693	98%
As a business / organisation	15	2%



Age		
Under 24	57	8%
25 - 34	138	20%
35 - 44	177	25%
45 - 54	126	18%
55 - 64	95	14%
65 - 74	71	10%
75+	18	3%
Gender		
Female	347	50%
Male	303	44%
Prefer not to say/Other	44	6%
Ethnicity		
Asian/Asian British	59	8%
Black/Black British	7	1%
Chinese	2	<1%
Mixed/multiple	19	3%
White	522	75%
Prefer not to say/Other	87	13%
Disabilities		
Yes - limited a lot	37	5%
Yes - limited a little	45	7%
No	569	82%
Blue Badge holder		
Yes	18	3%
No	664	97%

8.3 Respondents' views of the. St Clement's LTN area

60% of respondents had a negative view about the St Clement's LTN area, with 52% entirely negative and 10% mostly negative. 32% were positive about the plan for the area (23% entirely positive, 9% mostly positive), just 3% were neutral and a further 4% had no view.



Table 32: Q18. Which of the following best describes your views on the St Clement's LTN areas in east Oxford? (Base: All responding n=3,893).

Entirely negative	52%
Mostly negative	10%
Neutral	3%
Mostly positive	9%
Entirely positive	23%
Don't know / No view	4%
NET: Negative	61%
NET: Positive	32%

- Significantly more entirely negative responses were received from people living elsewhere in east Oxford (66%) compared to those actually living in the St Clement's LTN area (33%).
- Respondents in St Clement's area were more positive about the St Clement's LTN than those living elsewhere in Oxford: 47% total positive responses from St Clement's compared 18% from elsewhere in east Oxford.
- Of the negative responses, 69% came from people under 24 years of age, 60% from 25–34 year olds, 58% from 35-44 year olds, 62% from 45-54 year olds, 58% from 55-64 year olds and 56% from 65-74 year olds. There were more negative responses from female respondents (62%) than from male respondents (55%).
- Respondents who are affected by a disability (those answering 'a little' or 'a lot') gave significantly more negative responses (88% and 72% respectively) than those without a disability (54%).
- Similarly, Blue Badge holders were significantly more negative in relation to St Clement's LTN than those without a Blue Badge. 85% of respondents who said they were Blue Badge holders felt negatively about the St Clement's LTN compared to 60% of respondents without a Blue Badge. [for context, 3% of overall respondents said they were Blue Badge holders].

Table 33: Q18. Which of the following best describes your views on the St Clement's LTN areas in east Oxford? (Base: All responding n=3,893).

	Divinity Road LTN area	St Mary's LTN area	St Clement's area	Elsewhere in east Oxford
Entirely negative	30%	55%	33%	66%
Mostly negative	8%	9%	8%	11%
Neutral	5%	1%	5%	1%
Mostly positive	15%	7%	14%	5%



Entirely positive	35%	26%	33%	13%
Don't know / No view	8%	2%	7%	4%
NET: Negative	37%	64%	41%	77%
NET: Positive	50%	33%	47%	18%

8.4 Key concerns about the St Clement's LTN:

The below themes are the most frequently reported comments in relation to Rectory Road and Princes Road filters.

- The most common themes in relation to the St Clement's LTN area were concerns relating to congestion, pollution and increased journey times and costs.
- Concern was also shown for the impact the St Clement's LTN may have on road safety and the number of traffic collisions as some people report that the LTN has caused people to drive dangerously.
- Some respondents are concerned about the effect the LTNs will have on local businesses and are worried the filters may divide the areas and have a negative impact on people's ability to access essential locations or visit friends and family.
- Conflicting views were given in relation to the impact the LTNs would have on cyclists; some believe it will improve the cycle access and safety, while others think it will make journeys more dangerous for cyclists.
- Suggestions include incorporating the cycle infrastructure and pedestrian walkways into the LTN area.
- Other suggestions surround public transport; some respondents would like to see bus routes improved, with improvements made to journey times and fare prices reduced.

8.5 Sentiment/feedback

Plan will increase traffic / congestion

Will result in increased journey times and costs

Displacement of traffic and / or pollution to other roads in / areas of the city

Plan will increase pollution

Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)

Disagree with restrictions on residents / will cause stress / problems for residents

Concerns for local businesses / economy

Concerns about safety for everyone (cyclists / pedestrians / drivers)



A one-way system needs to be implemented / would be better

Improve cycling / pedestrian infrastructure (e.g., routes, equipment provision etc.)

Concerns for elderly / (hidden)disabled / young children / those with illnesses

Infringement on rights / liberties / freedom of movement

This will be bad for people's wellbeing / mental health / will lead to social isolation

A one-way system needs to be implemented

This will cause / has caused more road accidents, dangerous driving etc.

"Too much displacement of traffic to a limited number of roads, journey times will be longer and more pollution as travel routes are longer."

"For both SC1 and SC2, traffic on St Clement's has had a huge negative impact. Traffic jams can make the trip from Brookes University to The Plain as long as 30 minutes or more."

"SC2 has contributed to the grid lock, increased emissions and failure of the objectives with respect to Cowley Road in particular which, because of the increase in volume of traffic and grid lock is now often unsafe for cyclists."

"No access to Cowley Road from this junction. You used to be forced to turn left anyway, but now there is no way of getting through to the Cowley Road on either SC1 or SC2."

Further themes are listed in the appendix (appendix 12.2). Verbatim comments to support the above themes can be on page 46. [#Verbatims](#)



9. St Mary's LTN area



9.1 Overview

The St Mary's LTN area includes ten filters which are located on Circus Street, Temple Street, Stockmore Street, Marston Street, James Street, Bullingdon Road, Leopold Street, Magdalen Road, Barnet Street, and Howard Street. All of the LTN filters allow pedestrian / wheelchair / rollator / kick scooter and cyclist access only with no access for motorised vehicles (except mobility scooters, the trial e-scooters, and electric bicycles).

Overall, the consultation received 249 responses from people living within the St Mary's LTN area. This comprises 224 individuals from St Mary's area, and 25 responding as a business / organisation or group.

Table 34: Demographic breakdown of respondents from St Mary's LTN area (Base: All responding n=249)

	No. responses	% responses
Who is responding		
An individual	224	90%
As a business / organisation	25	10%
Age		



Under 24	21	9%
25 - 34	40	16%
35 - 44	44	18%
45 - 54	47	19%
55 - 64	49	20%
65 - 74	24	10%
75+	8	3%

Gender

Female	123	51%
Male	102	42%
Prefer not to say/Other	17	7%

Ethnicity

Asian/Asian British	12	5%
Black/Black British	1	0%
Chinese	2	1%
Mixed/multiple	8	3%
White	178	75%
Prefer not to say/Other	37	15%

Disabilities

Yes - limited a lot	15	6%
Yes - limited a little	18	7%
No	185	77%

Blue Badge holder

Yes	15	6%
No	222	94%

9.2 Respondents' views of the St Mary's LTN area

59% of all respondents had a negative view about the St Mary's LTN area (50% very negative and 9% mostly negative). 33% were positive about it (26% entirely positive, 7% mostly positive), 3% were neutral and a further 6% had no view.



Table 35: Q20. Which of the following best describes your views on the St Mary's LTN area in east Oxford? (Base: All responding n=3,890).

Entirely negative	50%
Mostly negative	9%
Neutral	3%
Mostly positive	7%
Entirely positive	26%
Don't know / No view	6%

- More people from elsewhere in east Oxford have entirely negative views of the St. Mary's LTN (61%) compared to residents living in St. Mary's LTN (46%).
- St Clement's have significantly more positive responses (54%) compared to respondents from Divinity Road (49%) and those elsewhere in east Oxford (18%). St Mary's had 28% positive response rate.
- Under 24 year olds (66%) and 25-34 year olds (61%) had more negative responses compared to 55-64 (55%) and 65-74 (54%) year olds.
- Males were significantly more positive (40%) in their responses compared to females (31%).

Table 36: Q20. Which of the following best describes your views on the St Mary's LTN area in east Oxford? (Base: All responding n=3,890).

	Divinity Road LTN area	St Mary's LTN area	St Clement's area	Elsewhere in east Oxford
Entirely negative	29%	46%	36%	61%
Mostly negative	7%	9%	8%	11%
Neutral	5%	5%	1%	2%
Mostly positive	11%	6%	12%	4%
Entirely positive	38%	21%	42%	14%
Don't know / No view	11%	12%	1%	8%
NET: Negative	36%	55%	44%	72%
NET: Positive	49%	28%	54%	18%



9.3 Key concerns about the St Mary's LTN:

The below themes are the most frequently reported comments in relation to Circus Street, Temple Street, Stockmore Street, Marston Street, James Street, Bullingdon Road, Leopold Street, Magdalen Road, Barnet Street, and Howard Street filters.

- The biggest concerns reported by respondents were that the St Mary's LTNs will result in increased journey times and costs, increased congestion, increased pollution.
- Concerns included local businesses being negatively affected due to access problems, similarly, access to essential locations is of concern.
- Some are concerned about the effect it will have on people's wellbeing as they may struggle to visit friends and family. Concerns were also voiced about a class division.
- Suggestions include consideration to improve public transport and improve road safety.
- Further suggestions include improving cycling infrastructure, road signs, and SATNAV routes to make journeys around the LTNs easier.

9.4 Sentiment/feedback

Displacement of traffic and / or pollution to other roads in / areas of the city

Plan will increase traffic / congestion

Concerns about lack of access / disruptions for emergency services

Concerns for local businesses / economy

Disagree with restrictions on residents / will cause stress / problems for residents

Plan will increase pollution

Will result in increased journey times and costs

Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)

This is unnecessary / waste of time, money, and resources

Concerns about safety for everyone (cyclists / pedestrians / drivers)

A one-way system needs to be implemented

This will only split up communities / families / friends

This will be bad for people's wellbeing / mental health / will lead to social isolation

The bollards need to be more sustainable (people keep removing / damaging / driving over)

Concerns for elderly/(hidden)disabled/young children/those with illnesses



"Oxford is in a grid lock. The air quality is not better, it is worse. Emergency services really struggle to get through."

"Remove closure, make Leopold Street one way towards Hurst St, connecting communities and keeping unnecessary traffic off the Plain and reducing traffic on Hollow Way and on Between Towns Road."

"This road was never a problem but now all traffic goes via the plain or Cowley centre If you happen to want the wrong side of the barrier. More miles, more pollution just in a different area."

"Cricket Road has become particularly limited for access - with there obviously being no access from Iffley Road-side anymore. The previous access route of Magdalen Road - Ridgefield Rd - Howard St - Cricket Rd does not strike me as a 'rat run' but rather a reduction in driving distance, time spent idling in traffic, and a reasonable access route."

"Howard Street was the best way for me to travel back home. Now I have to drive around through Cowley Road to Iffley Road. I use more petrol and my travel time is longer about 25 min every day."

Further themes are listed in the appendix (appendix 12.3). Verbatim comments to support the above themes can be found on page 46. [#Verbatims](#)



10. Verbatims

This section highlights some of the key themes from the consultation with example verbatims.

10.1 Concerns

Plan will increase traffic/congestion.

"It has caused traffic chaos and life-threatening delays for emergency services trying to get through the traffic. Necessary journeys are now 3 or 4 times longer than before and those journeys are spent queuing in traffic, increasing pollution."

Will result in increased journey times and costs.

"Pushes traffic together, causing more delays, makes route longer travelling around, increases costs significantly. Increases pollution due to lower speeds and being stationary, increases costs for customers."

The traffic/pollution has/will move to other areas of the city.

"Too much displacement of traffic to a limited number of roads, journey times will be longer and more pollution as travel routes are longer."

Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)

"Divisive and destructive of communities, it makes cycling harder, and travelling to essential places such as hospitals and local shops and amenities difficult and unpleasant."

Concerns for elderly/(hidden)disabled/young children/those with illnesses.

"Travel needed for disabled son who is dependent on a car. The LTN is ruining our lives and creating severe problems for my disabled son who is now having to travel an extra 30mins every day due to LTN traffic. We have been blocked into our road and unable to access Iffley Road and this is creating hell for my son with severe disability. This is unfair and morally wrong for disabled people."

Disagree with restrictions on residents/will cause stress/problems for residents.

"You have made Oxford a nightmare, and I do NOT want to live here anymore! I am born and bred in Oxford, so I have lived here for 40 years."



Concerns about lack of access/disruptions for emergency services.

"When calling an ambulance for a resident who collapsed we had to wait longer due to no access and traffic built up on main roads. Same statement for all as it's ridiculous and affects response times of emergency service, no one had any proper logic to think about this."

This will split up communities/families/friends.

"I cannot get to friends, family or clients living in this LTN. I'm losing business and it's costing me more in fuel and time to do my job."

10.2 Positives

Safer/easier for cyclists/pedestrians.

"Regarding all the LTNs it would be nice to have more obvious 20 mph, or even 10mph, plus speed bumps and more signs saying this is a quiet residential road which gives priority to pedestrians and cyclists."

Plan has/will decrease pollution/make the air cleaner.

"Reduced noise pollution. Improved air quality. Safer to walk and cycle, especially with kids. Safer. Better in every way."

Will/has reduced the amount of cars/traffic on the roads/quieter.

"I support LTNs as it helps to reduce the cars on residential streets and discourage people who use them as a shortcut to avoid congestion on the major arteries in the city."

They have improved our community spirit/friendliness/no more angry drivers.

"Children now play on the street, cycling is easier and safer (except for on the new two-way section of Magdalen Road), and my house no longer shakes when lorries drive over the bump outside my house at 30mph. I no longer have to wait for a queue of motorway traffic in order to cross the road outside my house."

10.3 Suggestions from respondents

Public transport needs generally improving (routes, price, times etc.).

"No alternative bus routes more fuel consumption and lengthy congestion in other roads."



Road safety needs improving (e.g., speed bumps, speed limits, ANPR cameras etc.).

“There could have been speed bumps put in. The LTN boxes do not benefit community mixing and lifestyle.”

Improve cycling/pedestrian infrastructure (e.g., routes, equipment provision etc.).

“The environment for living, walking and cycling in Princes Street has improved out of all recognition. The right to cycle down Rectory Road towards St Clement’s is extremely helpful.”

There needs to be exemptions e.g., EVs, Blue Badge holders, public transport etc.

“This was one of my usual filter to be able to get to Jeune Street and get to the Plain roundabout all in electric mode in my hybrid car, now I get stuck in traffic and with all the stop and start I end up using all the electric and am using fuel in a built-up area - surely this goes against what you are trying to achieve (reduce traffic in a built-up area and ease congestion).”

Improve/have more signs.

“Seems to be in the right place. Regarding all the LTNs it would be nice to have more obvious 20 mph, or even 10mph, plus speed bumps and more signs saying this is a quiet residential road which gives priority to pedestrians and cyclists.”



11. Email and letter responses

In addition to the feedback received from questionnaire returns, 269 emails and letters were received with comments about the proposals. These responses were not included in the questionnaire survey analysis as feedback was more general overviews of the plans or supplementary to a completed survey.

In summary, the email responses comprised:

- 121 expressing support for the east Oxford LTNs;
- 138 expressing opposition to the east Oxford LTNs; and
- 10 which were neutral.

11.1 Key concerns from the email responses include:

Concern about congestion on main routes

"It appears to me that to travel to or from the south, I will now have to drive about 16 blocks out of my way via the Plain Roundabout (which, incidentally, has a deserved reputation for one of the most dangerous roundabouts)."

"If you currently travel into Oxford, you will be aware that the approaches to Magdalen bridge and the roundabout are currently pretty gridlocked in the morning."

"I live in east Oxford. I do not support the LTNs. I'm a cyclist and driver. I do not see how the LTNs are any sort of solution. Those who live in closed off roads are better off. But the rest of us are much worse off. More congestion, pollution, petrol, miles. I understand that residents voted against the LTNs? So don't understand why the scheme went ahead."

Concerns about local business

"Grundon bins who provide waste service to the company have told them they cannot provide this route due to the LTNs."

"I wish to lodge a complaint with you about the new LTN schemes in east Oxford. The LTN's were installed without the consultation of residents or businesses in the area. My friend REDACTED have been in business in Oxford for over REDACTED years. They have met the local needs of Oxford's residents. They are closing down, due to your foolish LTN scheme. They/we hereby demand the LTN's are removed immediately. It is causing a lot of congestion on Cowley Road and Iffley Road, thereby increasing pollution on these roads. It doesn't help that none of you live in east Oxford. Please let me know, what are you going to do, to stop local businesses like these closing?"



Concerns about access for emergency services and care givers

A respondent that worked within Oxford Health NHS Trust raised concerns about access for emergency services and care givers. Visits to the homes of patients were being negatively impacted by the road scheme which was "doubling travel times" with traffic having increased on alternative routes. Concerns were raised about air pollution as a result of queuing traffic. It was also suggested that the scheme has made it harder to get to the John Radcliffe Hospital for appointments, which in turn has reduced the number of patients the respondent can see in a day.

Mobility issues for those who are physically incapable or disabled

"I have some residual mobility issues. These LTNs significantly affect my life and cut me off from the rest of the city, and with the introduction of the EO LTNs, most of Cowley. I can't walk far enough to meet my friends for a coffee on Magdalen Road. With the footpath closed I can't get to Florence park. Last weekend I tried to take the bus into town. It cost me £4, took a really long time and caused me significant pain. The LTNs only suit young, able bodied, professionals."

"I'm a wheelchair user with care needs living. I have to use taxis when I go out. I have a regular monthly blood test. Before the LTNs, this journey took me 10 minutes. Yesterday it took me 45 minutes there and an hour back, and the taxi was more expensive than usual, and I had to wait a long time to get a taxi back. Also, I have carers 2-3 times a day. Because of the gridlock caused by the LTNs, they are getting delayed anything up to an hour, which is bad for me but also bad for them, they're only trying to do their jobs."

Increase in cost, travel time, congestion and pollution

"In order to leave my house to get to anywhere outside of Oxford I will now be forced to drive to all the way down Cowley Road in order to access Iffley Road via the Plain roundabout. This is much longer than my usual route via several residential streets and will therefore be contributing to making these roads more polluted. Driving on Cowley Road is already dangerous and unpleasant due to the number of cars, bikes and pedestrians sharing the road."

"I am completely opposed to the LTN's because it has simply shifted pollution in the air generated from traffic queues further into east Oxford which is already toxic because of the Mini Factory. I do not drive and often need the use of taxis to get to Cowley Road to shop. Rides which used to cost under £10 have been doubled as has the time it takes the driver to get there."



12. Appendix

12.1 Full tables of responses – Divinity Road

Table 37: Q17. Please provide comments to support your view on the Divinity Road area LTN below. (All responding n=2901).

	Total (2901)
Will result in increased journey times and costs	26%
Plan will increase traffic/congestion	22%
Displacement of traffic and/or pollution to other roads in/areas of the city	20%
Safer/easier for cyclists/pedestrians	18%
Plan will increase pollution	15%
Will/has reduce the number of cars/traffic on the roads/Quieter	12%
Support/agree with/can see the benefits	11%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	11%
Disagree with proposal(s)/can't see the benefits	9%
Negative opinion of LTNs	8%
Positive opinion of LTNs	7%
Disagree with restrictions on residents/will cause stress/problems for residents	7%
Does not think it will work/unrealistic	6%
Plan has/will decrease pollution/make the air cleaner	5%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	4%
Concerns for local businesses/economy	4%
Concerns over safety for everyone (cyclists/pedestrians/drivers)	4%
A one-way system needs to be implemented	4%
Concerns about lack of access/disruptions for emergency services	4%
This will only split up communities/families/friends	4%
Public transport needs improving generally (routes, times etc.)	3%



Cars are sometimes a necessary and essential part of everyday life	3%
This will/has caused more road accidents, dangerous driving etc.	3%
Concerns over the bollards (people keep removing/damaging/driving over)	3%
Negatively impacting public transport/taxis	3%
Cycling/walking isn't an option for everyone	2%
Public transport needs to be affordable/cheaper/free	2%
Not properly thought out	2%
Does not believe consultation will have any impact on the outcome/listen to the voters	2%
This will be bad for people's wellbeing/mental health/stress	2%
Will create a class division between those who can afford electric vehicles and those who can't/preference for richer residents	2%
Road safety needs improving (e.g., speed bumps, speed limits, ANPR cameras etc.)	2%
They have improved our community spirit/friendliness/no more angry drivers	2%
This is unnecessary/waste of time, money, and resources	2%
Difficulty entering Oxford from surrounding/rural areas	1%
Infringement on rights/liberties/freedom of movement	1%
Improve cycling/pedestrian infrastructure (e.g., routes, equipment provision etc.)	1%
The bollards need to more robust/permanent	1%
Negative impact on community causing fear/conflict	1%
There needs to be exemptions e.g., EVs, Blue Badge holders, public transport etc.	1%
Improve/have more signs	1%
Parking problems/lack of parking.	1%



Table 38: Q23a. If you have a comment about the DR1 Divinity Road filter, please use the box below. (All responding n=820).

	Total (820)
Plan will increase traffic/congestion	24%
Will result in increased journey times and costs	20%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	19%
Disagree with proposal(s)/can't see the benefits	16%
Plan will increase pollution	14%
Displacement of traffic and/or pollution to other roads in/areas of the city	13%
Disagree with restrictions on residents/will cause stress/problems for residents	13%
A one-way system needs to be implemented	9%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	9%
Plan is dangerous/chaotic	8%
Negative opinion of LTNs	8%
Concerns for local businesses/economy	7%
This is unnecessary/waste of time, money, and resources	5%
Negative impact on community causing fear/conflict	5%
Support/agree with/can see the benefits	5%
Concerns about lack of access/disruptions for emergency services	5%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	5%
There needs to be exemptions e.g., EVs, Blue Badge holders, public transport etc.	4%
Public transport needs improving generally (routes, times etc.)	4%
Plan has/will reduce the number of cars/traffic on the roads/Quieter	3%
Safer/easier for cyclists/pedestrians	3%
Road safety needs improving (e.g., speed bumps, speed limits, ANPR cameras etc.)	2%
Will require enforcement/policing	2%



Does not believe consultation will have any impact on the outcome/listen to the voters	2%
Improve/have more signs	1%
Plan has/will decrease pollution/make the air cleaner	1%



Table 39: Q23b. If you have a comment about the DR2 Southfield Road filter, please use the box below. (All responding n=656).

	Total (656)
Negative opinion of LTNs	29%
Plan will increase traffic/congestion	19%
Will result in increased journey times and costs	14%
This will have a negative impact on everyone's lives (less safe)	14%
Plan will increase pollution	13%
Positive opinion of LTNs	13%
A one-way system needs to be implemented	10%
Displacement of traffic and/or pollution to other roads in/areas of the city	9%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	8%
Concerns about lack of access/disruptions for emergency services	6%
This will be bad for people's wellbeing/mental health/will lead to social isolation	5%
Concerns for local businesses/economy	5%
Concerns about access to other roads	5%
This is unnecessary/waste of time, money, and resources 1	5%
Road safety needs improving (e.g., speed bumps, cameras etc.)	3%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	3%
There needs to be exemptions e.g., EVs, Blue Badge holders, public transport etc.	3%
Review/move where the roadblocks are placed 1	2%
Will require enforcement/policing	2%
Public transport needs improving generally (routes, times etc.)	1%
Public transport needs to be affordable/cheaper/free	1%



12.2 Full tables of responses – St Clement’s

Table 40: Q19. Please provide comments to support your view on the St Clement’s area LTN below. (All responding n=2638).

	Total (2668)
Plan will increase traffic/congestion	37%
Plan will increase pollution	19%
Will result in increased journey times and costs	19%
Displacement of traffic and/or pollution to other roads in/areas of the city	15%
Negative opinion of LTNs	13%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	12%
Positive opinion of LTNs	11%
Safer for cyclists/pedestrians	11%
This will/has caused more road accidents, dangerous driving etc.	7%
Negatively impacting public transport/taxis	6%
Concerns for local businesses/economy	6%
The scheme would make it more dangerous for cyclists/concerned about their safety	6%
Disagree with proposal(s)/can’t see the benefits	6%
Plan will decrease traffic/congestion	5%
This will be bad for people’s wellbeing/mental health/will lead to social isolation	5%
Concerns about lack of access/disruptions for emergency services	4%
Public transport needs improving generally (routes, times etc.)	3%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	2%
Encouraged people to walk/cycle more	2%
Does not think it will work/unrealistic	2%
Plan has/will decrease pollution/make the air cleaner	2%
Improve cycling/pedestrian infrastructure (e.g., routes, equipment provision etc.)	1%



Public transport needs to be affordable/cheaper/free	1%
Improve signage/have more signs	1%
Plan will/has made residents/visitors avoid the city/shop elsewhere	1%



Table 41: Q24a. If you have a comment about the SC1 Rectory Road (contraflow, cycle way and two-way section) filter, please use the box below. (All responding n=635).

	Total (635)
Negative opinion of LTNs	23%
Displacement of traffic and/or pollution to other roads in/areas of the city	22%
Will result in increased journey times and costs	19%
Plan will increase pollution	13%
Disagree with proposal(s)/can't see the benefits	10%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	9%
Disagree with restrictions on residents/will cause stress/problems for residents	8%
Concerns about safety for everyone (cyclists/pedestrians/drivers)	7%
Concerns for local businesses/economy	7%
A one-way system needs to be implemented/would be better	7%
Plan will increase traffic/congestion	6%
Improve cycling/pedestrian infrastructure (e.g., routes, equipment provision etc.)	6%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	5%
Support/agree with/can see the benefits	4%
Public transport needs improving generally	4%
Positive opinion of LTNs	4%
Improve/have more signs	2%
Road safety needs improving (e.g., speed bumps, speed limits, cameras etc.)	2%
Concerns over the bollards/CCTV is needed to stop vandalism	1%
Concerns about lack of access/disruptions for emergency services	1%
Safer for everyone (cyclists/pedestrians/drivers)	1%
The bollards need to more robust/permanent	1%



Table 42: Q24b. If you have a comment about the SC2 Princes Road filter, please use the box below. (All responding n=519).

	Total (519)
Disagree with proposal(s)/can't see the benefits	43%
Plan will increase traffic/congestion	27%
Will result in increased journey times and costs	22%
Plan will increase pollution	18%
Negative opinion of LTNs	15%
Displacement of traffic and/or pollution to other roads in/areas of the city	14%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	13%
Support/agree with/can see the benefits	10%
Concerns for local businesses/economy	8%
Infringement on rights/liberties/freedom of movement	5%
This will be bad for people's wellbeing/mental health/will lead to social isolation	5%
A one-way system needs to be implemented	5%
This will/has caused more road accidents, dangerous driving etc.	5%
Concerns about lack of access/disruptions for emergency services	4%
This will only split up communities/families/friends	3%
Safer for cyclists/pedestrians	2%
Cars are sometimes a necessary and essential part of everyday life	2%
This is unnecessary/waste of time, money, and resources	2%
Public transport needs improving generally	2%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	1%



12.3 Full tables of responses – St Mary's

Table 43: Q21. Please provide comments to support your view on the St Mary's area LTN below. (All responding n=2,736).

	Total (2736)
Will result in increased journey times and costs	19%
Plan will increase traffic/congestion	19%
Displacement of traffic and/or pollution to other roads in/areas of the city	18%
Safer for cyclists/pedestrians	17%
Plan has/will reduce the number of cars/traffic on the roads/Quieter	14%
Plan will increase pollution	13%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	12%
Concerns about safety for everyone (cyclists/pedestrians/drivers)	10%
Concerns for local businesses/economy	7%
Support/agree with/can see the benefits	7%
Disagree with restrictions on residents/will cause stress/problems for residents	6%
Disagree with proposal(s)/can't see the benefits	6%
Has/will have a negative effect on public transport	5%
This will only split up communities/families/friends	5%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	5%
Plan has/will decrease pollution/make the air cleaner	5%
Does not think it will work/unrealistic	4%
Concerns about lack of access/disruptions for emergency services	4%
Concerns over the bollards (people keep removing/damaging/driving over)	3%
They have improved our community/socialise more at the shops/businesses	3%
Concerns for the mental health/levels of stress of those affected	2%
This has already had a negative impact	2%



Public transport provision needs improving generally	2%
This is unnecessary/waste of time, money, and resources	2%
Does not believe consultation will have any impact on the outcome/listen to the voters	2%
Difficulty entering Oxford from surrounding/rural areas	2%
Improve parking options	1%
Will create a class division between those who can afford electric vehicles and those who can't/preference for richer residents	1%
A one-way system needs to be implemented	1%
Road safety needs improving (e.g., speed bumps, speed limits, ANPR cameras etc.)	1%
Infringement on rights/liberties/freedom of movement	1%
Improve cycling/pedestrian infrastructure (e.g., routes, equipment provision etc.)	1%
The bollards need to more robust/permanent	1%
There needs to be exemptions e.g., EVs, Blue Badge holders, public transport etc.	1%
This will/has had a negative effect on our area in terms of appearance and noise	1%
Improve/have more signs	1%



Table 44: Q25a. If you have a comment about the SM1 Circus Road filter, please use the box below. (All responding n=491).

	Total (491)
Displacement of traffic and/or pollution to other roads in/areas of the city	19%
Will result in increased journey times and costs	16%
Plan will increase traffic/congestion	16%
Plan will increase pollution	12%
Disagree with restrictions on residents/will cause stress/problems for residents	10%
Does not think it will work/unrealistic	10%
Negative opinion of LTNs/remove them	9%
Concerns about safety for everyone (cyclists/pedestrians/drivers)	8%
This will only split up communities/families/friends	7%
Concerns for local businesses/economy	7%
This is unnecessary/waste of time, money, and resources	6%
Concerns about lack of access/disruptions for emergency services	5%
A one-way system needs to be implemented	5%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	5%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	4%
Support/agree with/can see the benefits	4%
This will be bad for people's wellbeing/mental health	4%
Disagree with proposal(s)/can't see the benefits	3%
Cars are sometimes a necessary and essential part of everyday life	3%
Not properly thought out	3%
Does not believe consultation will have any impact on the outcome/listen to the voters	3%
Concerns over causing problems for parking zones (causing hazards, disputes)	3%
LTNs will/are affecting my job/income	2%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	2%
Safer for cyclists/pedestrians	2%



Will/has reduce the number of cars/traffic on the roads/Quieter	2%
Public transport needs improving generally (routes, times etc.)	2%
Improve cycling/pedestrian infrastructure (e.g., routes, equipment provision etc.)	2%
No designated turning space/drivers using people's driveways as turning points	1%
Issues with cyclists (they are dangerous, don't use lights/signals etc.)	1%
Will create a class division between those who can afford electric vehicles and those who can't/preference for richer residents	1%
There needs to be exemptions e.g., EVs, Blue Badge holders, public transport etc.	1%
Review/move where the roadblocks are placed	1%
Public transport needs to be affordable/cheaper/free	1%



Table 45: Q25b. If you have a comment about the SM2 Temple Street filter, please use the box below. (All responding n=480).

	Total (480)
Will result in increased journey times and costs 1	16%
Displacement of traffic and/or pollution to other roads in/areas of the city	15%
Plan will increase traffic/congestion	13%
Plan will increase pollution	13%
Negative opinion of LTNs	11%
Does not think it will work/unrealistic	9%
Disagree with restrictions on residents/will cause stress/problems for residents	8%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	8%
Concerns for local businesses/economy	7%
This will be bad for people's wellbeing/mental health/will lead to social isolation	7%
Concerns about safety for everyone (cyclists/pedestrians/drivers)	6%
This is unnecessary/waste of time, money, and resources	6%
Concerns about lack of access/disruptions for emergency services	5%
A one-way system needs to be implemented	5%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	5%
Disagree with proposal(s)/can't see the benefits 1	4%
Parking problems/lack of parking	4%
Support/agree with/can see the benefits	3%
Not properly thought out	3%
Cars are sometimes a necessary and essential part of everyday life	3%
Negatively impacting public transport/taxis	3%
Safer for cyclists/pedestrians	2%
LTNs will/are affecting my job/income	2%
No designated turning space/drivers using people's driveways as turning points	2%
Review/move where the roadblocks are placed	2%



Will require enforcement/policing	2%
Infringement on rights/liberties/freedom of movement	2%
This will/has caused more road accidents, dangerous driving etc.	2%
Will/has reduce the number of cars/traffic on the roads/Quieter	2%
Does not believe consultation will have any impact on the outcome/listen to the voters	1%
The bollards need to more robust/permanent	1%
Public transport needs improving generally (reliability, routes, cheaper etc.)	1%
Issues with cyclists (they are dangerous, don't use lights/signals etc.)	1%
Will create a class division between those who can afford electric vehicles and those who can't/preference for richer residents	1%
Improve cycling/pedestrian infrastructure (e.g., routes, equipment provision etc.)	1%
This will/has had a negative effect on our area in terms of appearance and noise	1%



Table 46: Q25c. If you have a comment about the SM3 Stockmore Street filter, please use the box below. (All responding n=468).

	Total (468)
Plan will increase traffic/congestion	17%
Will result in increased journey times and costs	15%
Plan will increase pollution	14%
Negative opinion of LTNs/Remove them	14%
Displacement of traffic and/or pollution to other roads in/areas of the city	13%
Does not think it will work/unrealistic	8%
Concerns for local businesses/economy	8%
Disagree with restrictions on residents/will cause stress/problems for residents	8%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	6%
A one-way system needs to be implemented	5%
This is unnecessary/waste of time, money, and resources	5%
Concerns about lack of access/disruptions for emergency services	5%
Support/agree with/can see the benefits	4%
Disagree with proposal(s)/can't see the benefits 1	4%
Parking problems/Enforce parking restrictions	4%
More dangerous for cyclists/pedestrians	4%
This will only split up communities/families/friends	4%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	3%
This will be bad for people's wellbeing/mental health/will lead to social isolation	3%
Will make journeys more difficult	3%
Should improve the infrastructure before implementing anything	3%
This will/has caused more road accidents, dangerous driving etc.	3%
Review/move where the roadblocks are placed	3%



Negatively impacting public transport/taxis	3%
No designated turning space/drivers using peoples' driveways as turning points	2%
The bollards need to more robust/permanent	2%
Safer/easier for cyclists/pedestrians	2%
LTNs will/are affecting my job/income	2%
Cycling/walking isn't an option for everybody	2%
Not properly thought out	1%
Cars are sometimes a necessary and essential part of everyday life	1%
Infringement on rights/liberties/freedom of movement	1%
Will/has reduce the number of cars/traffic on the roads/Quieter	1%
Road safety needs improving (e.g., speed bumps, speed limits, ANPR cameras etc.)	1%
Issues with cyclists (they are dangerous, don't use lights/signals etc.)	1%
Reducing traffic is essential	1%



Table 47: Q25d. If you have a comment about the SM4 Marston Street filter, please use the box below. (All responding n=455).

	Total (455)
Plan will increase traffic/congestion	16%
Plan will increase pollution	16%
Will result in increased journey times and costs	15%
Negative opinion of LTNs/remove them	15%
Displacement of traffic and/or pollution to other roads in/areas of the city	14%
Does not think it will work/unrealistic	10%
Concerns for local businesses/economy	7%
Concerns about safety for everyone (cyclists/pedestrians/drivers)	7%
Disagree with restrictions on residents/will cause stress/problems for residents	6%
This is unnecessary/waste of time, money, and resources	6%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	5%
Concerns about lack of access/disruptions for emergency services	5%
Support/agree with/can see the benefits	5%
This will only split up communities/families/friends	5%
Disagree with proposal(s)/can't see the benefits	4%
A one-way system needs to be implemented/would be better	4%
This will be bad for people's wellbeing/mental health/will lead to social isolation	4%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	3%
Infringement on rights/liberties/freedom of movement	3%
Safer for cyclists/pedestrians	3%
Parking problems/lack of parking	3%
The bollards need to more robust/permanent	3%
LTNs will/are affecting my job/income	2%
Will/has reduce the number of cars/traffic on the roads/Quieter	2%
Review/move where the roadblocks are placed	2%



Negatively impacting public transport/taxis	2%
No designated turning space/drivers using people's driveways as turning points	2%
Cycling/walking isn't an option for everybody	2%
Improve cycling/pedestrian infrastructure (e.g., routes, make safer etc.)	1%
Issues with cyclists (they are dangerous, don't use lights/signals etc.)	1%
Cars are sometimes a necessary and essential part of everyday life	1%



Table 48: Q25e. If you have a comment about the SM5 James Street filter, please use the box below. (All responding n=518).

	Total (518)
Negative opinion of LTNs/remove them	17%
Will result in increased journey times and costs	16%
Plan will increase pollution	15%
Plan will increase traffic/congestion	14%
Displacement of traffic and/or pollution to other roads in/areas of the city	14%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	8%
Does not think it will work/unrealistic	8%
Concerns for local businesses/economy	7%
This will have a negative impact on everyone's lives (less safe)	7%
This will only split up communities/families/friends	6%
This is unnecessary/waste of time, money, and resources	6%
Disagree with proposal(s)/can't see the benefits	6%
Disagree with restrictions on residents/will cause stress/problems for residents	6%
A one-way system needs to be implemented	5%
Concerns about lack of access/disruptions for emergency services	5%
This will be bad for people's wellbeing/mental health/will lead to social isolation	5%
Support/agree with/can see the benefits	4%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	3%
Review/move where the roadblocks are placed	3%
Negatively impacting public transport/taxis	3%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	3%
Infringement on rights/liberties/freedom of movement	3%
Parking problems/lack of parking	3%



LTNs will/are affecting my job/income	2%
Will/has reduce the number of cars/traffic on the roads/Quieter	2%
Safer for cyclists/pedestrians	2%
Does not believe consultation will have any impact on the outcome/listen to the voters	2%
Cycling/walking isn't an option for everybody	2%
There needs to be exemptions e.g., EVs, Blue Badge holders, public transport etc.	2%
Improve cycling/pedestrian infrastructure (e.g., routes, make safer etc.)	1%



Table 49: Q25f. If you have a comment about the SM6 Bullingdon Road filter, please use the box below. (All responding n=511).

	Total (511)
Plan will increase traffic/congestion	19%
Re-open the road	17%
Displacement of traffic and/or pollution to other roads in/areas of the city	16%
Will result in increased journey times and costs	16%
This will be bad for people's wellbeing/mental health/will lead to social isolation	11%
Plan will increase pollution	10%
Disagree with proposal(s)/can't see the benefits	8%
Concerns for local businesses/economy	8%
Concerns about access to other roads	7%
Negative opinion of LTNs	7%
Positive opinion of LTNs	7%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	7%
Concerns about safety for everyone (cyclists/pedestrians/drivers)	7%
Does not think it will work/unrealistic	6%
Concerns about lack of access/disruptions for emergency services	5%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	5%
Disagree with restrictions on residents/will cause stress/problems for residents	5%
This will have a negative impact on everyone's lives (less convenient, wastes time etc.)	5%
A one-way system needs to be implemented	4%
Support/agree with/can see the benefits	4%
This is unnecessary/waste of time, money, and resources	4%
No designated turning space/drivers using people's driveways as turning points	2%



Concerns over causing problems for parking zones (causing hazards, disputes)	2%
Review/move where the roadblocks are placed	2%
Does not believe consultation will have any impact on the outcome/listen to the voters	2%
Road safety needs improving (e.g., speed bumps, speed limits, ANPR cameras etc.)	2%
People are blocking/parking in front of the LTNs causing obstructions	1%
Public transport needs generally improving (routes, times etc.)	1%
There needs to be exemptions e.g., EVs, Blue Badge holders, public transport etc.	1%
Cycling/walking isn't an option for everybody	1%
Public transport needs to be affordable/cheaper/free	1%



Table 50: Q25g. If you have a comment about the SM7 Leopold Street filter, please use the box below. (All responding n=481).

	Total (481)
Negative opinions of LTNs	27%
Plan will increase pollution	16%
Plan will increase traffic/congestion	16%
Will result in increased journey times and costs	15%
Disagree with proposal(s)/can't see the benefits	14%
Disagree with restrictions on residents/will cause stress/problems for residents	11%
Displacement of traffic and/or pollution to other roads in/areas of the city	9%
Concerns for local businesses/economy	8%
Support/agree with/can see the benefits	7%
Does not think it will work/unrealistic	6%
Concerns about lack of access/disruptions for emergency services	5%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	5%
Agree with having fewer cars on the roads	4%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	4%
This will only split up communities/families/friends	4%
The scheme would make it more dangerous for cyclists	4%
This is unnecessary/waste of time, money, and resources	3%
A one-way system needs to be implemented	3%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	2%
Will make journeys more difficult	2%
Improved parking options	2%
Public transport needs to be more reliable/cheaper	2%



Cars are sometimes a necessary and essential part of everyday life	1%
Does not believe consultation will have any impact on the outcome/listen to the voters	1%
Cycling/walking isn't an option for everybody	1%
Difficulty entering Oxford from surrounding/rural areas	1%
Improve cycling/pedestrian infrastructure (e.g., routes, make safer etc.)	1%
Public transport is not an option for everyone	1%
Wants less pollution/congestion in the city/wants better air quality	1%



Table 51: Q25h. If you have a comment about the SM8 Magdalen Road (two way) filter, please use the box below. (All responding n=612).

	Total (612)
Will result in increased journey times and costs	14%
Plan will increase traffic/congestion	14%
Concerns for local businesses/economy	13%
This is unnecessary/waste of time, money, and resources	12%
Plan will increase pollution	12%
Displacement of traffic and/or pollution to other roads in/areas of the city	12%
Negative opinions of LTNs/remove them	11%
Does not think it will work/unrealistic	9%
A one-way system needs to be implemented/would be better	8%
Concerns about safety for everyone (cyclists/pedestrians/drivers)	7%
Disagree with proposal(s)/can't see the benefits	6%
Disagree with restrictions on residents/will cause stress/problems for residents	6%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	6%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	6%
This will only split up communities/families/friends	5%
Concerns about lack of access/disruptions for emergency services	5%
Safer for cyclists/pedestrians	5%
The road isn't big enough for two-way traffic	4%
This will be bad for people's wellbeing/mental health/will lead to social isolation	4%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	4%
Support/agree with/can see the benefits	4%
Will require enforcement/policing	3%



Negatively impacting public transport/taxis	3%
Not properly thought out	3%
Will/has reduce the number of cars/traffic on the roads/Quieter	3%
Does not believe consultation will have any impact on the outcome/listen to the voters	3%
Improve cycling/pedestrian infrastructure (e.g., routes, make safer etc.)	2%
Infringement on rights/liberties/freedom of movement	2%
This will/has caused more road accidents, dangerous driving etc.	2%
Cars are sometimes a necessary and essential part of everyday life	2%
There need to be exemptions e.g., electric vehicles, Blue Badge holders, public transport etc.	2%
Review/move where the roadblocks are placed	1%
Road safety needs improving (e.g., speed bumps, speed limits, ANPR cameras etc.)	1%
LTNs are affecting my job	1%
Parking problems/lack of parking	1%
Issues with cyclists (they are dangerous, don't use lights/signals etc.)	1%
Improve/have more signs	1%



Table 52: Q25i. If you have a comment about the SM9 Barnet Street and SM10 Howard Street (contraflow, cycle way and two-way section) filter, please use the box below. (All responding n=566).

	Total (566)
Negative opinions of LTNs/remove them	23%
Will result in increased journey times and costs	19%
Plan will increase traffic/congestion	17%
Disagree with proposal(s)/can't see the benefits	16%
Plan will increase pollution	16%
Displacement of traffic and/or pollution to other roads in/areas of the city	12%
Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)	11%
Concerns about safety for everyone (cyclists/pedestrians/drivers)	11%
Positive opinion of LTNs/they have already improved safety	10%
This is unnecessary/waste of time, money, and resources	9%
The bollards need to be more sustainable (people keep removing/damaging/driving over)	8%
Concerns for local businesses/economy	8%
Does not think it will work/unrealistic	7%
Disagree with restrictions on residents/will cause stress/problems for residents	7%
A one-way system needs to be implemented	7%
This will be bad for people's wellbeing/mental health/will lead to social isolation	6%
Concerns about lack of access/disruptions for emergency services	5%
Support/agree with/can see the benefits	4%
Safer for cyclists/pedestrians	3%
Review/move where the roadblocks are placed	3%
Does not believe consultation will have any impact on the outcome/listen to the voters	3%
Negatively impacting public transport/taxis	2%



Review the parking in the area	2%
Cars are sometimes a necessary and essential part of everyday life	2%
Public transport needs to be affordable/cheaper/free	1%
Public transport needs improving generally (routes, times etc.)	1%
Better signage is needed e.g., to clearly show where LTNs, new road layouts are etc.	1%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	1%
Improve cycling/pedestrian infrastructure (e.g., routes, make safer etc.)	1%
ANPR cameras would be better	1%
Infringement on rights/liberties/freedom of movement	1%



Survey for the consultation on the East Oxford low traffic neighbourhoods

To find out more about this east Oxford low traffic neighbourhood (LTN) consultation, and to view or download the supporting documents, visit: letstalk.oxfordshire.gov.uk/east-oxford-ltns-2022

You can also request a copy of the consultation survey and any supporting documents by emailing eastoxfordltn@oxfordshire.gov.uk or calling Oxfordshire County Council's customer services team on **01865 792422**.

If you would prefer to complete this survey online, it is available here: letstalk.oxfordshire.gov.uk/east-oxford-ltns-2022

Once you have completed this survey in response to the experimental east Oxford low traffic neighbourhoods, you can return it to us for free (as no stamp is needed) by writing this address as **one line** in the middle of the envelope:

Freepost OXFORDSHIRE COUNTY COUNCIL

Please also write '**East Oxford LTNs**' on the top left corner of the envelope, so we can easily identify what is inside the envelope.

All responses must be received by **30 November 2022** when the consultation closes.

Alternative formats:

We know that some people can't, or find it difficult to, take part in online consultations or need things in a different format such as large print, Easy Read, audio, braille or a different language, to have their say.

If you, or anyone you know needs an alternative format of the survey or consultation document, paper copies of the consultation document or help with sharing their thoughts, please email: eastoxfordltn@oxfordshire.gov.uk or call Oxfordshire County Council's customer services team on **01865 792422**. Please note the council's customer services team are unable to answer any detailed questions about the consultations, but they can take your details and ask an appropriate member of staff to get in touch.

Introduction

We are trialling three low traffic neighbourhoods (LTNs) in the Divinity Road area, St Clement's area, and St Mary's area of east Oxford under an experimental traffic regulation order (ETRO). These LTNs are collectively known as the east Oxford LTNs and you can read more about them on our website here:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/active-travel/east-oxford-ltns>



As part of the trial a formal consultation opened on 20 May and will run for a period of six months. Changes to the schemes can be made during the course of the experiment, at which time the consultation period will reset and continue for six months from the point of that change.

A decision on whether to make the trial scheme permanent, extend or remove it will be made at a county council cabinet meeting in February 2023. Officers will recommend the decision based on factors including any feedback received, data collected on traffic and air pollution and levels of walking and cycling in these areas.

The survey is open from **20 May to 30 November 2022** and only needs to be completed once. We encourage you to read the supporting information before having your say.

Part 1 – What capacity are you responding in?

In the first part of this survey, we would like to find out a bit more about you and what has motivated you to respond today.

• **Q1. Please select one of the following that best describes the capacity you are completing the survey in:**

- (choose any one option) (required)

As an individual

As a business, faith organisation, charity/organisation or education establishment

As part of an interest group, campaign group or campaign organisation

As a parish, town, district or County councillor

Other, please provide further details:

Q2. If you are responding as an individual, do you live in any of the following?

If you are unsure if you live in an east Oxford LTN area please check first by referring to the downloadable maps in the Key documents folder on the Let's Talk Oxfordshire online page.



(Tick one box only) (required)

Divinity Road LTN area

St Mary's LTN area

St Clement's LTN area

Elsewhere in East Oxford

No

Q3. Please enter the road only where you currently live:

Q4. If you are responding as a representative of a business, group, education establishment or organisation, please provide further details:

Please provide your name and the name of the establishment:

Q5. Is your business, faith organisation, charity/organisation or education establishment in any of the following?

If you are unsure if your organisation is based in an east Oxford LTN area please check first by referring to the downloadable maps on the Let's Talk Oxfordshire online page.

(choose any one option) (required)

Divinity Road LTN area

St Mary's LTN area

St Clement's LTN area



Elsewhere in East Oxford

No

Q6. Please enter the road only where the business, faith organisation, charity/organisation or education establishment you are responding on behalf is based

Q7. If you are responding as a councillor, please give your name and the parish or town/ward or division you represent below:

Your name:

Area you represent:

Part 2 – Tell us about your travel habits

The second section of the survey asks questions about your travel habits within any of the experimental east Oxford LTN areas in a personal or professional capacity (ie. relating to your job, business, school, group, organisation etc.).

Q8. Do you ever travel to and within any of the three east Oxford LTN areas for personal reasons?

(choose any one option) (required)

Yes



No

Q9. Which of the following applies to you in your personal life? Tick all that apply.

(choose all that apply)

I work within an east Oxford LTN area

I travel through an east Oxford LTN area to get to another destination

I do not travel within an east Oxford LTN area

I attend a school or college within an east Oxford LTN area

I take a child to childcare, nursery, school or college within an east Oxford LTN area

I shop within an east Oxford LTN area

I visit cafés, takeaways, restaurants, pubs within an east Oxford LTN area

I visit other type of businesses within an east Oxford LTN area

I provide home care / meals on wheels / nursing, social or health care within an east Oxford LTN area

I visit someone living within an east Oxford LTN area

I visit leisure and community venues within east Oxford LTNs area



I make deliveries within an east Oxford LTN area

- Other (please specify)

Q10.

For each of the following ways of travel, please say how often you currently use them for journeys in a personal capacity within an east Oxford LTN area.

Select the most applicable option in each row.

	Regularly	Sometimes	Occasionally	Never
Car (as driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car (as passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mini-bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi (including as driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike or moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mobility scooter/wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E-scooter or push scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Q11. And do you ever travel to and within any of the three east Oxford LTN areas for professional reasons (ie for your job, business, group or organisation)?

(choose any one option) (required)

Yes

No

Q12. Which of the following applies to you in your professional life? Tick all that apply.

(choose all that apply)

I work within an east Oxford LTN area

I travel through an east Oxford LTN area to get to another destination

I do not travel within an east Oxford LTN area

I attend a school or college within an east Oxford LTN area

I take a child to childcare, nursery, school or college within an east Oxford LTN area

I shop within an east Oxford LTN area

I visit cafés, takeaways, restaurants, pubs within an east Oxford LTN area

I visit other type of businesses within an east Oxford LTN area



I provide home care / meals on wheels / nursing, social or health care within an east Oxford LTN area

I visit someone living within an east Oxford LTN area

I visit leisure and community venues within east Oxford LTNs area

I make deliveries within an east Oxford LTN area

Other (please specify)

Q13. We now want to know about your travel habits in your professional life, ie. relating to your job, business, group or organisation.

For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford LTN areas.

Select the most applicable option in each row.

	Regularly	Sometimes	Occasionally	Never
Car (as driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car (as passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mini-bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi (including as driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike or moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mobility scooter/wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E-scooter or push scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q14. Before the experimental east Oxford LTNs were in place, please say how often you travelled through the east Oxford LTN areas to get to another destination by each of the following modes:

Select the most applicable option in each row.

	Regularly	Sometimes	Occasionally	Never
Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mini-bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike or moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mobility scooter/wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E-scooter or push scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Q15. Please add any additional comments about your travel habits

Part 3 – Your views on the experimental east Oxford LTN areas

In part three of the survey we would like to hear your views on the three experimental east Oxford LTN areas. You will also have the opportunity to provide feedback on one or all of the individual traffic 14 filters within the three east Oxford LTN areas.

Q16 Which of the following best describes your views on the Divinity Road LTN area, in east Oxford?

Please look at the plans of filter locations before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this LTN area
Divinity Road	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q17. Please provide comments to support your view on the Divinity Road area LTN below:

Q18. Which of the following best describes your views on the St Clement's LTN areas in east Oxford?



Please look at the plans of filter locations before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this LTN area
St Clement's	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q19. Please provide comments to support your view on the St Clement's area LTN below:

Q20 Which of the following best describes your views on the St Mary's LTN area in east Oxford?

Please look at the plans of filter locations before answering this question.

	Entirely positive	Mostly positive	Neutral	Mostly negative	Entirely negative	Don't know	No view on this LTN area
St Mary's	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q21. Please provide comments to support your view on the St Mary's area LTN below:



Q22. Do you want to comment on any of the 14 individual traffic filters within the three east Oxford LTN areas?

You will be taken to a list of filters in each area and have the option to comment on one or all of those filters. You will then have the option to do the same for another LTN area until you have provided all of your comments. You do not have to provide comments on all filters.

(choose any one option)

Yes

No

Q23- Do you have any comments to make about the Divinity Road LTN area?

(choose any one option)

Yes

No

Answer this question only if you have chosen Yes for Do you have any comments to make about the Divinity Road LTN area?

If you have a comment about the DR1 Divinity Road filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the Divinity Road LTN area?



If you have a comment about the DR2 Southfield Road filter, please use the box below.
(Leave blank if you have no comment to make.)

Q24 Do you have any comments to make about the St Clement's LTN area?

(choose any one option)

Yes

No

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Clement's LTN area?

If you have a comment about the SC1 Rectory Road (contraflow, cycle way and two-way section) filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for

Do you have any comments to make about the St Clement's LTN area?

If you have a comment about the SC2 Princes Road filter, please use the box below. (Leave blank if you have no comment to make.)

Q25 Do you have any comments to make the St Mary's LTN area?

(choose any one option)



Yes

No

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM1 Circus Road filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM2 Temple Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM3 Stockmore Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM4 Marston Street filter, please use the box below. (Leave blank if you have no comment to make.)



Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM5 James Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM6 Bullingdon Road filter, please use the box below. (Leave blank if you have no comment to make.)



Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM7 Leopold Street filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM8 Magdalen Road (two way) filter, please use the box below. (Leave blank if you have no comment to make.)

Answer this question only if you have chosen Yes for Do you have any comments to make about the St Mary's LTN area?

If you have a comment about the SM9 Barnet Street and SM10 Howard Street (contraflow, cycle way and two-way section) filter, please use the box below. (Leave blank if you have no comment to make.)



Thank you for your feedback on the east Oxford LTNs we would now like to ask some questions about you

Q26 How did you find out about this consultation? (Choose all that apply) *

- Facebook
- Twitter
- Instagram
- LinkedIn
- NextDoor
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Local news item (newspaper, online, radio, tv) Radio advert
- Oxfordshire County Councillor District Councillor
- Parish or town councillor
- Local community news item
- Poster / information in local library Local community group / organisation
- Friend / relative
- Other (please specify)

Part 4 – About You

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities.

If you do not wish to provide any of this information, please select prefer not to say.

All information given is anonymous and is governed by the General Data Protection Regulations 2018 which you can read by going to this website:

<https://www.gov.uk/government/publications/guide-to-the-general-data-protection-regulation>

Q27 What is your postcode?

If you are responding as a resident please provide the first four or five digits of your postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.

Q28 What is your postcode?

If you are responding as a representative of a business or other organisation, please provide the first four or five digits of your premises' postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.

Q29 What is your age? (Choose one option) *

- Under 16



- 16 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 – 74
- 75 - 84
- 85 or over
- Prefer not to say

Q30 What is your sex? (Choose one option) *

- Female
- Male
- Prefer not to say
- I use another term (please state here)

Q31 What is your ethnic group or background? (Choose one option)*

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
- White (British, Irish, or any other white background)
- Prefer not to say
- Other ethnic group or background (please specify)

Q32 What is your current religion, if any? (Choose one option)

- Buddhist
- Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
- Hindu
- Jewish
- Muslim
- Sikh
- No religion
- Prefer not to say
- Any other religion (please state below)

Q33 Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? (Choose one option) *

- Yes - limited a lot



- Yes – limited a little
- No
- Prefer not to say

Q34 Are you a blue badge holder?

- Yes
- No

Q35 Are you a carer? (Choose one option)

A carer is anyone who cares, unpaid, for a friend or family member who, due to illness, disability, a mental health problem or an addiction, cannot cope without their support. Both children and adults can be carers

- Yes
- No
- Prefer not to say

Data protection and privacy *

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose, we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public, or shared with councillors, please state below which parts you wish us to keep confidential.

View Oxfordshire County Council’s privacy notice online at www.oxfordshire.gov.uk/privacy-notice

Q36 Please use this space to tell us if there is any specific part of your response you wish to keep confidential:

Stay in touch

We invite you to sign up to get regular email updates on news, events, and developments from across the county.

Q37 Would you like to sign up?

- Yes



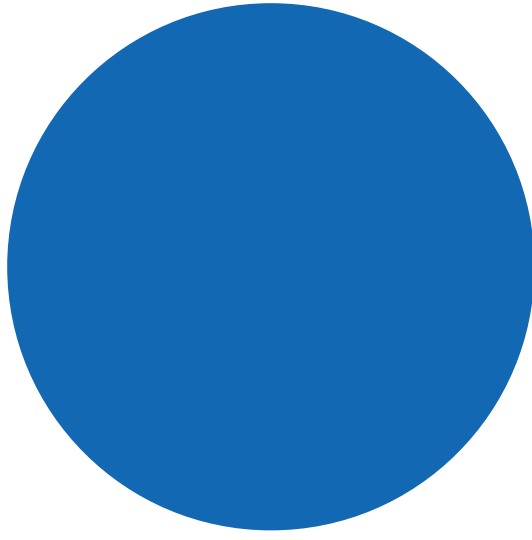
No

Q38 If you have chosen 'Yes' for 'Would you like to sign-up?', please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

Thank you for taking the time to answer these questions



For more information



Alex Scaife, Research Executive
ascaife@djsresearch.com

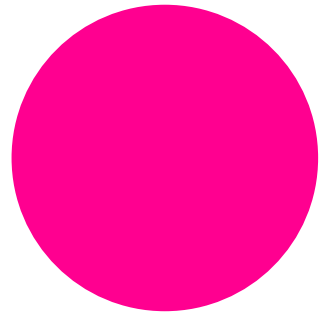
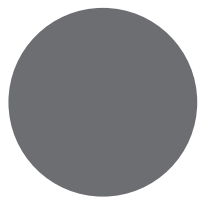
Lyn Allen, Senior Research Manager
lallen@djsresearch.com

Cara Rodwell, Field and Data Services Director
crodwell@djsresearch.com

Head office: 3 Pavilion Lane, Strines,
Stockport, Cheshire, SK6 7GH

Leeds office: Regus, Office 18.09,
67 Albion Street Pinnacle,
15th-18th Floors, Leeds, LS1 5AA

+44 (0)1663 767 857
www.djsresearch.co.uk



Follow us on LinkedIn...

For free market research findings and our latest news and developments:
www.Linkedin.com/company/djs-research-ltd

For regularly updated market research findings from your sector, please have
a look at our complimentary insights: www.djsresearch.co.uk/blog/articles

For complimentary insights: www.djsresearch.co.uk/blog/articles