



## Cowley LTNs

### CoHSAT - Robin Tucker, Co-Chair

Since Sat-nav came to mobile phones in 2008, traffic on urban residential roads has risen 30% while staying level on main roads<sup>1</sup>.

This increase:

- Made cycling and even crossing the street feel dangerous,
- Stopped parents from letting their children walk or cycle to school,
- and took passengers away from buses, leading to service cuts.

This gave us worse health, worse climate and more stuck traffic.

There are few ways to reverse these problems, and none are easy.

But the Cowley LTNs have brought quieter, cleaner, better streets for 10,000 people.

More people are walking and cycling, and fewer driving, a trend we know continues for 3 or 4 years.

For the *third* of Cowley households who don't own a car, and those who can't drive, the quiet streets are heaven sent. Children can walk or ride to school. Teens can visit friends independently. Older people can cross the road without a moving wall of traffic.

We urge you to keep them and do more.

#### ***Beyond one minute...***

Modal shift, to public and active transport, is essential to the city's transport future and to addressing climate change. It can only be achieved when the balance is tipped, and even a fuel price rise from 120p to 199.9p has made no significant difference, and Stevenage and Milton Keynes show that a network of good cycle routes is not sufficient on its own.

Making driving less convenient is essential, and that inevitably involves some friction. With LTNs you are also removing a pollution and road safety danger from residential streets, improving active travel options, and reversing a displacement occurring largely since 2008.

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<sup>1</sup> <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2019> page 18