

Analysis of Data from East Oxford LTN Public Consultation

Report on survey results

Summary Report v1.0

July 2021

Prepared by: **Marketing Means (UK) Ltd.**

For:



**OXFORDSHIRE
COUNTY COUNCIL**



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Appendix 1: Survey Questionnaire

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Executive Summary of Survey Findings

This report sets out the results of a survey conducted by Oxfordshire County Council with the results processed and analysed by independent research agency Marketing Means.

Method

Oxfordshire County Council's public consultation on three proposed Low Traffic Neighbourhoods (LTNs) in East Oxford, at St Mary's, St Clement's and Divinity Road, was hosted online from 8th to 29th June 2021. This online questionnaire drew 2,010 responses, while the Council also received 33 free-form letter responses and a smaller number of statements from workshops.

Marketing Means was commissioned to analyse the responses and we present the findings in this report.

Profile of consultation respondents

- Just under half of the responses came from residents of the proposed LTN areas, 21% from each of Divinity Road and St Mary's and just 6% from St Clement's. Residents of other parts of Oxford contributed 43% of responses, with 3% from residents elsewhere, while the remaining 7% were from local business, schools, organisations and groups.
- Those residents from outside the three proposed LTN areas took part for a variety of reasons, principally as regular visitors to the areas, being employed there, or visiting for social/leisure reasons.
- Slightly more males than females took part (49% vs 45%), while the age profile peaked between 35-44 and 45-54, those two groups making up 46% of all respondents. Only 17% of respondents claimed to have any caring responsibilities, while 10% claimed to have a long-term illness, health problem or disability.

Travel into and around East Oxford

- Considering residents' travel in and around the proposed East Oxford LTN areas first, whether for shopping, work, education, social or other reasons, while walking was the most likely form of travel overall, more than half of the residents sampled drove their own car in the areas at least a few times a week, and only slightly fewer cycled at least a few times a week. Only 12% took a bus as often.
 - Those that used a motor vehicle were slightly more likely to travel regularly to the LTN areas for work, education, social and recreation purposes than to simply travel through the areas en route to somewhere else, though 21% did the latter on 'most days'.
- Representatives of businesses/schools/organisations/groups in the sample were far more likely than residents to drive a car in the proposed LTN areas for **deliveries, business related travel, education and leisure trips**, with 77% of those using a car and 39% of those using a mini-bus or van doing so on most days, while 43% of those who were car passengers again did so on most days. Walking and cycling were still widespread though, with just under half of those who ever walked for these purposes doing so at least a few times a week, and 34% cycling a few times a week, while 18% used the bus at least a few times per week.
 - These respondents from businesses/schools/organisations/groups were much more likely than residents to drive to the LTN areas for work, education, social or recreation purposes, 80% doing so on most days, while just under half drove through the LTN areas on the way to another location on most days.
- Only a small number of businesses and organisations, 25, commented on the likely impact of the new LTNs on various aspects of their operations, but the great majority expected this to be negative, e.g. 21 expected a negative impact on their overall business while only four expected a positive impact. Only two out of the 25 expected a positive impact for their customers/ members, or for incoming and outgoing deliveries. Difficulties in access, greater congestion and potentially reduced footfall were among their chief concerns in this regard.

Priorities for the East Oxford LTN area

- Every one of 13 aspects of local life and activity listed in the survey questionnaire was considered a priority by a clear majority of respondents, at least 60% in each case.
 - Maintaining good access for emergency services and for refuse services, reducing air pollution, improved safety for children and reducing traffic speeds were among those most likely to be rated as a priority.
 - Residents of the proposed LTN areas only were more likely to rate several aspects as high priorities, with reducing air pollution, improving safety for children, and reducing traffic speed on residential roads most likely to be high priorities.
- Among other priorities to be raised spontaneously by respondents, displacement of (a) congestion and (b) pollution from LTN areas to the main roads around the LTNs were among the most likely to be mentioned (by 13% and 8% respectively), but especially by residents living outside the proposed LTNs, who were also much more likely than local residents to object to LTNs in general.
 - Residents of the proposed LTNs raised fewer other comments, but were significantly more likely than others to reiterate the need for traffic calming or a 20mph speed limit.
 - Businesses/organisations/groups were significantly more likely than others to mention the need for good access for their customers/deliveries etc..

Support for LTN proposals

- Having been asked to consider the proposals for each LTN via web-linked information provided by the Council, all three proposals drew a narrow majority in favour of objecting to them, and a level of net support varying from only -15% to -9%.
 - In each, however, local residents of the LTNs themselves were in support of their local scheme, with net support of +44% for Divinity Road (by far the most popular), +6% for St Mary's, and +9% for St Clement's. Divinity Road residents expressed by far the strongest support for each of the three schemes.
- Reasons for supporting the schemes were led by making it easier for people to walk and cycle, reducing cut-through traffic (the top reason given by LTN residents themselves), cleaner air/ less pollution, and making the road feel safer.
- Reasons for objecting to the schemes were led by their creating more traffic on nearby roads, and causing traffic chaos, some way ahead of concerns over emergency services access. There were only slight differences between residents of the LTNs and farther afield and local businesses/ organisations/ groups in this regard.

Opinions of the proposed LTN filters

- When asked whether they strongly opposed any filters in particular, just under a third of respondents gave a comment in response, usually naming one or more specific filters.
 - While 22% of those who commented expressed opposition to all of the filters, and some objected to LTNs in general, by far the most likely filter to be named and opposed was Divinity Road's DR1, by 29%, with DR2 strongly opposed by 9%. Reasons for opposition were not always given but several mentioned DR1 cutting the community in two, and DR2 affecting emergency access. Both DR1 and DR2 were much more likely to be opposed by people living outside the proposed LTN areas.
 - SM10 and SM8 were the most likely of the St Mary's filters to be strongly opposed (by 14% and 12% respectively), with SM1, SM6, SM5 and SM2 also sometimes mentioned. SM8 was significantly more likely to be mentioned by local LTN residents than those elsewhere, as were

SM6 and SM5.

- St Clement’s filters drew fewer mentions of strong opposition than the other proposed LTNs, with SC1 mentioned by 6% and SC2 by 3%. Both of these were more likely to be mentioned and strongly opposed by local LTN residents than those living elsewhere.
- When asked whether they strongly supported any filters in particular, fewer respondents gave a comment in response, just over on in five. Most named a specific filter or filters rather than making more generic comments.
 - The two Divinity Road filters DR1 and DR2 were by far the most likely to be strongly supported, by 43% and 23% respectively, though with DR1 more likely to be supported by residents outside LTN areas, and DR2 more likely by those within the LTNs. Slowing the speed of traffic was sometimes mentioned by those supporting DR1 as well as the need to make the area safer for cyclists, while several commented that DR1 and DR2 would need to work in tandem to be successful.
 - A series of St Mary’s filters drew a moderate level of mentions, led by 10% strongly supporting SM10 (significantly higher among local LTN residents than other residents) and 8% SM8.
 - Two St Clement’s filters were mentioned by at least 5%, SC2 and SC1.
 - Residents living outside the proposed LTNs were significantly more likely than those within to express general support for all filters, though only 6% did so.

Impact of LTNS on behaviour

- Overall, LTNs were unlikely to influence most respondents’ behaviour, though we recorded some promising results for those living in a proposed LTN. The balance of opinion for both statements suggested that they would not consider cycling or walking more if the LTN trial is approved, with net totals of -17% considering cycling more and -12% considering walking more.
 - Local residents in the Divinity Road area were most likely of all to consider cycling more, with a net total of +18% in favour, though the balance of views for both St Mary’s and St Clement’s LTN areas were much closer to neutral, and strongly negative for residents elsewhere and local businesses, organisations and shops.
 - The results for walking more were similar, with Divinity Road residents again being the most likely to consider doing so (+33% net), while the net opinions of St Mary’s and St Clement’s residents were only slightly positive. The views of residents elsewhere and of local businesses/ organisations/ groups were nearly as negative as for the idea of cycling more.
- When asked to suggest any issues that needed further investigation, the theme that emerged most frequently was the displacement of congestion from LTNs to the surrounding area (given by 31%), and creating more pollution in those surrounding areas (given by 21%) . Both were significantly more likely to be suggested by those living outside the proposed LTN areas than those living in them.
- Both Cowley Road and Iffley Road were often mentioned as routes likely to be most affected if the proposed LTNs are introduced. Both often related to reasons mentioned above, i.e. increased traffic/gridlock due to vehicles being displaced from the LTN areas.
- Residents living outside the LTN areas were significantly more likely than local residents to feel that drivers would not want to give up their cars and that driving was necessary for some journeys or work patterns, as well as to have had a negative experience of LTNs previously. Residents within the proposed LTNs were significantly more likely to suggest slight changes to LTNs or additional filter ideas, to request more detail of the LTN plans submitted. Businesses/organisations/groups were most likely to highlight displacement of congestion, the likelihood of increased net emissions and mileage due to LTNs, and their view that LTNs were not the right solution to traffic problems in Oxford.

Additional submissions received for consultation

- The 33 letters/emails received were quite evenly split between 14 who supported the LTN proposals and 16 who were against them. Comments submitted tended to be fairly succinct and primarily covered a number of the themes covered within the main survey.
 - Those who supported LTNs felt that they would help by reducing air pollution in the local areas, that they would improve wellbeing and safety of pedestrians and others, help reduce local traffic, and that they could be used to help increase active travel .
 - Those against the LTN plans criticised them for displacing traffic to areas just outside the LTN, the impact on businesses operations often due to restricted access in the area, while some suggested alternatives to LTN measures.
- Comments from the workshops could also be grouped into a number of key themes, again reflecting some of the comments frequently made by respondents in the main online survey, including:
 - Dealing with high levels of traffic in the proposed LTN areas
 - Objections to LTNs, including displacement of congestion and pollution to the major roads, and the problems that the restrictions could cause for local businesses in their day-to-day operations.
 - The need for people in some jobs/ activities to continue to use their cars
 - Possible alternative to LTN measures, and promotion of active travel.

1. Introduction

1.1 Background and method

- Oxfordshire County Council has run a public consultation during 2021 to gather views on three proposed Low Traffic Neighbourhoods (LTNs) in East Oxford, namely St Mary's, St Clement's and Divinity Road. The proposals are intended to create an environment that is safer for pedestrians and cyclists, in part by reducing the amount of traffic using 'cut-through' routes through local residential areas.
- The consultation was accessible via a series briefing documents and a questionnaire, hosted online from 8th to 29th June 2021. The Council received 2,010 responses to the online survey, plus a small number of 'free-form' letter responses, and statements made at consultation workshops.
- Due to a technical fault in the routing programmed into the online survey, some questions for businesses, schools and organisations were not routed correctly¹. The Council apologised for this error and sent a follow up survey to the 130 respondents in those categories. The additional survey included the questions that had been skipped, so as to rectify the situation, and was open for 11 days, collecting 25 responses.
- Once the consultation was closed, the Council provided the full datasets to Marketing Means to take on the task of analysing the raw survey data, including detailed responses to several open-ended questions. In addition to the main survey dataset, the Council provided the data from letters and emails submitted in which people could express their views freely, and comments from participants in a short series of stakeholder workshops to collect further feedback on the LTN proposals from interested parties.

1.2 Author and publication

Marketing Means' director Chris Bowden produced this report in July 2021. Any press release or publication of the findings of this survey requires the approval of the author/ Marketing Means. Approval would only be refused if it were felt that the intended use would be inaccurate and/or a misrepresentation of the survey findings.

1.3 Presentation of percentage results in this report

'Valid' responses - Unless otherwise stated, the results are given as a percentage of the total overall valid responses.

Rounding - The percentage figures quoted in most of the charts and tables in the report have been rounded either up or down to the nearest whole number % value. In some cases, these rounded values do not total exactly 100% for single-choice questions due to that rounding of the figures in each discrete category.

'Net' scores – Where the answer options to a question include opposing viewpoints, e.g. Strongly agree → Strongly disagree, or Definitely → Definitely not, the net score can be calculated by subtracting the combined proportion giving negative answers from the combined proportion giving positive answers. A typical example could be subtracting (a) all saying Strongly disagree or Slightly disagree from (b) all saying Strongly agree or Slightly agree. If the resultant net value is positive, it offers a shorthand way of saying that respondents were more likely to have positive than negative opinions, and the higher the net score (the closer to + 100%) the more the positive answers outweighed the negative. The opposite is true where the net score is negative.

¹ Q3a/Q3b in questionnaire included in Appendix 1 to this report

Significance testing and “Statistically significant differences” - All of the % results quoted in this report, and calculated for the different sub-groups of respondents as set out in detail in the accompanying cross-tabulations, have been subjected to significance testing, based on two-sided tests with significance level .05 (i.e. 95% confidence level).

In this report, when we refer to “*significant differences*” between sub-groups, we mean that the statistical test used has indicated that the figures are sufficiently different, i.e. by more than the 95% Confidence Interval, to be considered statistically significant. The 95% Confidence Interval is not quoted in every case because it varies greatly based on the % result in question and on the number of people answering that question.

1.4 Quality Management

Marketing Means’ quality management system has been externally audited and registered as accredited for both the international quality management standard ISO9001:2015 and the market research industry-specific standard ISO20252:2012. Our work on this project complied with those standards.

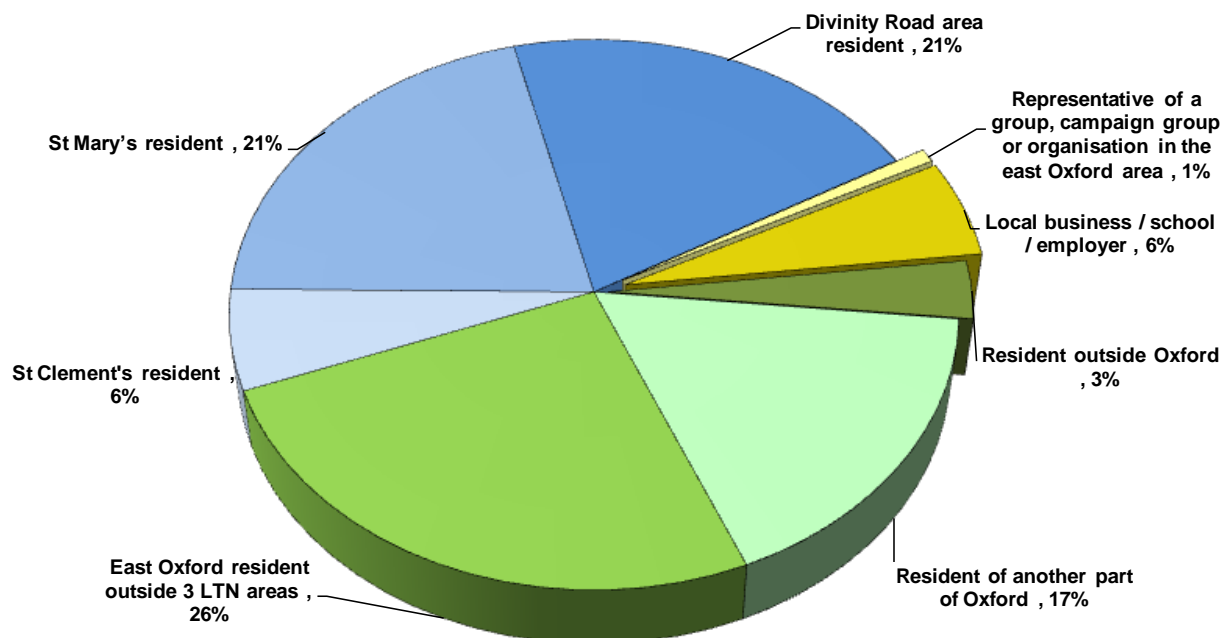
2. Profile of Consultation Respondents

This section briefly sets out the characteristics of the 2,010 respondents who took part in the main online consultation.

2.1 Type of respondent in relation to LTN areas

- Just under half of all respondents (48%) were residents of one of the three proposed LTN areas, with Divinity Road and St Mary's each providing more than three times as many responses as St Clement's.
- Almost as many responses came from residents in other parts of Oxford (43%) or even farther afield (3%).
- The remaining 7% were submitted by local business/schools/employers, as well as representatives of some community groups and organisations in East Oxford.

Q1. Types of respondents in the main survey sample



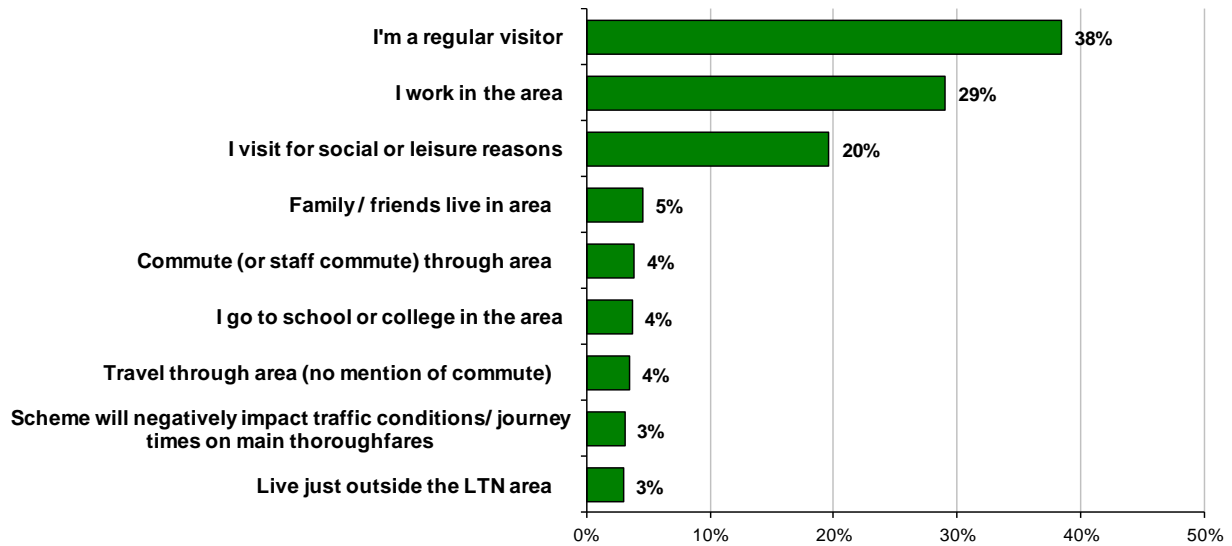
Source: Marketing Means 2021

Base: All respondents (2,010)

Those who were not local residents, i.e. living in any of the three LTN areas, were asked why they chose to take part in the survey.

- Most had strong links to the area, either as regular visitors (38%), visitors for social/ leisure reasons in particular (20%), or had family/friends in the areas.
- More than a quarter (29%) worked in the areas, while a further 4% commuted through the areas, and 4% attended school or college there.

Q4aa. If you are NOT a resident of the proposed LTN areas please could you tell us why you are responding to this survey?



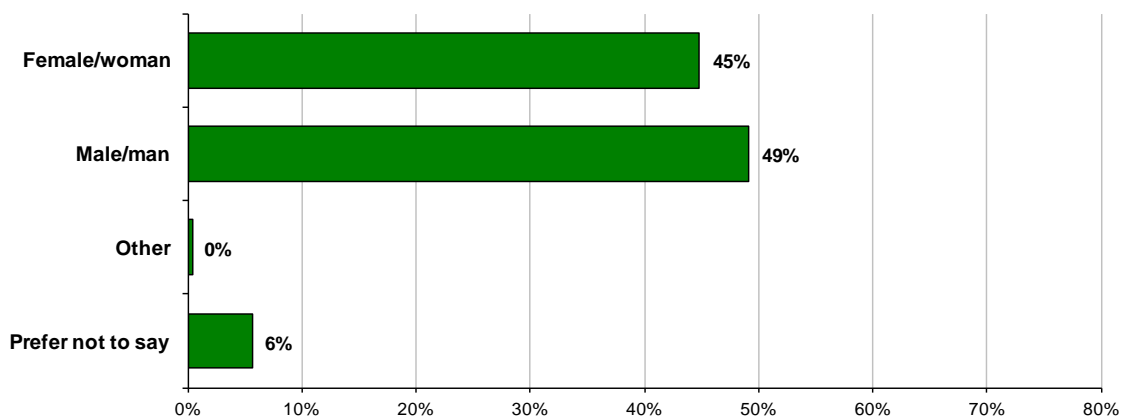
Source: Marketing Means 2021

Base: All non-residents of the LTNs who gave a valid answer (964)

2.2 Demographics of respondents

- The gender balance among respondents tipped slightly toward male respondents (49% vs 45% female).

Q20. Gender

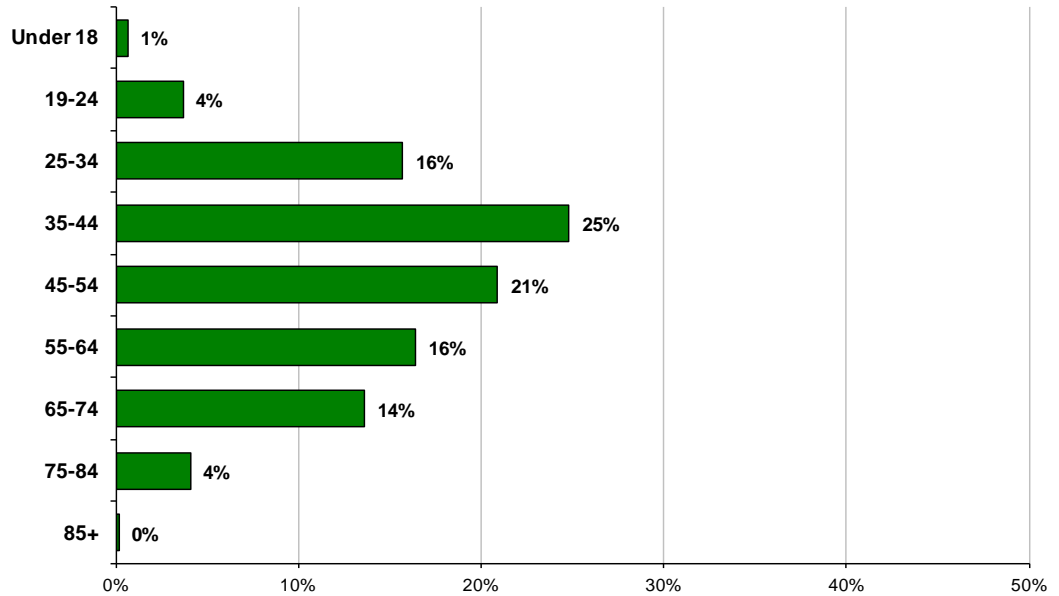


Source: Marketing Means 2021

Base: All who gave a valid answer (1,981)

- The age profile of responses peaked in the middle-aged groups, with just under half (46%) aged 35-44 or 45-54. Very few young people participated, only 5% aged under 25.

Q21. Age group

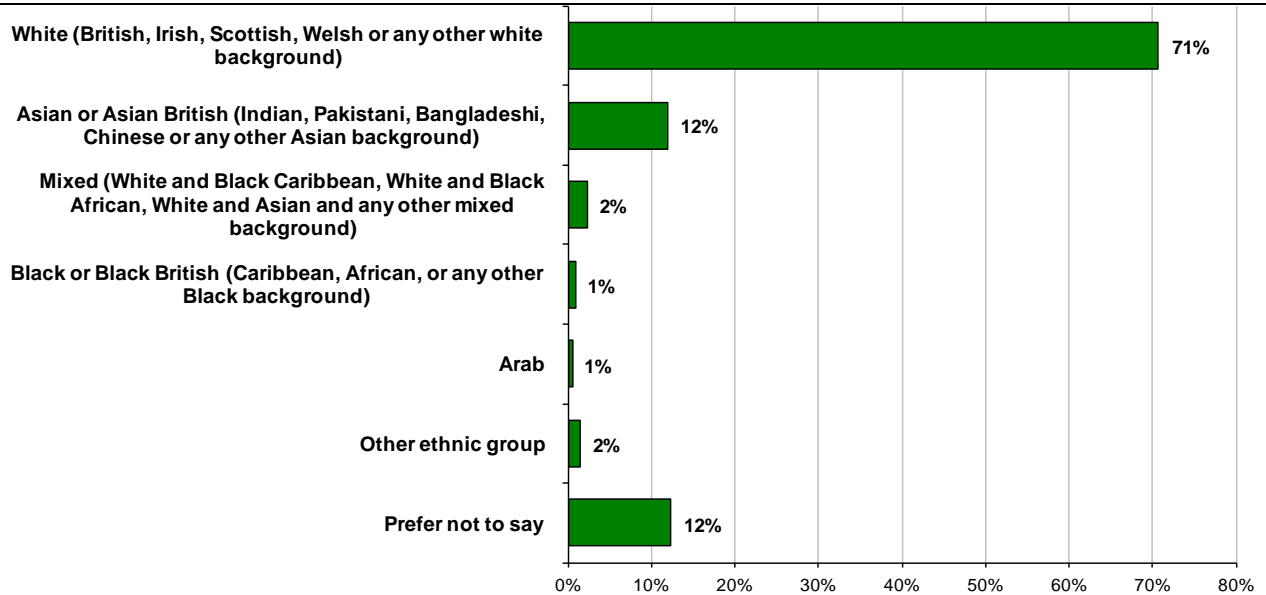


Source: Marketing Means 2021

Base: All who gave a valid answer (1,965)

- The great majority of responses were from people describing themselves as from a White ethnic background, though Asian/Asian British groups were well-represented with 12% of responses.

Q22. Ethnicity



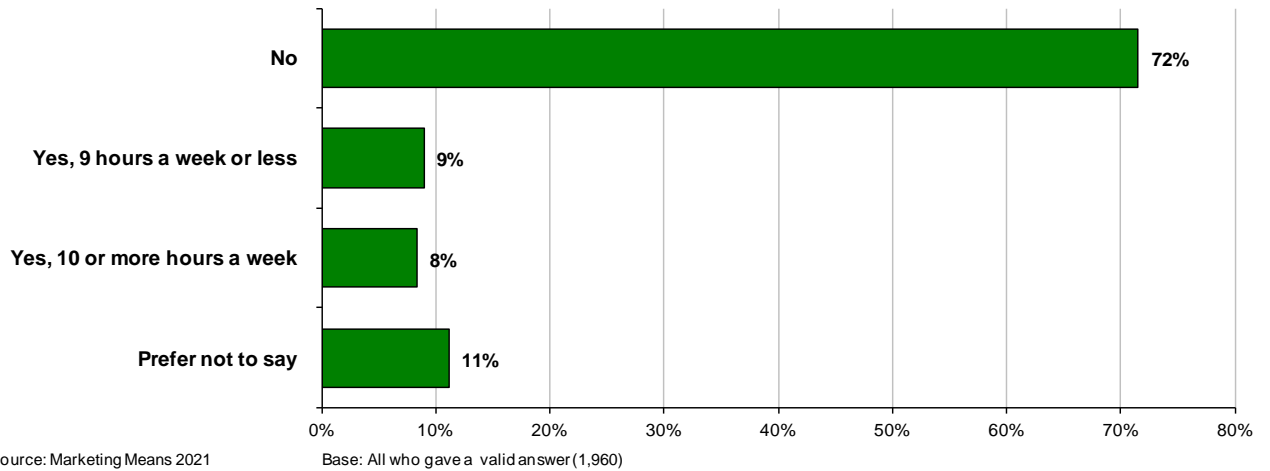
Source: Marketing Means 2021

Base: All who gave a valid answer (1,973)

- Only 17% of respondents claimed to have any caring responsibilities, though more than in 10 preferred not to answer this question.

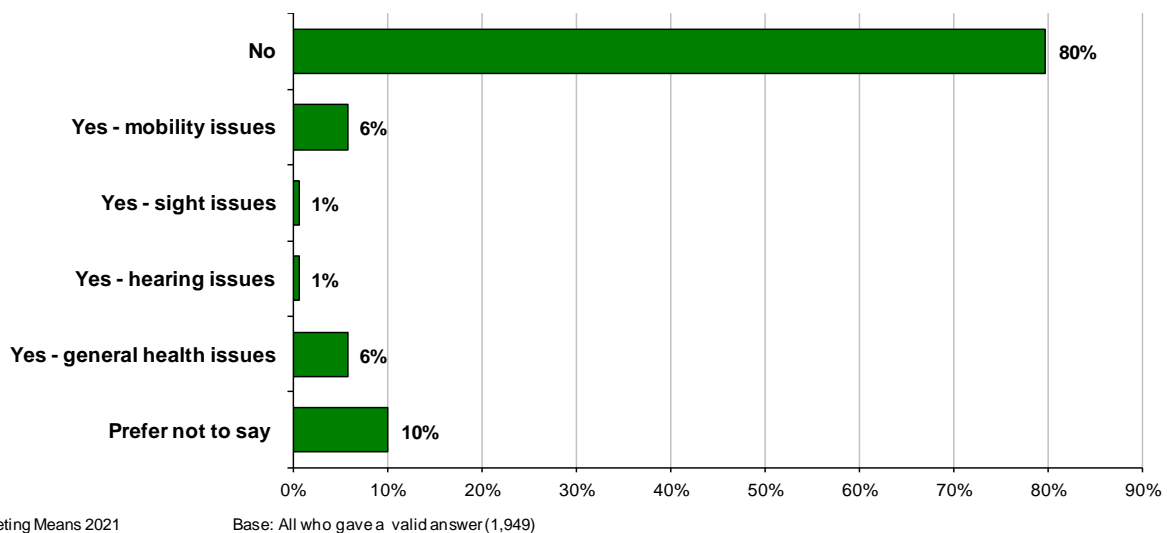
Q23. Do you look after, or give any help or support to anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

33



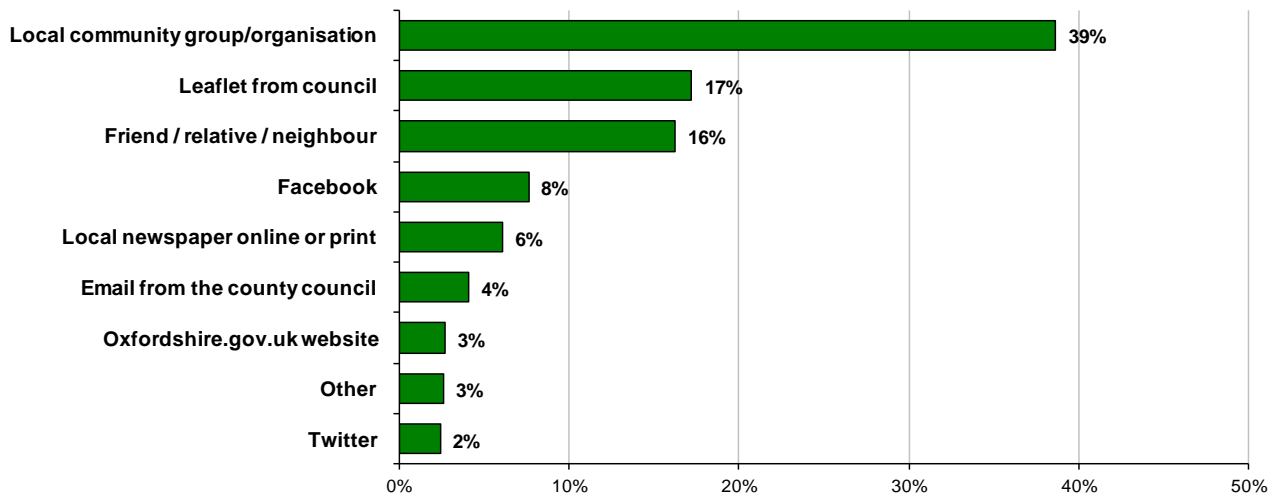
- Only 10% of respondents claimed to have any long-term illness, health condition or disability that limited their day-to-day activities.

Q24a 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?



- The most likely source of finding out about the consultation was from a local community organisation (given by 39%, but as high as 61% among Divinity Road residents).
- Next most likely was a leaflet from the Council, mentioned by 17% overall, but by 43% of St Clement’s respondents.
- The only other source mentioned by more than one in 10 was ‘Friends/relatives/neighbours’, given by 16% overall. This was also one of the most frequent ways by which local businesses/organisations/employers found out about the consultation (23% doing so).

Q25 How did you find out about this consultation?



Source: Marketing Means 2021

Base: All who gave a valid answer (1,949)

3. Travel into and around East Oxford

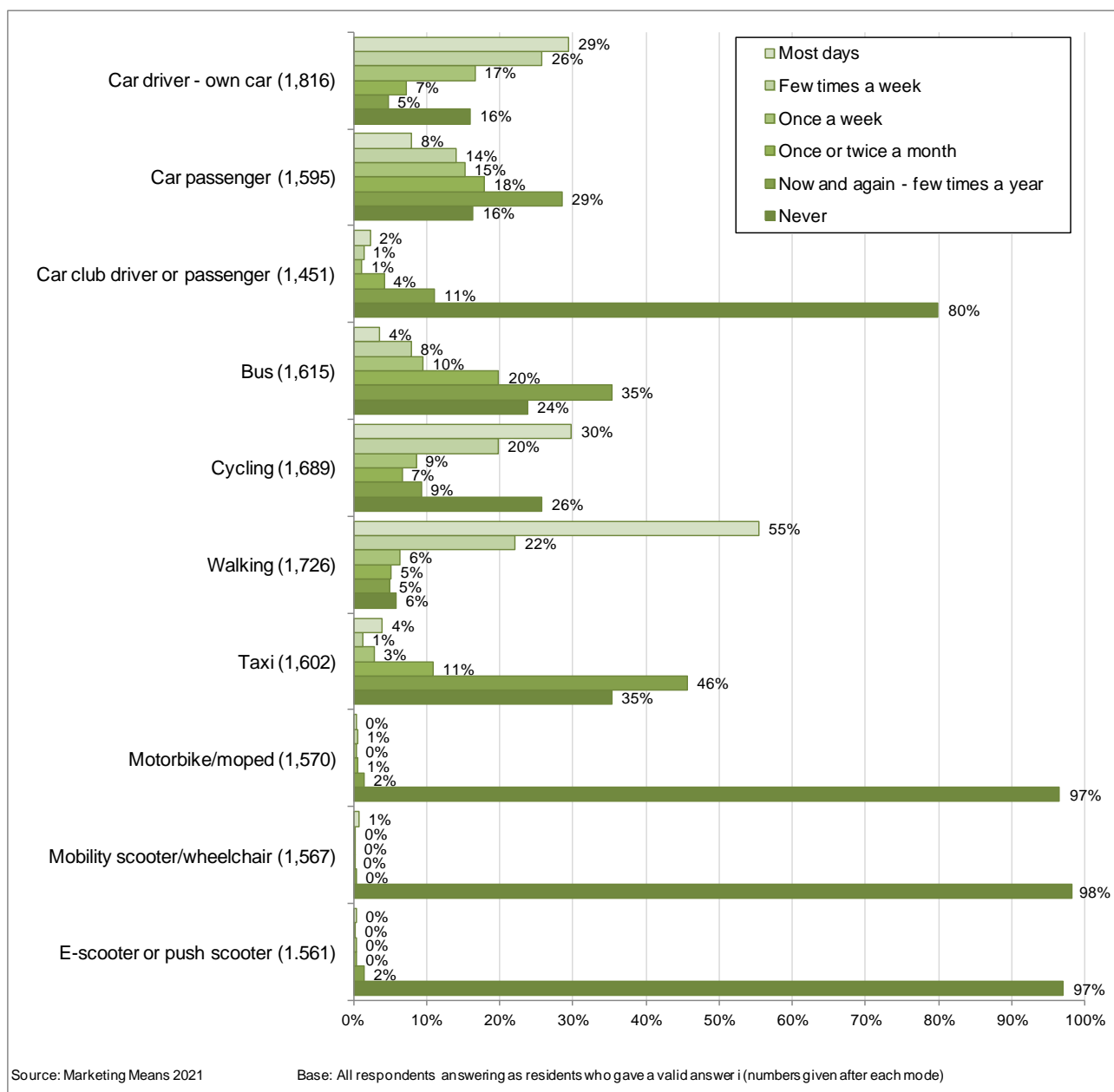
3.1 Travel habits of residents

All respondents who answered as residents rather than businesses/groups/organisations were asked:

“We want to know how people travel into and around the east Oxford area (e.g. to go shopping, for work or education, socialising, running errands, leisure trips etc.). 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 areas.”

- Walking was by far the most likely form of travel overall, with 55% doing so most days, as the sample included many who lived in the areas of interest. More than half (55%), however, drove their own car in the area at least a few times a week, while 22% were car passengers at least a few times a week.
- Although half cycled in the areas at least a few times a week, far fewer used buses as often, with only 22% using a bus as often as once a week.

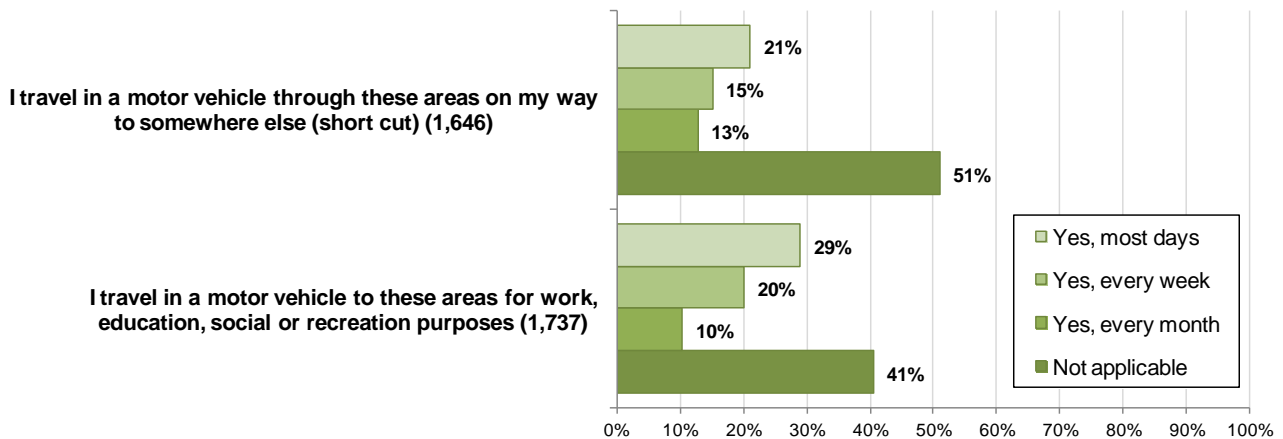
Q3a. How residents travel into and around the east Oxford area (e.g. to go shopping, for work or education, socialising, running errands, leisure trips etc.).



Residents were also asked whether, and how often, they travelled through the LTN areas for different reasons, as summarised in the chart below.

- Almost half of residents travelled through the areas in a motor vehicle at least once a month en route to a destination elsewhere, and 21% did this on most days.
- Even more (59%) travelled to the LTN areas in a motor vehicle at least once a month for work/education/socialising/ recreation, with 29% doing so on most days.

Q5a. Frequency of residents driving through or to the proposed LTN areas



Source: Marketing Means 2021

Base: All residents who gave a valid answer (n numbers given after each mode)

3.2 Travel habits of representatives of businesses/organisations/groups

All 130 respondents who answered on behalf of businesses/groups/organisations were asked:

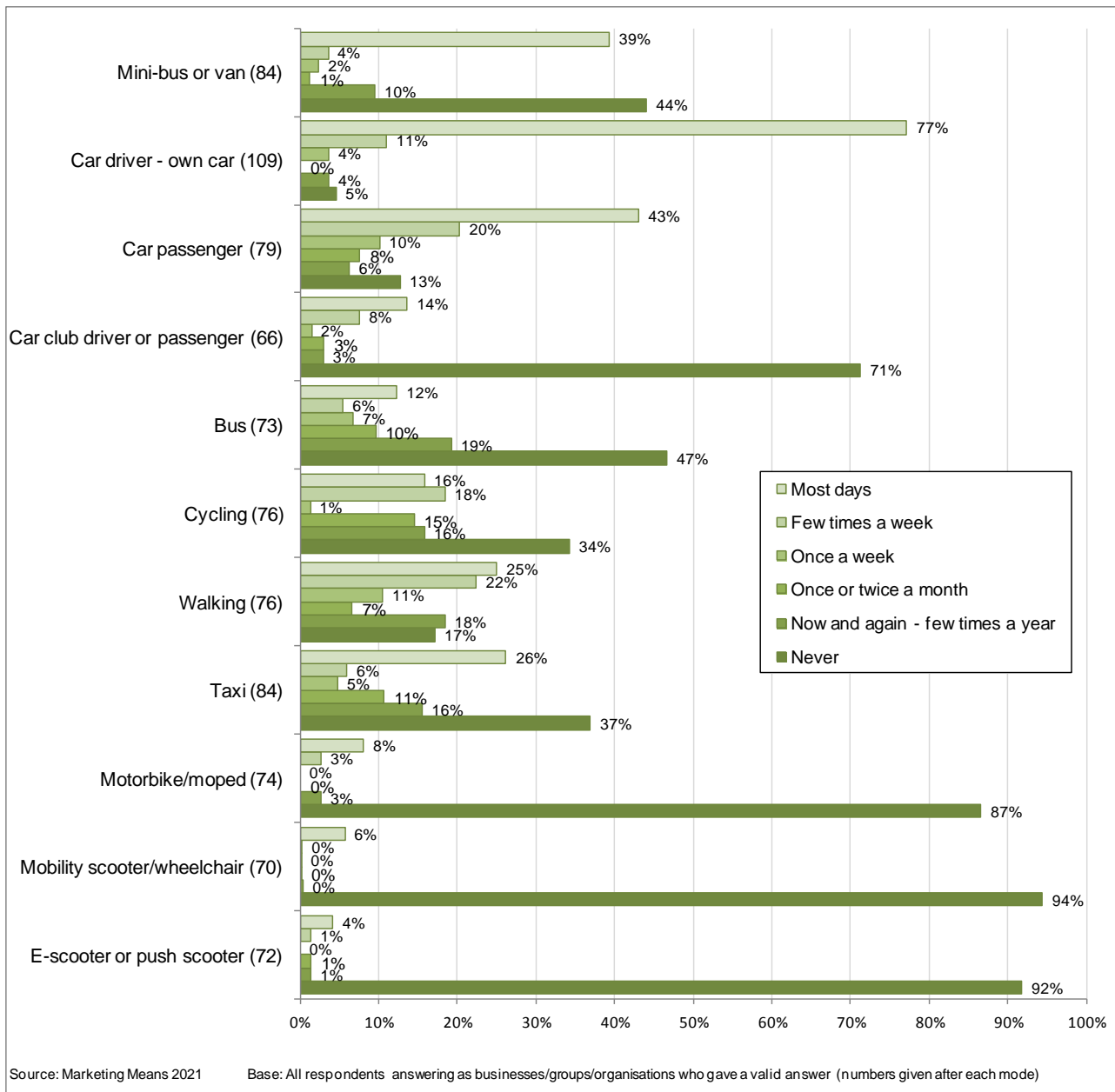
“This section of the survey asks questions about your travel habits relating to your business, school, group or organisation. We want to know how people travel into and around the east Oxford area (e.g. for deliveries, business related travel, education and leisure trips etc). For each of the following ways of travel, please say how often you use them for these types of journeys within the proposed east Oxford areas”

The results are summarised on the next page.

Use of cars and vans in the area was, as expected, much higher among this group than among the wider sample of the general public. More than three-quarters (77%) used their car in the area on most days and 93% at least once a week, while 39% used a minibus or van in the area on most days. Nearly two-thirds (63%) were car passengers in the areas at least a few times a week.

- Walking and cycling were both less common in this group than among the wider public, though bus travel was more likely than among the public, with 25% using a bus at least once a week, and 12% on most days.

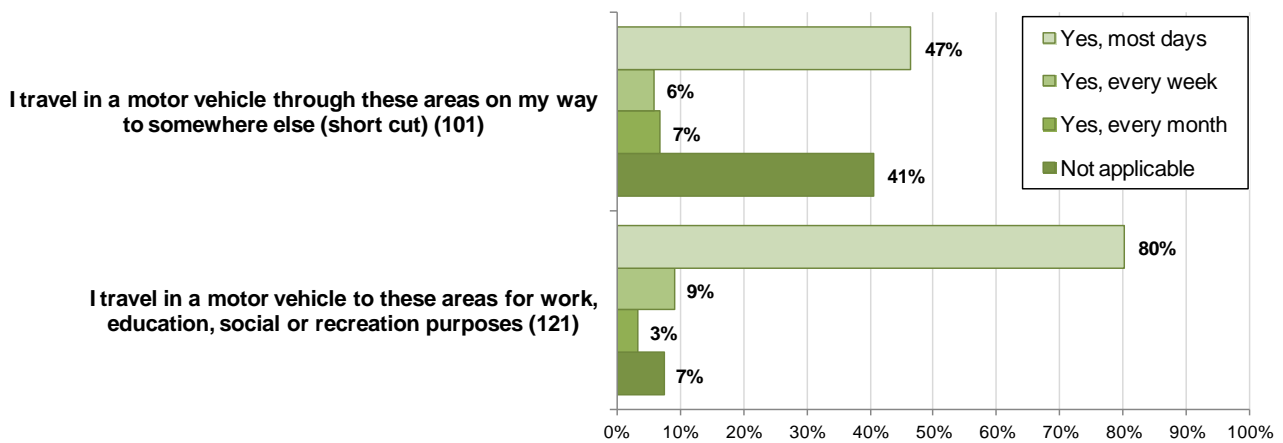
Q3b. How representatives of businesses/groups/organisations travel into and around the east Oxford area (e.g. for deliveries, business related travel, education and leisure trips etc)



Businesses /groups/organisations were also asked whether, and how often, they travelled through the LTN areas for different reasons.

- Almost half (47%) of these representatives travelled through the areas in a motor vehicle on most days en route to a destination elsewhere, with a further 13% doing so at least one a month.
- The vast majority (80%) travelled to the LTN areas in a motor vehicle on most days for work/education/socialising/ recreation, a far higher proportion than was found for the residents' sample.

Q5b. Frequency of businesses/groups/organisations driving through or to the proposed LTN areas



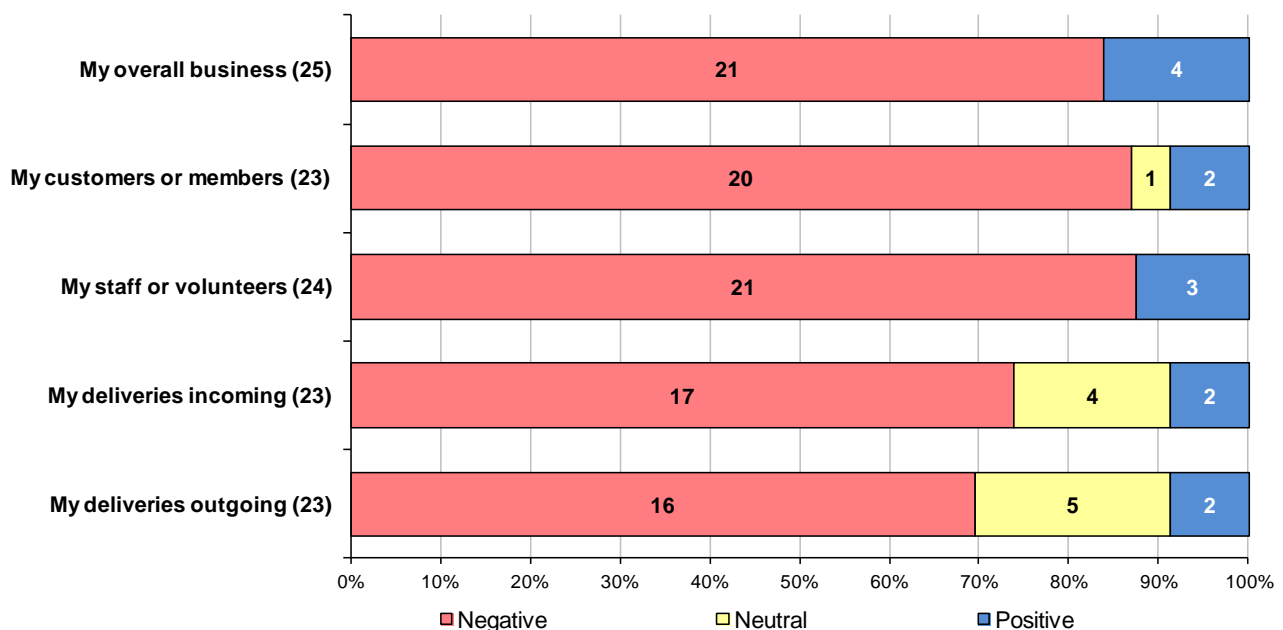
Source: Marketing Means 2021

Base: All businesses/groups/organisations who gave a valid answer (numbers given after each mode)

Businesses /groups/organisations that took part in the survey were also asked what they felt the impact of the LTNs would be on various aspects of their business or organisation. Only 25 provided responses², as summarised in the chart below, which gives actual numbers of respondents expressing each view, rather than percentages.

- All five aspects drew a large majority expecting the impact of the LTNs to be negative, exceeding 80% for their overall business, their customers/members, and their staff/volunteers.
- Deliveries incoming and outgoing may not have applied for all of the businesses and organisations, so while a slightly smaller majority expected LTNs to impact them negatively in this regard, most others were neutral, with <10% expecting any positive impact.

Q3b. What do you think will be the impact on your business or organisation?



Source: Marketing Means 2021

Base: All respondents answering as businesses/groups/organisations and who gave a valid answer

Comments made by businesses/organisations/groups relating to this question focused on several themes. Negative comments related to:

- Displacement of traffic, making other routes busier/ increasing pollution
 - *“Will only deflect traffic onto the main road causing huge congestions and defeating the 'reducing of carbon emissions' objective.”*
 - *“Making our vehicles do additional mileage or sitting stationary in the higher volume of traffic caused by LTNs is going to dramatically increase pollution rates in the city.”*
- Making access/parking difficult to businesses and sites in the LTNs
 - *“Central Oxford Mosque has 100s of worshippers attending the mosque everyday from all over Oxford and most bring their cars. Prayer times are set and people will not be able to get there if these things are put in place.”*

² Due to a routing error in the questionnaire, as explained in the Introduction section.

- *“The LTN will adversely affect my business as the majority of our customer travel by car, to collect bulky equipment and water for their aquatic needs. Deliveries will be severely disrupted and with no goods, I cannot trade.”*
- Impact on businesses, due to reduced footfall (e.g. along Cowley Road)
 - *“This will definitely deter visitors to the shop. Already they have difficulty parking since the introduction of CPZ some 18 months ago. This will be the last straw.”*
- Extended journey times
 - *“Travel time is at a premium and we need be able to navigate the city efficiently. These road closures will cause a great deal of inconvenience to our staff and clients and in many cases will mean an extended journey to get from A to B.”*

The few positive comments related to reduced traffic and improved conditions locally, e.g.:

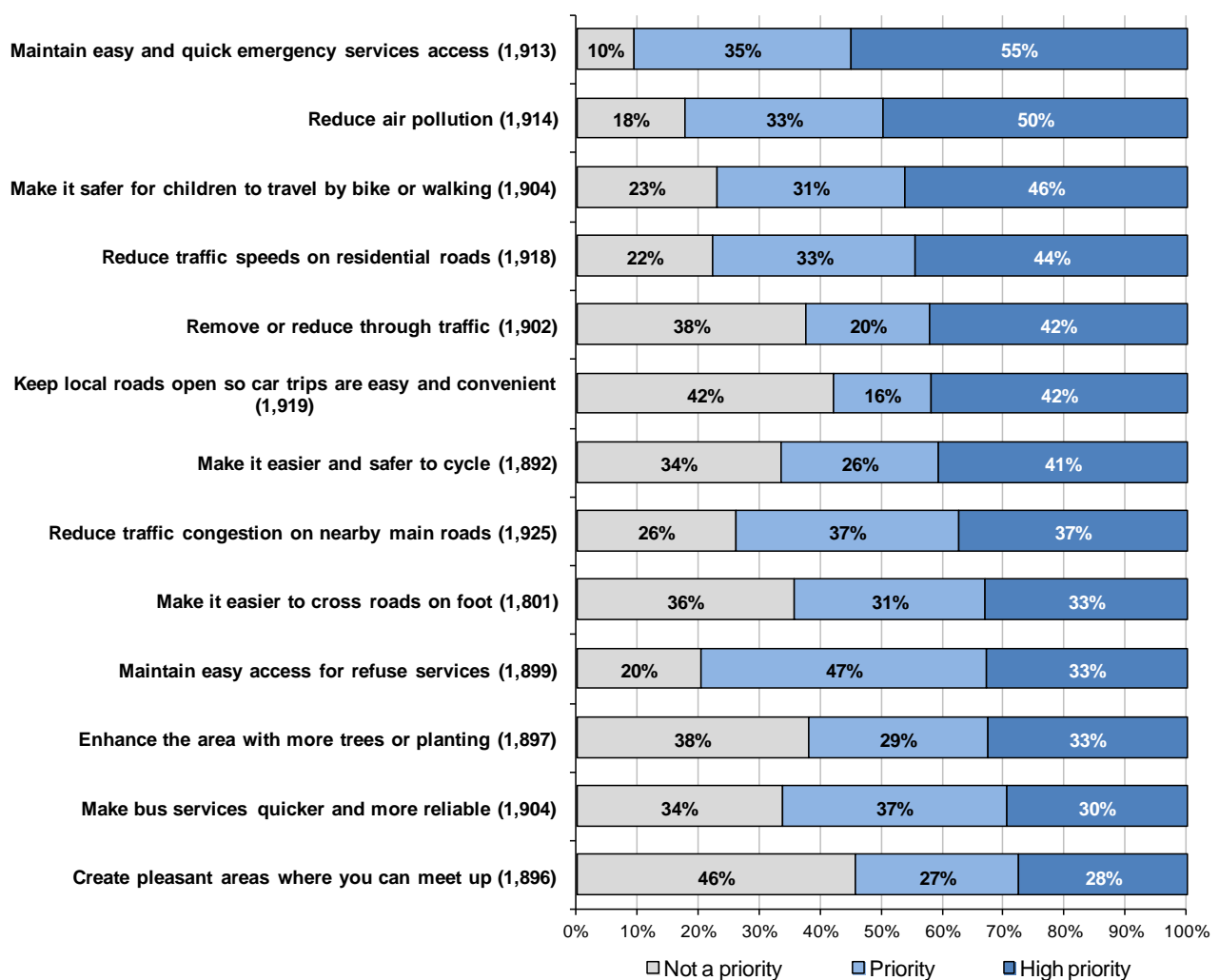
- *“These LTNs, by reducing traffic in the E Oxford neighbourhoods will significantly improve conditions for walking, cycling and people with mobility aids.”*
- *“Will dramatically improve the working conditions for the dozens of people who work in and make use of co-working space on Magdalen Road in East Oxford.”*

4. Priorities relating to the East Oxford LTN local area

All respondents were asked to state which aspects of local life and activity would be priorities for them in regard to the three East Oxford LTN areas.

- Every one of the 13 aspects listed in the questionnaire was considered a priority by a clear majority of respondents, at least 60% in each case.
- Two of the aspects most likely to be considered priorities related to maintaining access for certain types of vehicles. Emergency services access was rated a priority by 90% overall and as a high priority by 55%. Almost as many rated refuse services access a priority overall (80%) but only a third (33%) rated refuse services access as a high priority.
- Reducing air pollution was rated as a priority by 80% overall and as a by50%.
- Safety-related issues also rated highly, with making the streets safer for children rated a priority by 77% overall and a high priority for 46%, and reducing traffic speeds on residential roads also mentioned by 77% overall and as a high priority by 44%.
- The more aesthetic aspects, more trees/planting and creating pleasant areas to meet up, were among the least likely priorities, though still rated a high priority by well over a quarter.

Q6a. Thinking of the East Oxford LTN local area, which of the following are priorities for you?



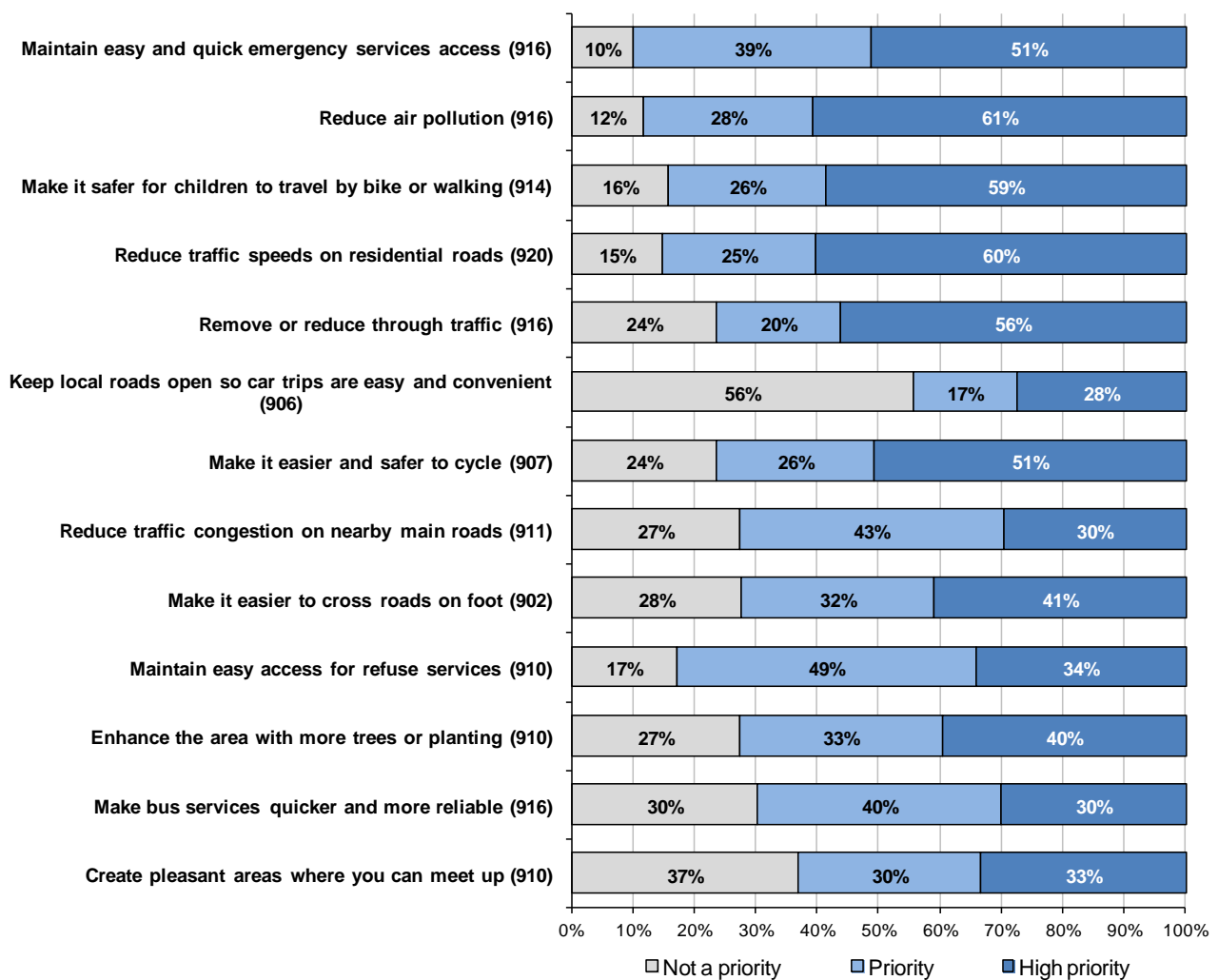
Source: Marketing Means 2021

Base: All respondents who gave a valid answer

The chart below shows the same 13 priorities, but as rated by residents of the three proposed LTN areas only.

- Six aspects were rated as high priorities by >50% of the LTN residents sample compared to only two for the sample as a whole. These were led by reducing air pollution (a high priority for 61%) and two of the safety-related aspects, improving safety for children and reducing traffic speed on residential roads (high priorities for 59% and 60% respectively. Maintaining quick and easy access for emergency services remained the most likely aspect to be rated as a priority, by 90% overall.
- Ratings of several aspects highlighted the difference between the views of this sub-group and those of the sample as a whole. Keeping local roads open so that car trips are easy and convenient was rated a high priority by only 28% of LTN residents, compared with 42% of the sample as a whole, and more pertinently 52% of residents elsewhere and 77% of local business/organisation/ groups. Conversely, removing or reducing through traffic was a high priority for 56% of LTN residents compared with 42% of the whole sample, and significantly higher than the corresponding proportions among residents elsewhere (31%) and businesses/ organisations/ groups (12%).

Q6a_1. Thinking of the East Oxford LTN local area, which of the following are priorities for you? – Residents of LTN areas only

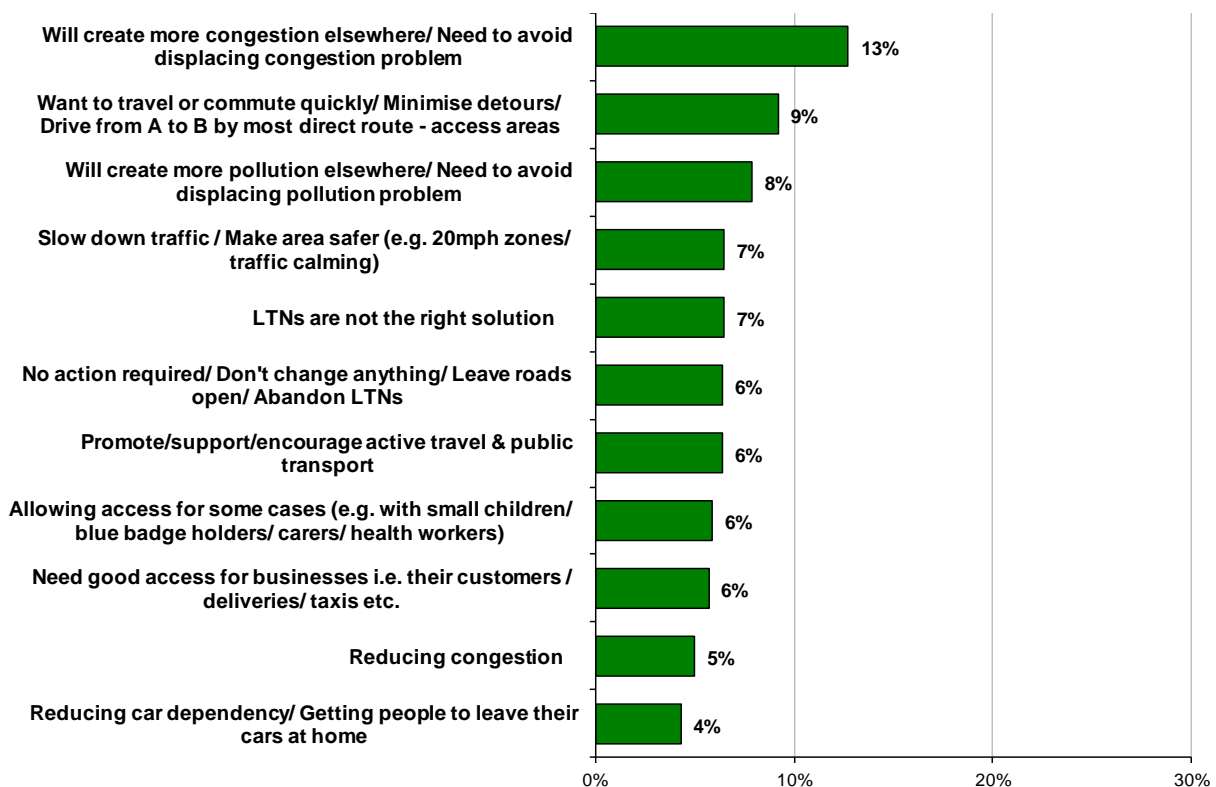


Source: Marketing Means 2021

Base: All respondents who gave a valid answer

- Respondents were also able to comment in their own words on priorities other than those listed in the questionnaire. Overall, just under a third of respondents (32%) gave a comment, though some were more related to general feelings about the LTN proposals than issues being rated as priorities.
- About two-thirds of respondents who gave a comment also gave their suggestions a priority rating (from 'Not a priority' to 'High priority'). Most (53%) rated their own suggestion as a high priority, though more than one in three (36%) of those who gave a comments rated their suggestion as 'Not a priority', indicating that this may have been an issue that they wished to raise without necessarily considering it a core concern in the broader context of LTNs.

Q6b_1. Other priorities mentioned (Thinking of the east Oxford LTN local area, which of the following are priorities for you?)



Source: Marketing Means 2021

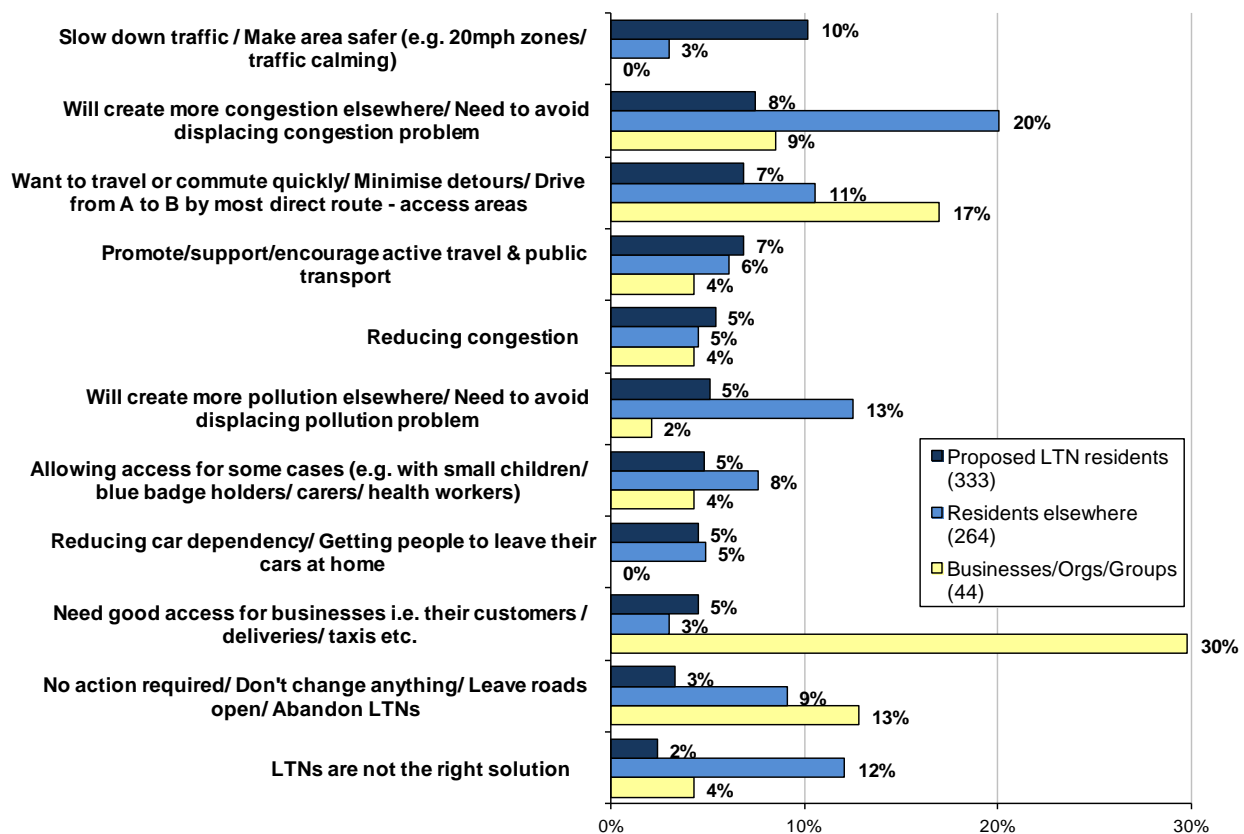
Base: All who commented on other priorities (644)

- Among the most frequent comments were concerns that LTNs would do no more than displace traffic congestion to other routes (13%):
 - *“Reduce the overall volume of motor traffic altogether, not just displace it.”*
 - *“Road barriers will increase congestion and pollution on Cowley and Iffley roads, which is bad news.”*
 - *“Don't displace more traffic onto Iffley Road which is also a residential road - already at capacity.”*
 - *“Main roads can't take the cars that will join them if you shut these roads. The LTNs are a blunt instrument.”*
- Others felt similarly that the measures would displace air pollution to those routes (8%).
 - *“Residing on Cowley Road, we do not need the extra congestion and air pollution this will cause.”*

- *“Main road will be jammed with traffic. This will cause air pollution in main roads where people walk.”*
- *“These LTNs are resulting in more traffic and air pollution, awful idea for whoever thought of them.”*
- A significant strand of comments also saw LTNs as too restrictive a solution to traffic issues, with 9% noting their priority to travel from A to B via the most direct route, 7% rejecting LTNs as a solution, 6% requesting no changes to the local roads, and 6% highlighting the need for good access for businesses.
 - *“Being able to carry out work meetings and duties without having to go round the whole of Oxford.”*
 - *“Ensure traffic flows easily and without traffic jams by allowing different ways in/out of Oxford”*
 - *“Priority: being able to make journeys efficiently”*
 - *“Current LTN's are making my children's journey by bus double the length, Cowley Road = car park”*
 - *“Keeping all roads open. Not shutting down roads which results in much longer journeys by car.”*
 - *“Priority for people whose careers and jobs depend on using cars and vans. Tradesmen, buses etc.”*
- Others saw opportunities for the LTNs to benefit local people through improving safety by slowing down local traffic (7%), promoting active travel (6%) and reducing congestion (5%) and car dependency (4%).
 - *“Reduce dangerous speeding on Morrell Avenue. Add road markings, signs and cameras.”*
 - *“Enforce the 20mph speed limit in side roads”*
 - *“Reduce traffic so it is less scary walking or cycling to visit local shops and businesses”*
 - *“People need to be nudged to get out of their cars and walk/cycle for journeys of less than 2 miles.”*
 - *“Improve public transport so that it takes less time to commute. Make bus cheaper.”*
 - *“Making buses cheaper to encourage people to use them and not have cars.”*
 - *“LTNs are part of the essential move away from motor vehicle dependence.”*

- The ‘Other’ comments discussed above were often significantly more likely given by specific sub-groups of respondents, and the chart below identifies some of these by separating out the responses from residents of the proposed LTN areas, residents of other areas, and local businesses/ organisations/ groups.
- For residents within the proposed LTNs, their most likely ‘other’ priority was to slow down local traffic to improve safety (given by 10%). This group was also much less likely than others to feel that LTNs are not the right solution or that no action to change road access is required.
- Residents living outside the proposed LTNs were significantly more likely to highlight here the problems of LTNs displacing congestion from LTNs to nearby routes (raised by 20%), and also of displacing air pollution to those routes (13%).
- Only a relatively small number of local businesses and groups commented in this regard, but this group were significantly more likely to emphasise the need for good access for local businesses and their customers (given by 30%) and the need to travel/commute quickly, without diversions (17%).

Q6b_2. Other priorities mentioned (Thinking of the east Oxford LTN local area, which of the following are priorities for you?)



Source: Marketing Means 2021

Base: All who commented on other priorities

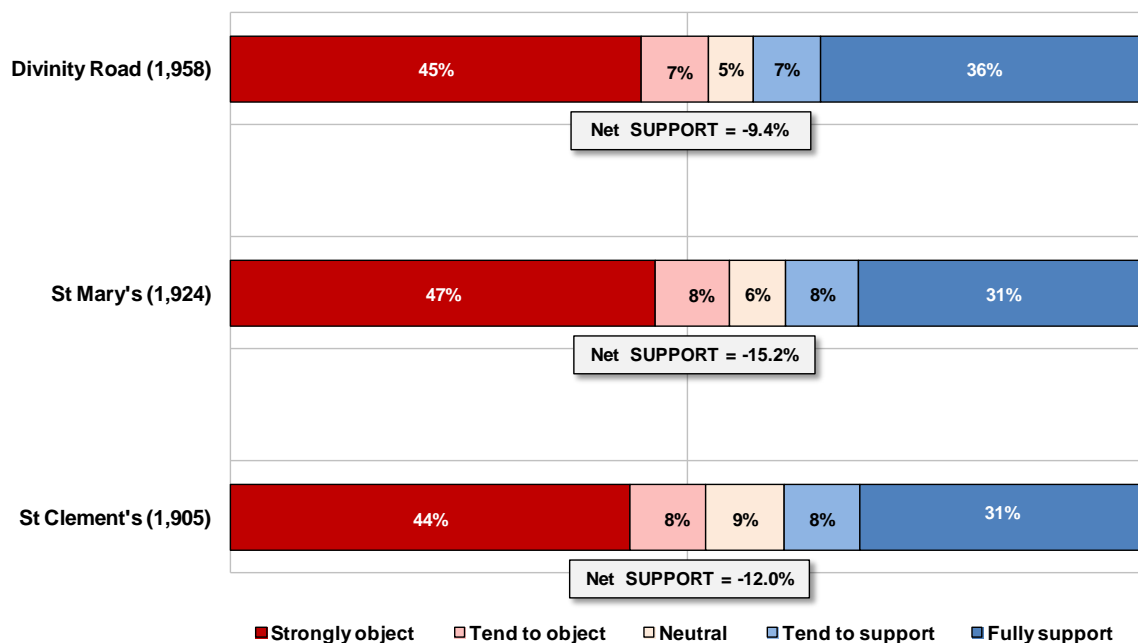
5. Support for LTN Proposals

Each of the three LTN proposals at Divinity Road, St Mary's and St Clement's were set out for respondents via live web links included in the questionnaire. All respondents were then asked to indicate how much they supported or objected to each one.

We look first at the overall results for each proposed LTN, then look at each in more detail.

- None of the three drew positive net support³ (% supporting minus % objecting) from the whole sample, but all drew full support from close to one-third of respondents, highest at 36% for Divinity Road.
- Divinity Road drew slightly higher net support than the other LTNs but still only -9.4%.

Q7_1. Degree of support for each LTN from the whole sample



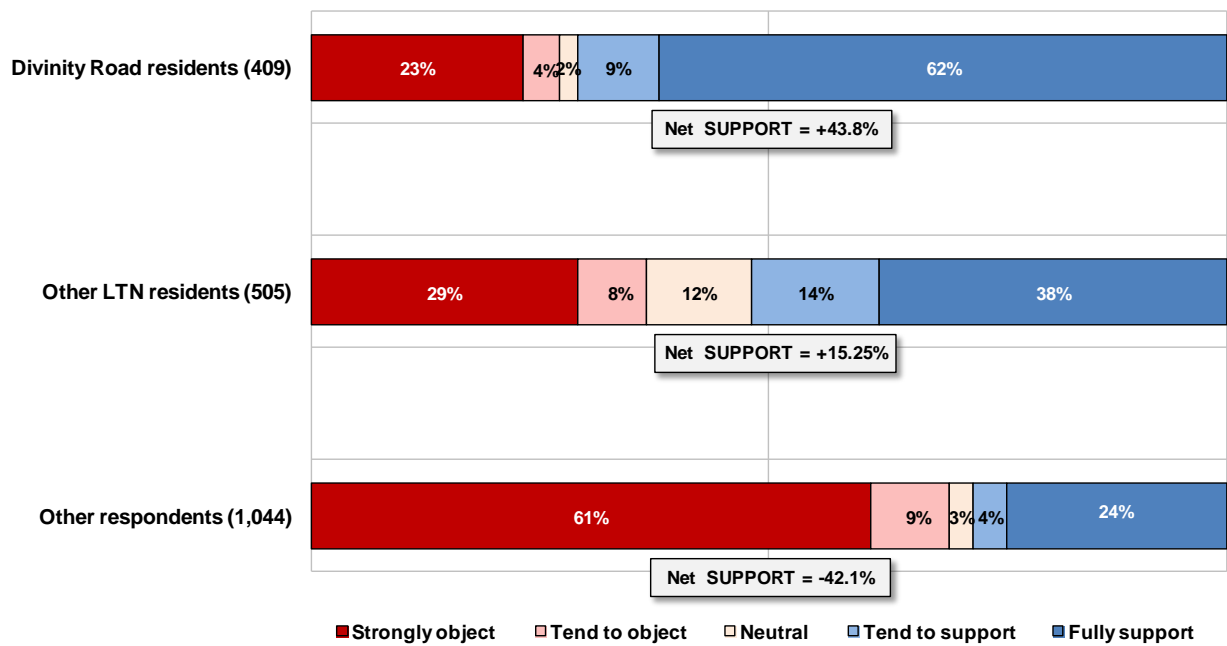
Source: Marketing Means 20201

Base: All respondents who expressed an opinion (number noted next to each category)

³ As noted at the introduction, the net score is the resultant score or proportion after subtracting all negative answers from all positive answers, and offers a convenient way of comparing ratings scale results in a single arithmetic value.

- The chart below compares the levels of support for Divinity Road LTN among the Divinity Road residents themselves, residents of the other two LTNs, and than all other respondents i.e. those living elsewhere and those representing businesses/groups/organisations.
- Among Divinity Road residents themselves, nearly two-thirds (62%) strongly support the LTN plans, and net support is +43.8%. Even in the other two proposed LTN areas, net support is also positive, at +15.3%.
- Residents living elsewhere and businesses/groups/organisations are much less positive, with 61% strongly objecting and net support of only -42.1%.

Q7_2. Degree of support for Divinity Road LTN

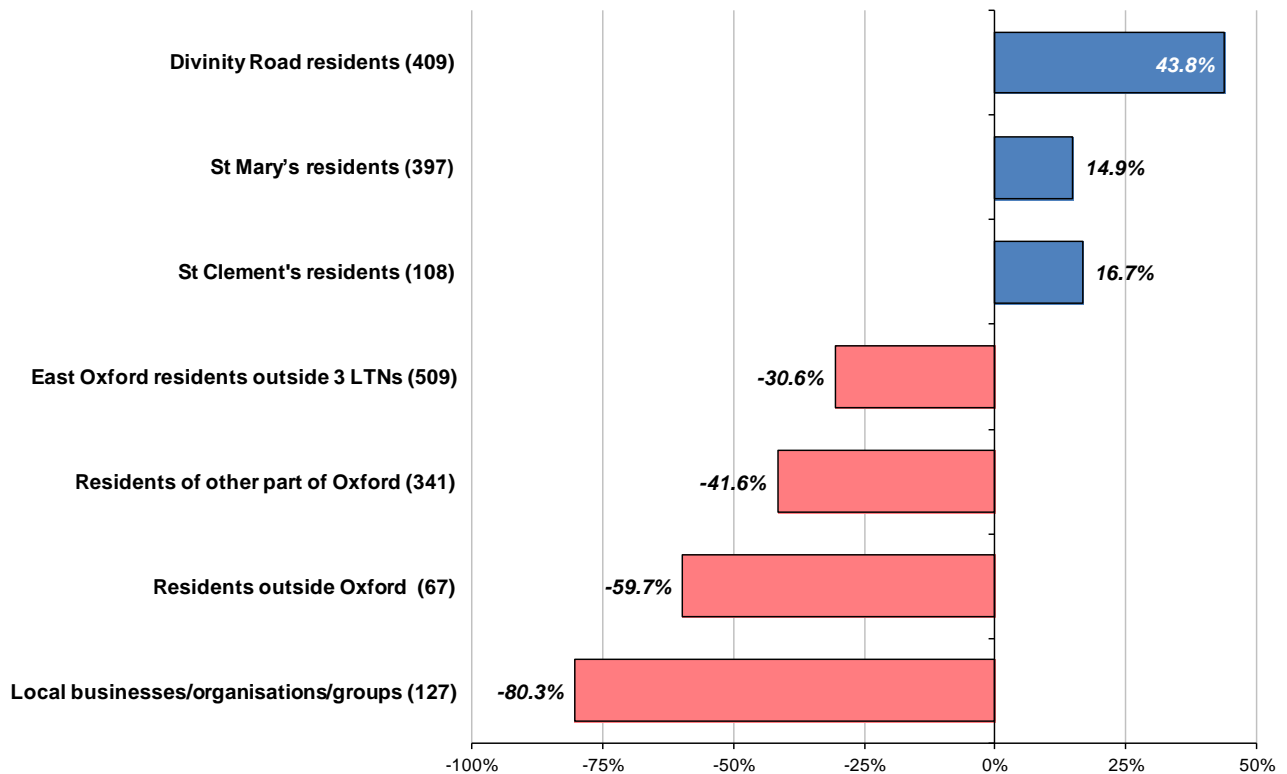


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the net support for Divinity Road LTN among each group of respondents, showing by far the highest net support among local residents, but much lower support elsewhere in Oxford.
- Businesses/organisations/groups, in particular, showed very negative levels of net support at -80.3%.

Q7_3. Net support for Divinity Road LTN

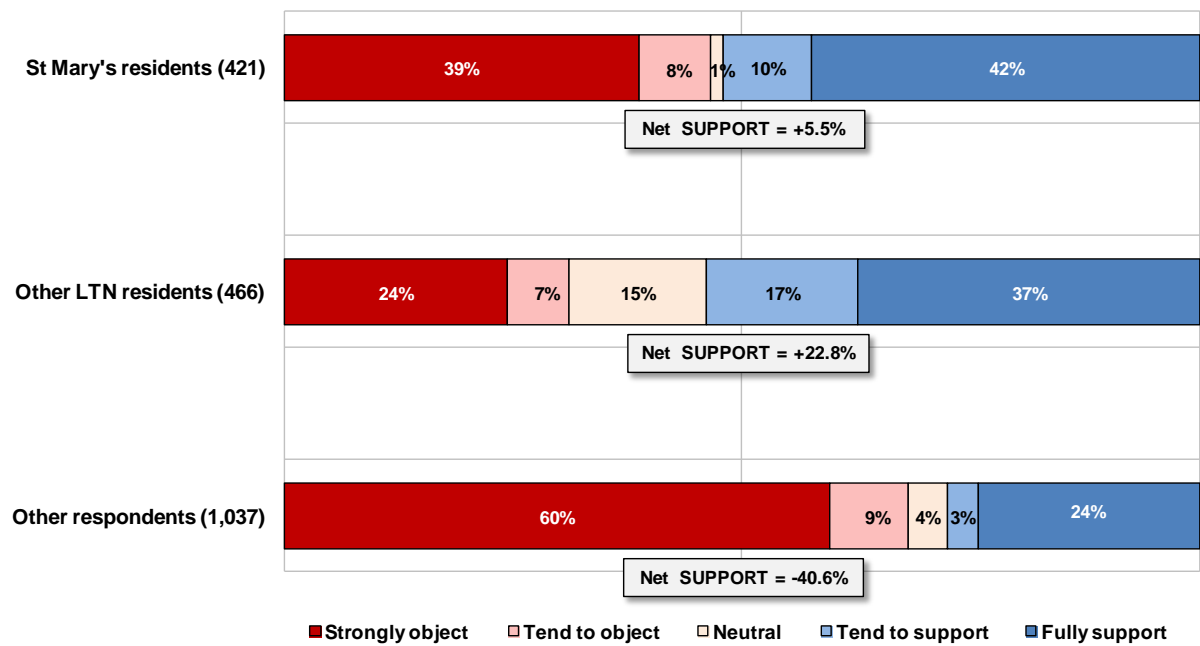


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the levels of support for the St Mary’s LTN among the St Mary’s residents themselves, residents of the other two LTNs, and than all other respondents.
- Among St Mary’s residents themselves, just over half (52%) tend to or strongly support the LTN plans, and net support is just in favour at +5.5%. There is, however, substantial local opposition, with 39% strongly against the plan. In the other two proposed LTN areas, net support for the St Mary’s LTN is rather more positive, at +22.8%.
- Residents living elsewhere and businesses/groups/organisations are much less positive, with well over two-thirds (69%) strongly objecting and net support of only -40.6%.

Q7_4. Degree of support for St Mary’s LTN

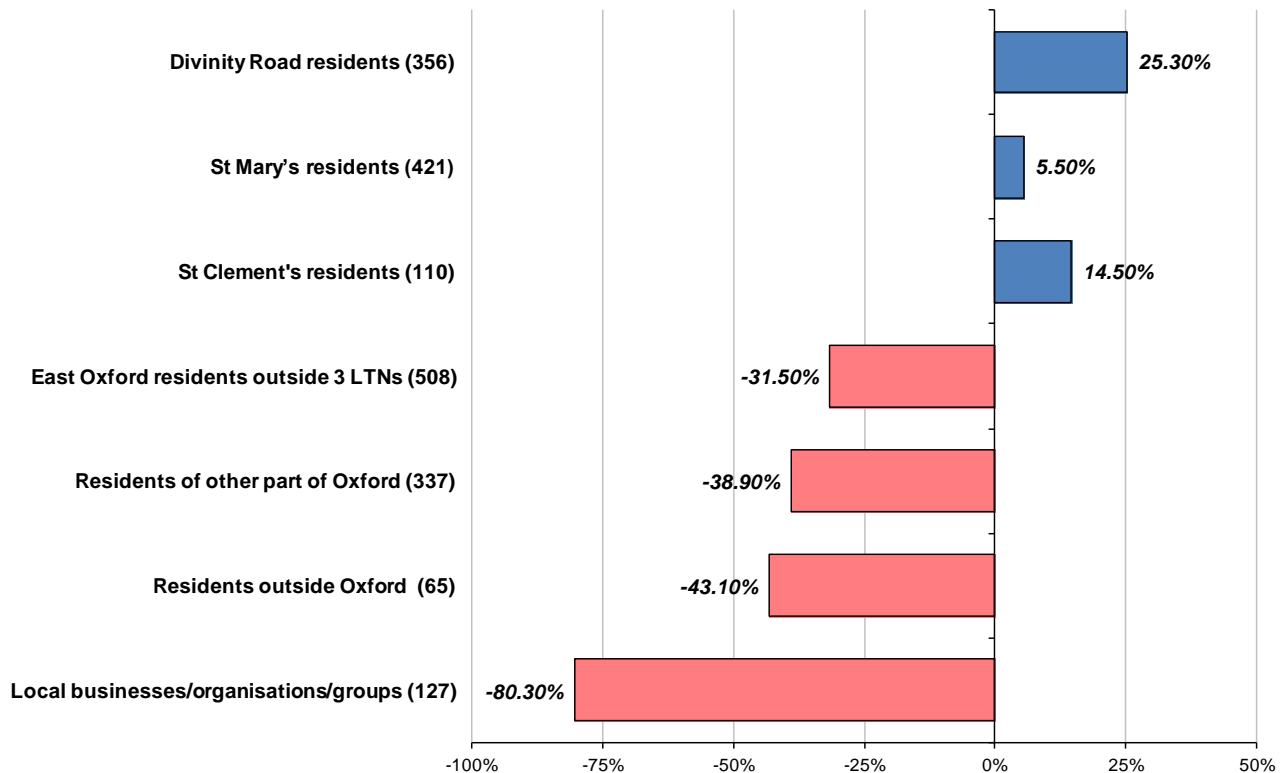


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the net support for St Mary's LTN among each group of respondents, showing that the highest net support comes from Divinity Road residents, at +25.3%, with St Clement's resident also showing a significantly higher level of net support for the St Mary's LTN than do St Mary's residents themselves.
- Again, businesses/organisations/groups show very negative levels of net support at -80.3%, exactly as for the Divinity Road LTN, with similarly negative levels among other groups as seen for the Divinity Road LTN proposals.

Q7_5. Net support for St Mary's LTN

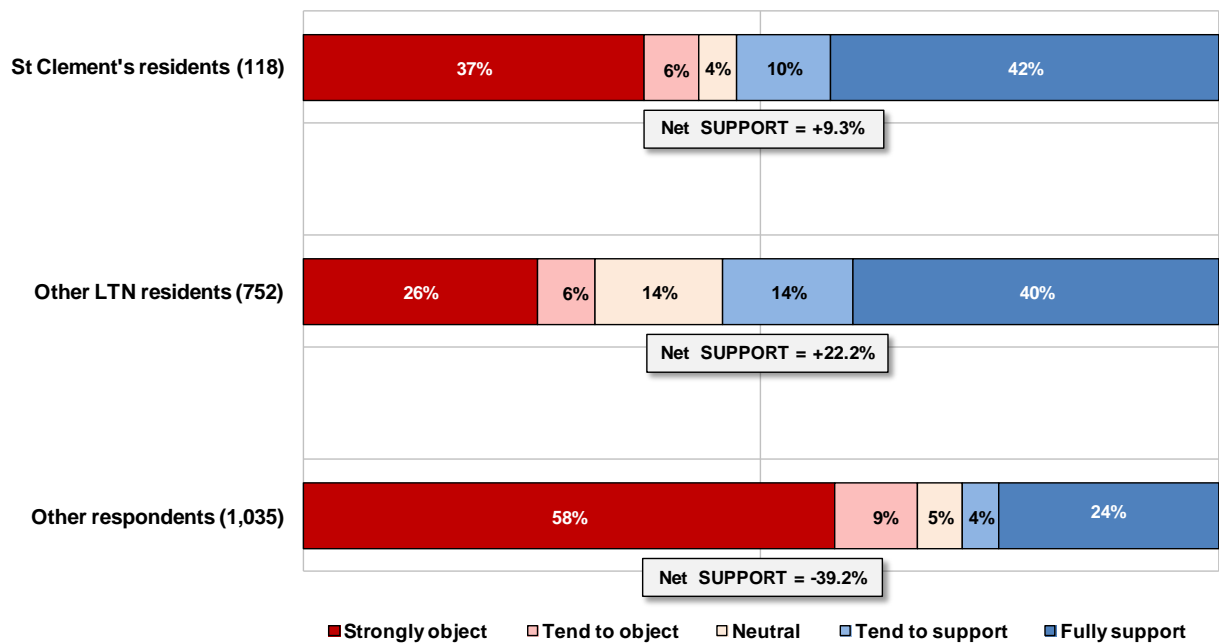


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the levels of support for the St Clement’s LTN among the St Clement’s residents themselves, residents of the other two LTNs, and than all other respondents.
- Among St Clement’s residents, just over half (52%) tend to or strongly support the LTN plans, and net support is just in favour at +9.3%. There is, as for St Mary’s, substantial local opposition, with more than a third, 37%, strongly against the plan. In the other two proposed LTN areas, net support for the St Clement’s LTN is rather more positive, at +22.2%. This is helped by the relatively large proportion of neutral responses, 14%.
- Residents living elsewhere and businesses/groups/organisations are much less positive, with well over half (58%) strongly objecting and net support of only -39.2%.

Q7_6. Degree of support for St Clement’s LTN

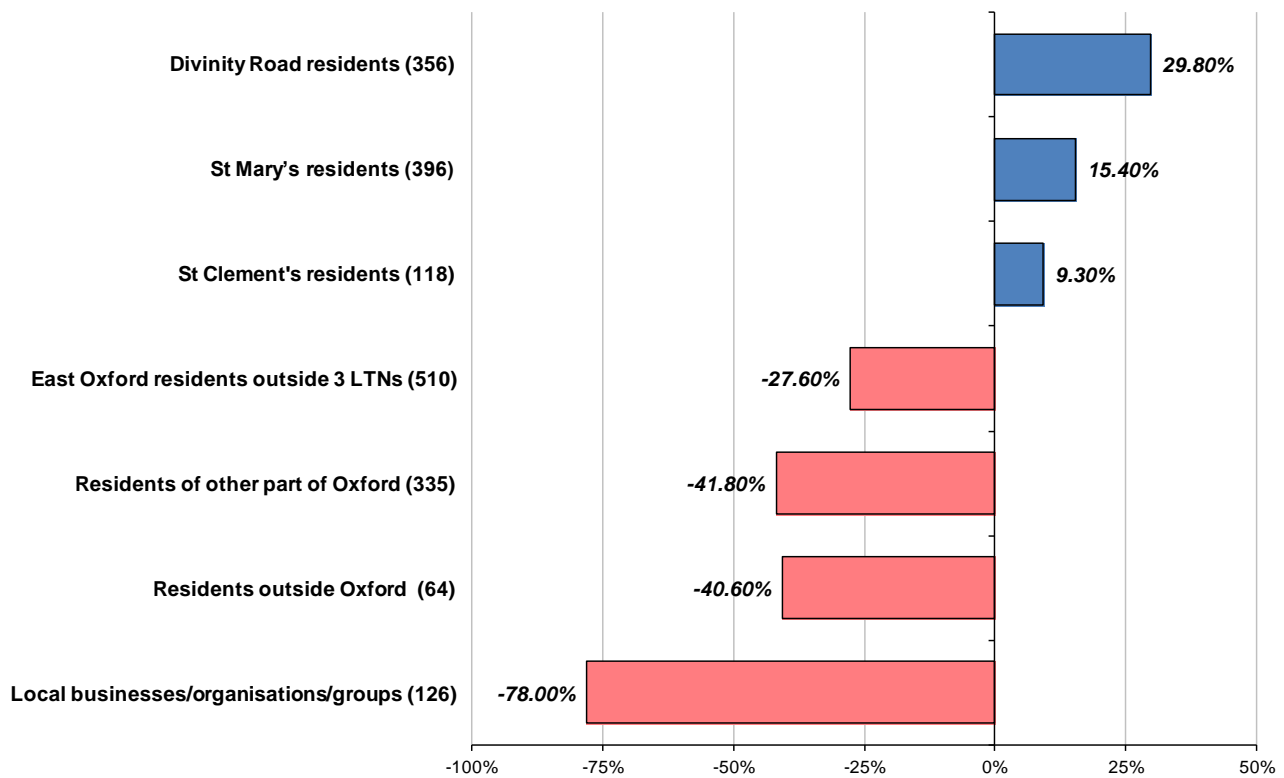


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- The chart below compares the net support for St Clement’s LTN among each group of respondents. Support for the other proposed LTNs, comfortably the highest level of support comes from Divinity Road residents, at +29.8%.
- Again, businesses/organisations/groups show very negative levels of net support at -78.0%, almost as negative as the opinions of the other two proposed LTNs.

Q7_7. Net support for St Mary’s LTN



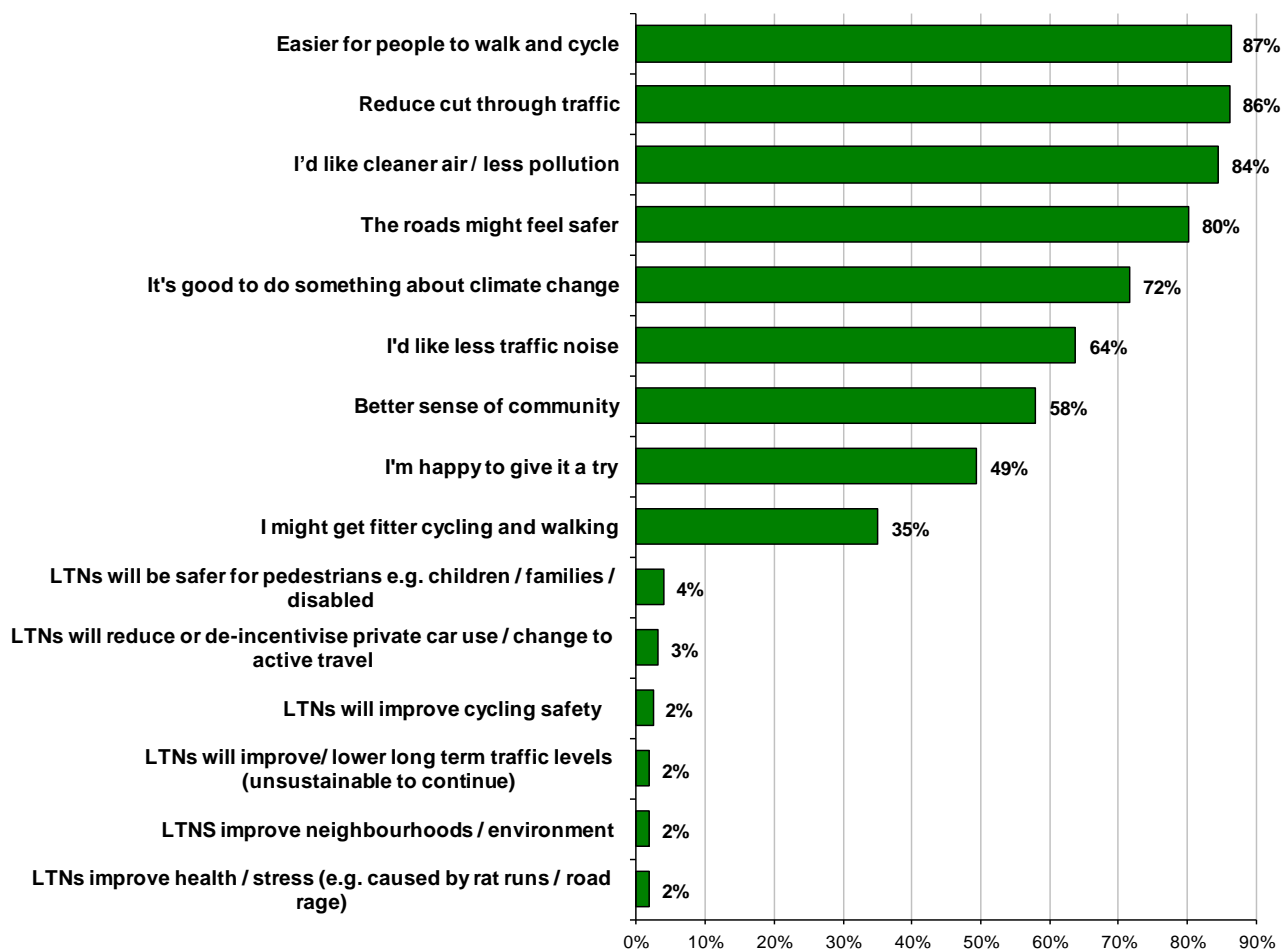
Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

Those who expressed support for one or more of the LTN proposals were asked to state why this was. Nine potential options were listed in the questionnaire, and these are the first nine listed in the chart below, but respondents could also answer in their own words. These open-ended comments have been coded with the most frequent answer themes listed on the chart below, none given by more than 4%.

- Four of the pre-coded options were selected by 80% or more of respondents, relating to making it easier for people to be active, reducing traffic in the area, cleaner air/less pollution, and safer roads.
- It is noticeable that the more personally directed active option, “I might get fitter walking and cycling” drew much less support (35%) than the more generic option of making it easier for all to walk and cycle.

Q8_1 - If you tend to support or fully support, which of the following best describes why?



Source: Marketing Means 2021

Base: All who expressed support for any of three LTNs and gave a comment (893)

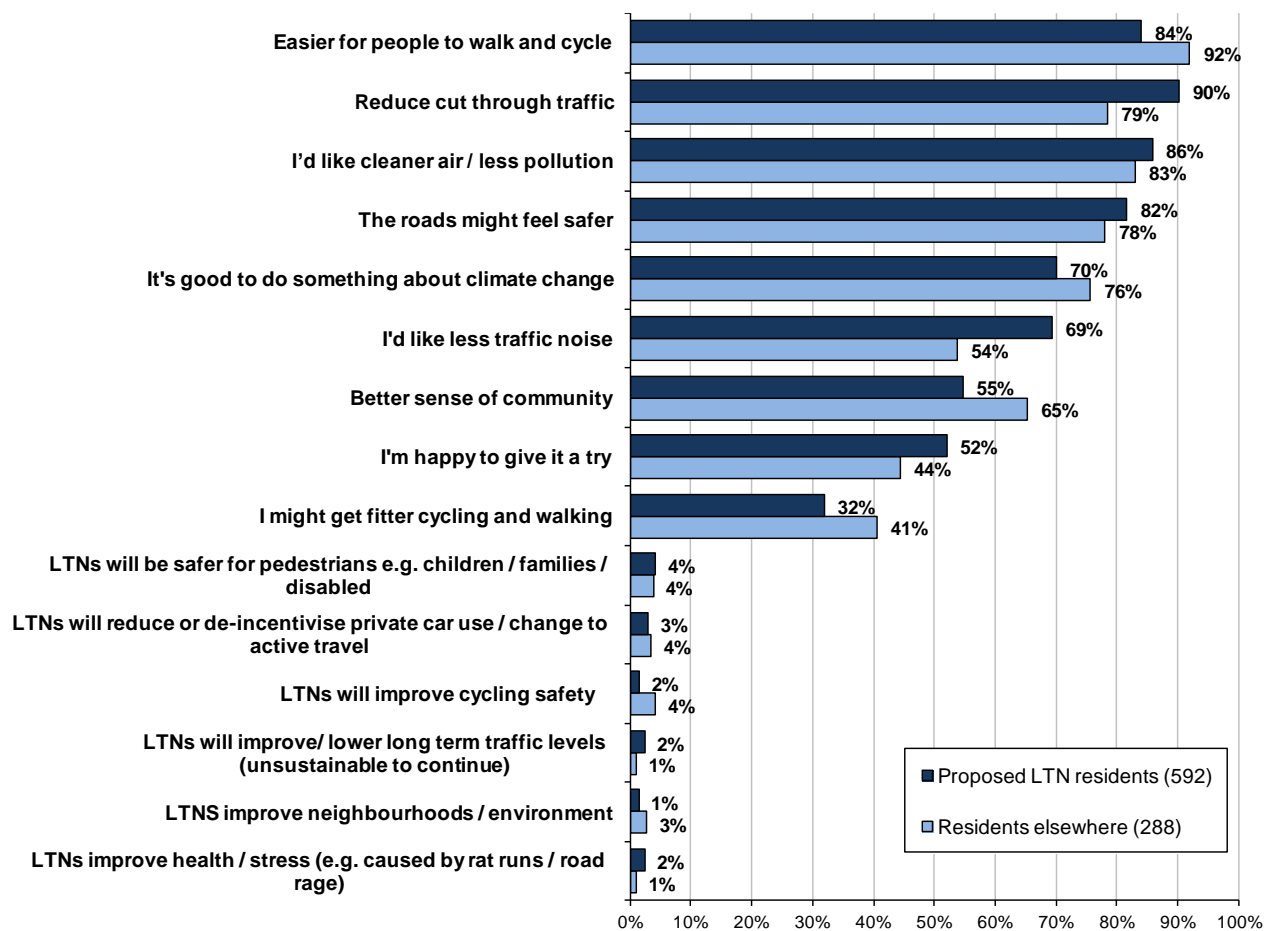
- The leading themes among open comments related to a variety of topics:
 - the hoped-for impacts of LTNs in making the area safer for pedestrians and cyclists
 - “Enable people to walk and cycle. In particular older people, disabled people and children.”
 - “Feel safer walking with my small daughter”
 - “To be possible to cycle with my young children from Iffley Fields towards St Clements/Headington”

- encouraging a switch to active travel
 - *“Encourage modal shift to active travel”*
 - *“Encourage drivers to leave the car at home.”*
- reducing traffic levels from an unsustainable level
 - *“In time, schemes like this will push people away from car ownership, towards car clubs/electric car”*
 - *“Hopefully in the long run it will reduce the overall amount of traffic.”*
 - *I understand it improves long term traffic levels generally, not just on the filtered roads”*
- “softer” themes of improving a sense of neighbourhood and reducing stress
 - *“Feel of the neighbourhood will not be ruined by traffic noise, unwanted visitors and problems”*
 - *“To improve physical and mental health / stress caused by increasing amounts of rat-run traffic”*

The chart below sets out the same set of comments, but split between residents of the LTN areas and residents living elsewhere⁴.

- Residents of the LTN areas were significantly more likely than those elsewhere to give support as they feel that the LTNs would reduce cut-through traffic, and reduce traffic noise as a consequence.
- Those living elsewhere were significantly more likely than local residents to state that their support for the LTNs related to making it easier to walk and cycle, to give a better sense of community, and that they might personally get fitter by more cycling and walking (reflected also in some of the open comments given on the theme of LTNs improving cycling safety).

Q8_2 - If you tend to support or fully support, which of the following best describes why?



Source: Marketing Means 2021

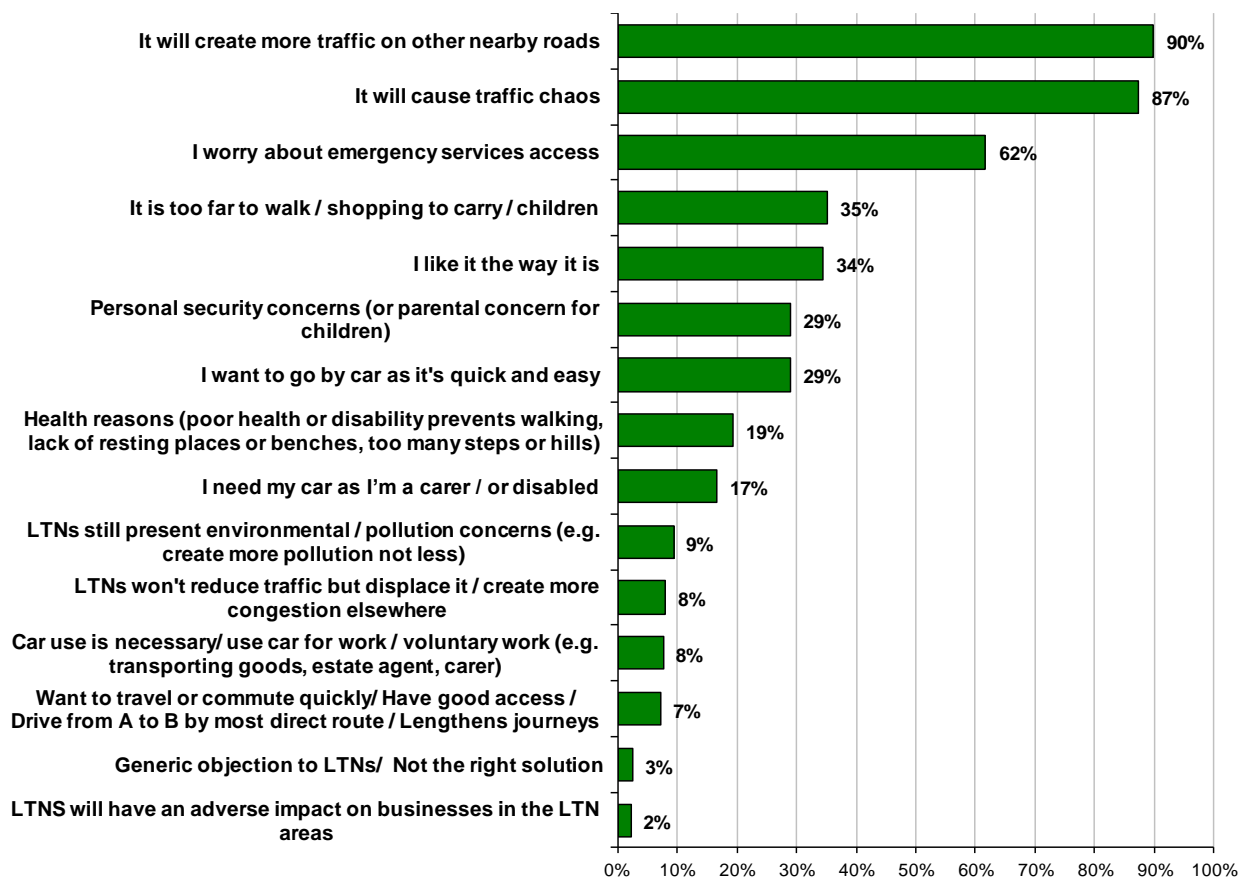
Base: All who commented on reasons for support

⁴ Too few businesses/organisation/groups supported the proposals to provide a reliable comparison category here.

Similarly, those who objected to one or more of the LTN proposals were asked to state why this was. Again, nine potential options were listed in the questionnaire, which are the first nine listed in the chart below. As respondents could also answer in their own words, the remaining themes listed relate to those open comments.

- By far the most likely objections were those focused on the direct impacts on traffic, i.e. that the LTNs would create more traffic on nearby roads (given by 90%) and would cause traffic chaos (87%). Concerns over access for emergency services was the only other objection given by more than half (62%).
- Much smaller proportions highlighted the more personal pre-coded reasons, relating to using a car as a quick and easy option (29%), health issues (19%), and personal security concerns (17%).

Q9a_1 If you object or strongly object which of the following best describes why?



Source: Marketing Means 2021

Base: All who expressed objection and gave a comment (1,122)

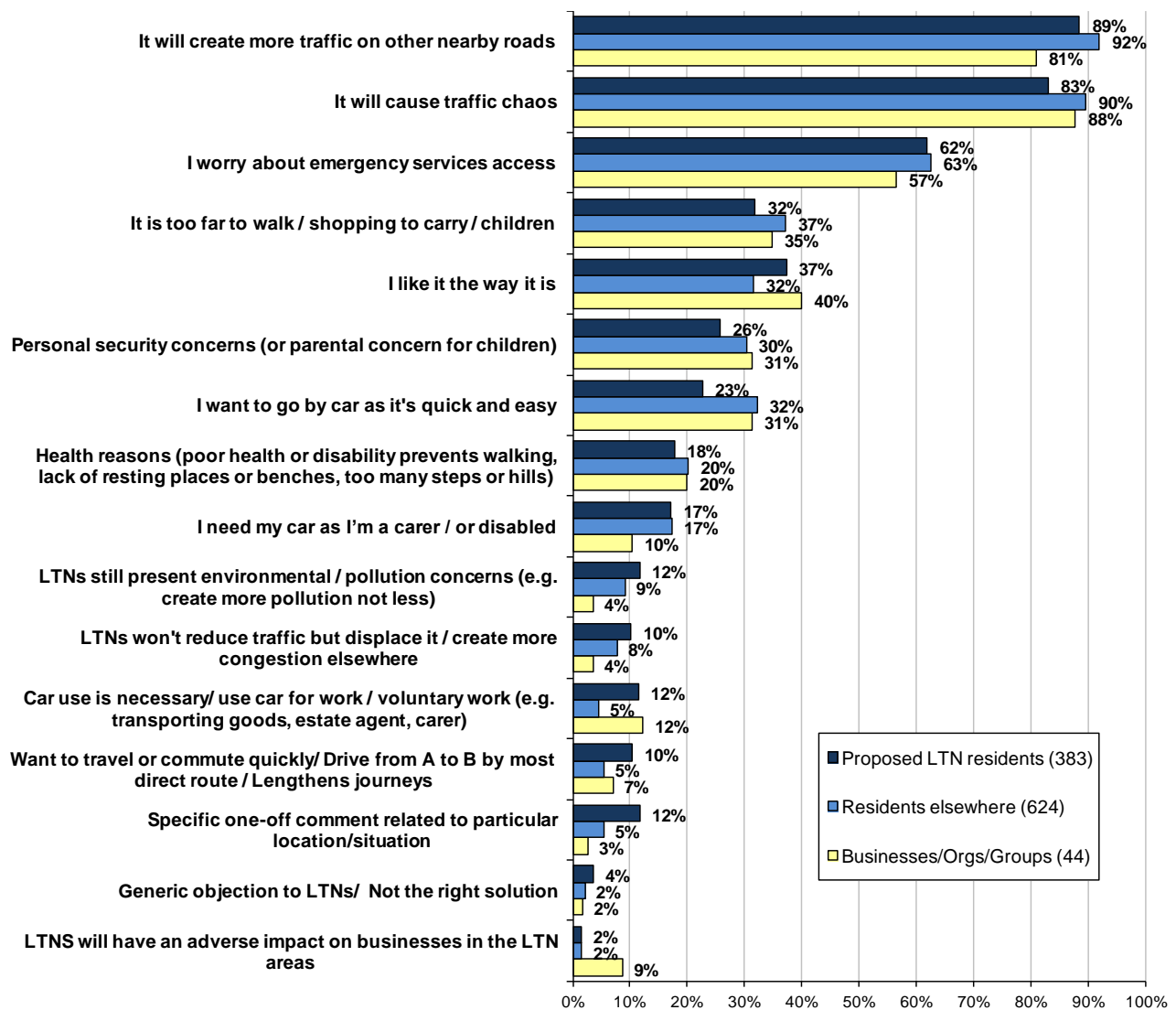
- Among the open comments, respondents were most likely to mention air pollution concerns (given by 9%).
 - "Pollution was a key driver to this and the LTNs cause more pollution as people are in their cars longer."
 - "Increased air pollution because of stationary traffic on main roads"
 - "Causes more pollution to the houses near the main roads due to congestion"
- Others also reiterated several points touched on in the pre-coded answers:

- Displacement of traffic congestion to the borders of the LTN (8%),
 - *“It will increase congestion on the remaining roads in and out of city & increase air pollution”*
 - *“Current LTN's don't solve the problem, they end up blocking arterial roads with displaced traffic”*
- Needing to use a car for work (8%)
 - *“I have to use my car for work & my commute & the LTNs will cause massive congestion.*
- Wanting to travel directly, with no diversions, for their day-to-day activities (7%).
 - *“Concern that some diversions will increase journey length times, esp. to the hospitals”*
 - *“Direct access to streets as a community health care worker”*
 - *“Our family business relies on the area, and to continue making money we need access.”*

The chart below splits the same set of answers into those given by residents of the proposed LTN areas, residents of other areas, and local businesses/ organisations/ groups.

- The patterns of objections given by the three groups varied little from that for the combined sample, though residents in the proposed LTN areas were significantly less likely to object due to wanting to travel by car as a quick and easy option (23% vs 32% of residents elsewhere). Local LTN residents were significantly more likely than businesses/organisations/ groups to object due to environmental/pollution concerns (12% vs 4% respectively). Some local LTN residents also shared with businesses/organisations/ groups concerns relating to needing a car for work (12%) and wanting to travel by the shortest route, avoiding diversions (10%).
- Local businesses and groups were slightly less likely to cite issues of creating more traffic on nearby roads (81% vs 89% of local LTN residents, and 92% of residents elsewhere) though this was still second only to traffic chaos as their main reason for objection. These businesses and groups were, as would be expected, significantly more likely than residents to cite their perceived adverse effect of LTNs on local businesses as a reason for objecting, though only the relatively small proportion of 9% raised this.

Q9a_2 If you object or strongly object which of the following best describes why?



Source: Marketing Means 2021

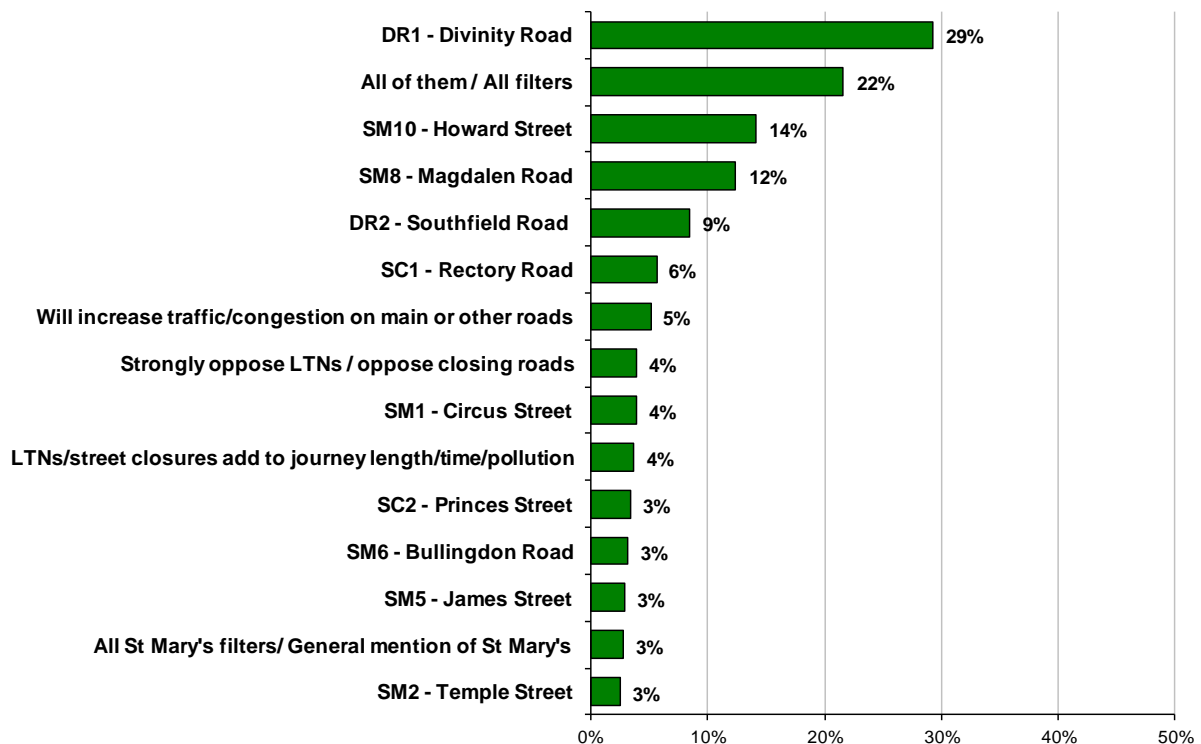
Base: All who expressed objection and gave a comment

6. Opinions of Filters proposed in the LTNs

All respondents were asked whether there were any particular filters that they would either strongly oppose or strongly support.

- Just under a third of all respondents (647) gave a comment on a filter or filters that they opposed.

Q10a_1 Looking at the plans, Is there ONE filter that you strongly OPPOSE?



Source: Marketing Means 2021

Base: All who gave a comment (647)

- Slightly more than one in five respondents (22%) gave comments that suggested a rigid opposition to traffic filters of any kind.
 - “All of them” – many gave this type of very short response
 - “I strongly oppose all the filters”
 - “All 'filters' (aka road blocks)”
 - “I strongly oppose all filters. This will only serve to cause traffic on the main roads. They are bad enough at the moment and this will only cause total gridlock at rush hour.”
- A further 4% expressed strong opposition to LTNs in particular.
 - “I strongly oppose LTNs and believe there are other options that should be explored before closing off all these roads.”
 - “I strongly oppose LTN on all roads”
- Among their other general comments, not mentioning any specific filters, some noted that their opposition was due to increased congestion on other routes (5%):
 - “I oppose all as the current LTNs have caused considerable traffic on Cowley Rd. These will make it worse.”

- *“It will create more traffic on the main roads. Nothing has been done to (relieve) traffic on the main road.”*
- Other expressed their view that LTN-related restrictions increased journey length, journey time and hence pollution (4%):
 - *“I oppose all this will be the worst decision pushing all the traffic on the main roads creating longer journey times the best way is to lower speed limits”*
 - *“It has created so much more traffic and takes longer to get somewhere because you cannot go any other way!”*
 - *“LTNs will be hell for tradesmen, emergency, refuse, deliveries. Those who don’t need to drive for work will have a shock when the prices of building works, plumbers, deliveries all go up because of the extra time it will take to get anywhere- the main roads will be stuffed full.”*
 - *“With the increased traffic on the main roads the pollution will be much higher and with cars having to sit in traffic they will use more fuel therefore creating worse air quality. This is only going to create more problems than it solves.”*
- Many others were, however, able to mention specific filters. Divinity Road DR1 drew by far the greatest number of mentions overall. This filter was named by 29% of respondents who made a comment opposing filters, often with no further explanation.
 - *“I strongly support the DR LTN plan, but I do not support the positioning of the DR1 filter. It will divide the community and leave residents on the lower half of the surrounded by HMOs occupied by short term residents. We have high levels of ASB on this end of the road and the positioning of DR1 will cut us off from the majority of long term residents further up the road.”*
 - *“DR1 - This is more about detail, as a resident of Divinity Road directly affected by its positioning and potential access issues to my property and off street parking.”*
 - *“DR1 is probably the worst of those proposed here - disconnecting Headington from the Cowley Road.”*
 - *“DR1 - It will create extra traffic on already very busy roads.”*
- DR2 at Southfield Road was mentioned by somewhat fewer, only 9%.
 - *“The bollard near Sinnet Court on Southfield road (DR2). We already are subjected to lots of antisocial behaviour and night noise - a cul de sac bang in the middle of a student area is going to exacerbate that. Let alone all the traffic from taxis running on idle.”*
 - *“I strongly oppose both DR1 & DR2. I am in favour of the original plan to have bollards at the top of Divinity Rd and Stone St.”*
 - *“I don't strongly oppose DR2 but it will have a negative impact on parking in the lower part of Southfield Road where there is high% of HMOs and all students have cars.”*
- Both DR1 and DR2 drew several mentions relating to emergency services access.
 - *“DR2. This impacts emergency service access. I believe it to be self-motivated and not in any way advantageous to the general public. South Park, the university and hospital facilities as well as the golf course are all frequented social areas and to reduce access will cause increased congestion for traffic but more importantly emergency services on a narrow Cowley road with many cyclists.”*
 - *“DR1/ 2. Vehicle owners that need to commute to anywhere in or out of Oxford that live below the blockages will ultimately park their cars in the upper section to avoid the Cowley*

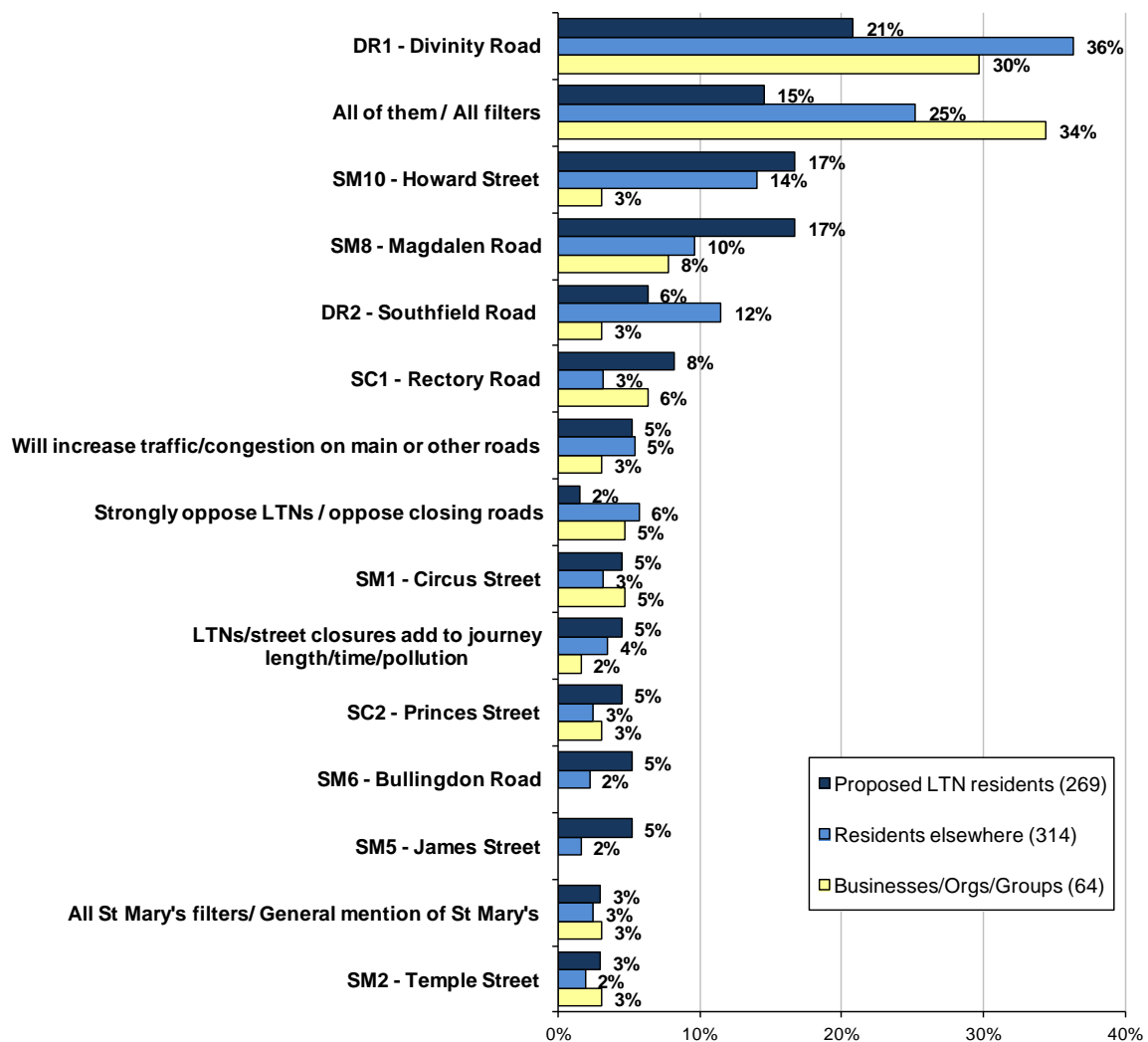
Road. Thus making the difficult parking situation in this area a much worse one. Emergency vehicles will be greatly delayed around the whole area due to these blockages and lives will be put at risk.”

- *“Maybe (oppose) Divinity Road as for many it is access up towards hospitals etc.”*
- *“Divinity Road – emergency access.”*

- St Mary’s LTN proposals and specific filter locations also drew a large number of responses, mainly relating to opposition to SM10 at Howard Street, which alone accounted for 14% of all objections:
 - *“My only concern is SM10 - the street doesn't seem right for 2-way traffic without removing parking and that would be unfair on residents.”*
 - *“ SM10 - I simply don't believe that through traffic in the St. Mary's area is an issue. There are so many potential streets for cars to go through that it doesn't suffer from the sheer weight of traffic as other areas. In that area, I feel the proposed filter on Howard St. will do most damage in terms of cutting off Cowley Rd. and Iffley Rd. from each other.”*
 - *“SM10 - Howard Street. Very useful when travelling along Iffley road past the Donnington bridge to not have to sit in Iffley traffic. Without the Howard Street cut through all traffic would have to pass along Iffley road or Cowley road past the Temple Square retail park.”*
- SM8 Magdalen Road (12%) was also often mentioned:
 - *“SM8 and SM10: As I live just off Cowley Road, most of our access roads have already been blocked by the Florence Park LTN.”*
 - *“Magdalen Rd - the plan suggests that more traffic will be turning down Hertford Street in front of Comper Foundation School which should not be encouraged. There is very little pavement space there which is exacerbated when families have to queue on the pavement.”*
- SM1, SM6 and SM5 were also mentioned but by no more than 4% of respondents.
 - *“SM1 cuts off the essential roads Magdalen and Howard Street. Being a carer my route from OX1 to Churchill Hospital would be completely blocked off increasing my travel time and increasing the time my vehicle is running on the road as well as every single other car in Oxford.”*
 - *“SM5 James Street. Currently this is the only route from Iffley to Cowley road avoiding the congestion at The Plain”*
- St Clement’s drew fewer responses from local residents overall, and that led to fewer filter mentions here, the most frequent being opposition to SC1 at Rectory Road (6%) and SC2 at Princes Street (3%).
 - *“All of them but SC1 is not practical at all.”*
 - *“SC1 and SC2 are blocking off too much. It would be better to make Princes Street and Rectory Road one way with speed bumps.”*

- Residents of the proposed LTN areas were only slightly less likely than residents elsewhere to express any comments objecting to filters (28% vs 34% respectively)
- The chart below splits out mentions by local LTN residents and those elsewhere, highlighting that both DR1 and DR2 were significantly more likely to raise objections from residents elsewhere than from local people. This was not the case for the St Mary’s or St Clement’s filters, which drew slightly higher levels of opposition from residents within the LTN areas.
- Opposition to all filters was significantly higher among those opposed to filters who lived outside the LTN areas than among those living in the LTN areas (25% vs 15% of LTN residents), as was the proportion simply opposing the idea of LTNs (6% vs 2% of LTN residents).
- Businesses/organisations/ groups were significantly more likely than residents of LTNs or elsewhere to cite opposition to all filters (34%).

Q10a_2 Looking at the plans, Is there ONE filter that you strongly OPPOSE?

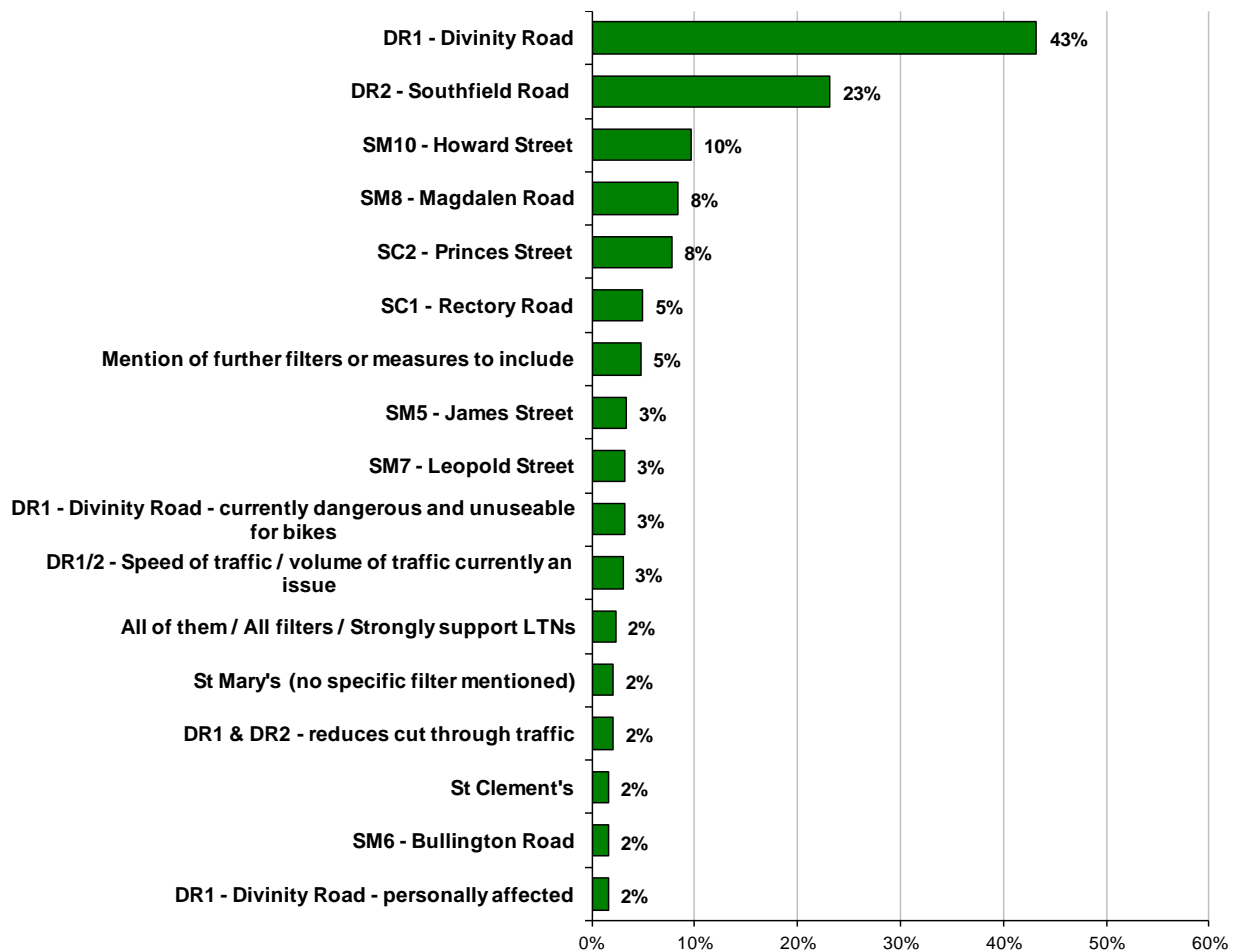


Source: Marketing Means 2021

Base: All who gave a comment

- Just over one in five respondents (22%) gave a comment relating to a filter that they strongly supported, and these were led by mentions of the two Divinity Road filters, DR1 and DR2, that we have already noted were among the most likely of all to be mentioned by those opposed to filters.

Q11a_1 Looking at the plans, is there ONE filter that you strongly SUPPORT?



Source: Marketing Means 2021

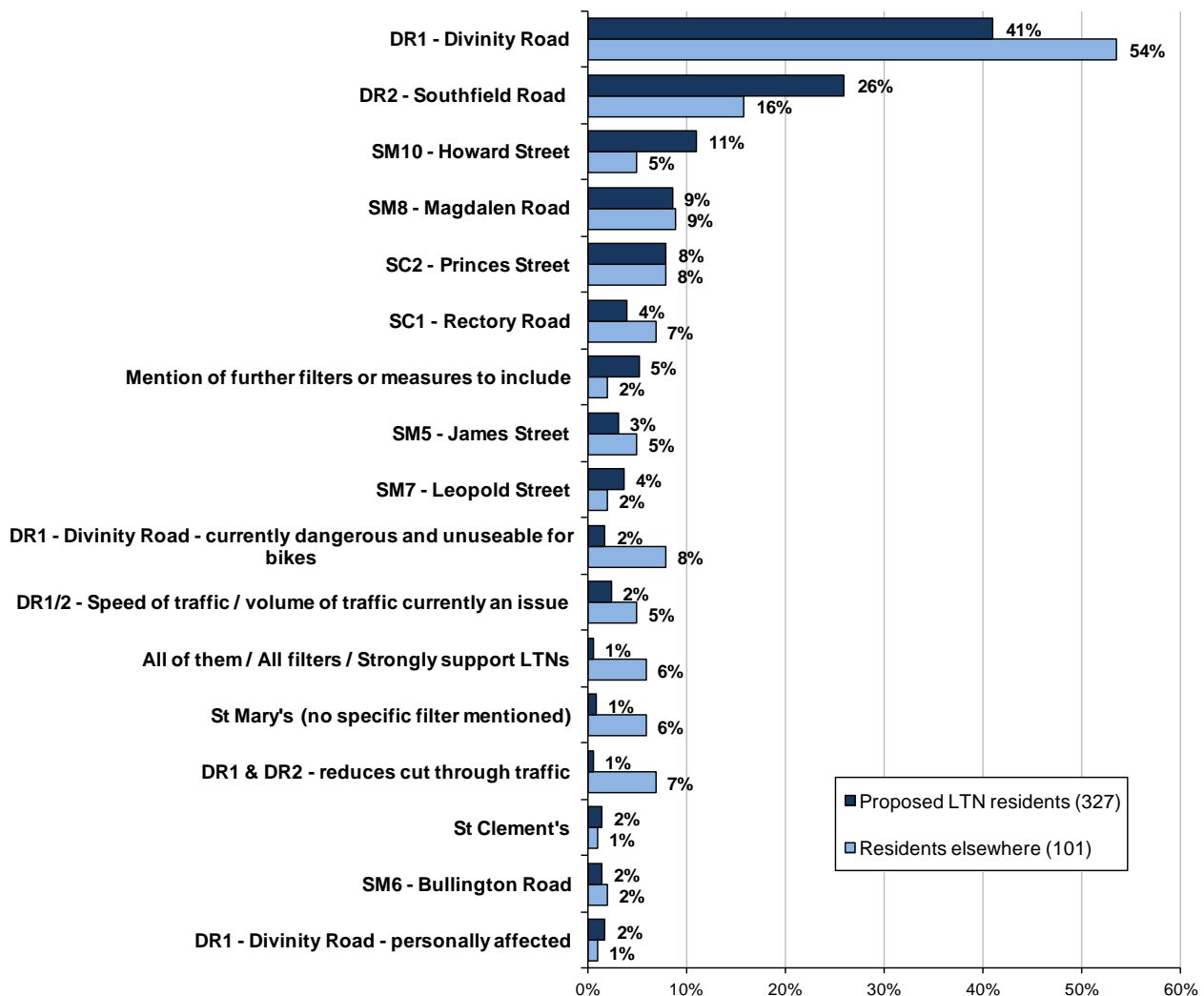
Base: All who gave a comment (438)

- DR1 was by the most likely to be mentioned, by 43% of all who commented in support of filters:
 - *“Divinity Road - I often avoid cycling this route as I feel unsafe with the cars speeding through”*
 - *“DR1 - It will mean most inconvenience for me personally, as I live above the barrier, but I feel like the traffic on Divinity Road is unmanageable - and particularly the area at the bottom of the hill where cyclists hurtle into a chicane on a blind bend.”*
 - *“DR1 wins. My wife and I love walking down Divinity Road, but there is so little space on the pavement due to parked cars. The rat runners absolutely bomb it down to try to make progress to the next space on the cramped road. I avoid cycling it because it's a death trap.”*
- Nearly a quarter (23%) mentioned DR2. Combined, these two filters were mentioned by more than half (54%) of respondents who commented in this regard.

- *“DR1 and DR2 (both have to be implemented together to eliminate through traffic in the area).”*
- *“DR2 - As its position does not directly affect residents compared to DR1”*
- *“DR1 and DR2 - both are needed to be effective”*
- *“DR1 and DR2 must be applied together or the scheme will not work. I strongly support both of these - both Divinity Road and Southfield Road are inhospitable at the moment due to traffic. I fear for my life cycling up these roads due to the hostility of drivers in their current state. Filters on each of these streets would make a huge difference.”*
- The St Mary’s set of proposed filters drew fewer comments but SM10 was the only other filter mentioned by as many as 10% of filter supporters, with SM8 at Magdalen Road mentioned by 8%. SM5, SM6 and SM7 were each mentioned by 2-3%.
 - *“I strongly support SM10; rat run traffic on Howard Street is terrible, particularly since the introduction of the Florence Park LTN and the removal of Cornwallis Road as a through-way.”*
 - *“SM10 but only if Howard Street is two-way. Very excited to be able to cycle down Howard Street both ways!”*
 - *“SM10, SM8 I walk my child to school and from in these area and the amount of cars during these times has increased. Sometimes I have to wait through 20 cars to cross these roads and they do not seem to want to stop for pedestrians.”*
 - *“SM8 will improve the Magdalen rd area significantly, making the Magdalen arms, Missing bean and all the other places along there much better. Along with SM9 and SM10, it will significantly reduce traffic on Percy Street.”*
- Filters in St Clement’s were rarely specifically mentioned, but SC1 and SC2 were by far the most likely.
 - *“SC2 - Princes Street. As a resident on the street with a family, I really welcome this.”*
 - *“Princes Street! SC2 - Please!!!”*
- Very few respondents expressed strong support for filters in general (2%), but 5% suggested additional measures to include.
 - *“I love them all and am so excited for the transformation of St Mary's in particular.*
 - *“All of them. None of them will work unless they're all put in.*
 - *“Howard Street and Cowley Road to become pedestrianised. Cowley Road was so nice without cars when we didn't have traffic!*
 - *“I would rather see one way streets and cycle lanes rather than roads blocked. Very concerned about emergency vehicles and the knock on effect on cycling and public transport on Cowley and Iffley Roads after these changes.”*

- LTN residents were much more likely to make comments in support of filters than were non-LTN residents (34% vs 11% respectively gave comments regarding filters than they supported).
- Among the filters often mentioned by respondents as those they supported, only DR2, SM10 and SM7 drew a significantly higher level of support from local LTN residents than from those living elsewhere, with the latter two being around twice as likely to be mentioned by local LTN residents.
- In contrast, while DR1 was the most likely filter to be mentioned by both LTN and non-LTN residents, it was significantly more likely to be mentioned by the latter (54% vs 41%), and three times as many of the non-LTN residents mentioned DR1 as mentioned DR2.

Q11a_2 Looking at the plans, is there ONE filter that you strongly SUPPORT?



Source: Marketing Means 2021

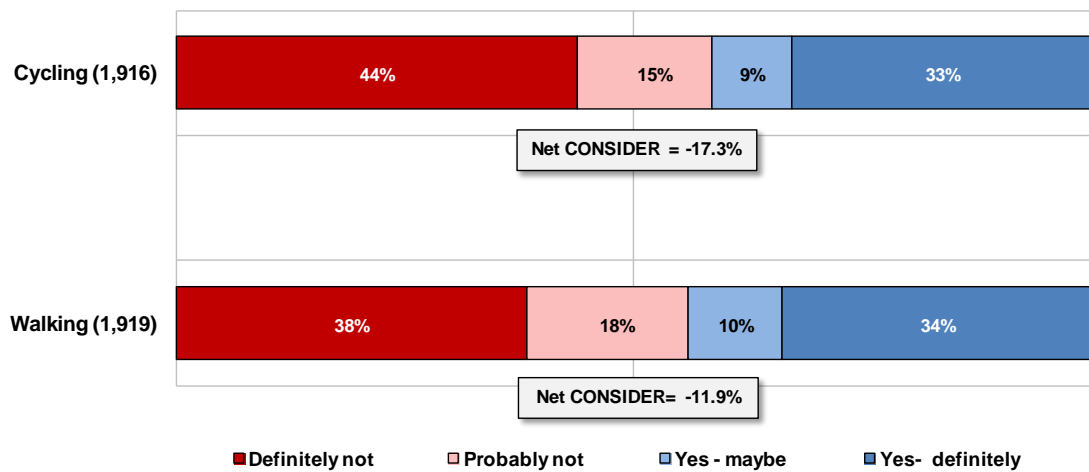
Base: All who gave a comment

7. Impact of LTNs on behaviour

All respondents were asked whether they would consider walking or cycling more if the LTN trials were to be approved.

- Almost exactly the same proportion of respondents, one in three, said that they would definitely consider walking more as said that they would consider cycling more (or take up cycling). In each case, approximately one in 10 respondents stated that they may consider this.
- These were offset, however, by higher proportions stating that they would definitely not cycle more (44%) or walk more (38%).
- The balance of these views led to negative net 'Consider' proportions, of -17.2% for cycling more and -11.9% for walking more.

Q12 - If the LTN trial is approved would you consider cycling or walking more?



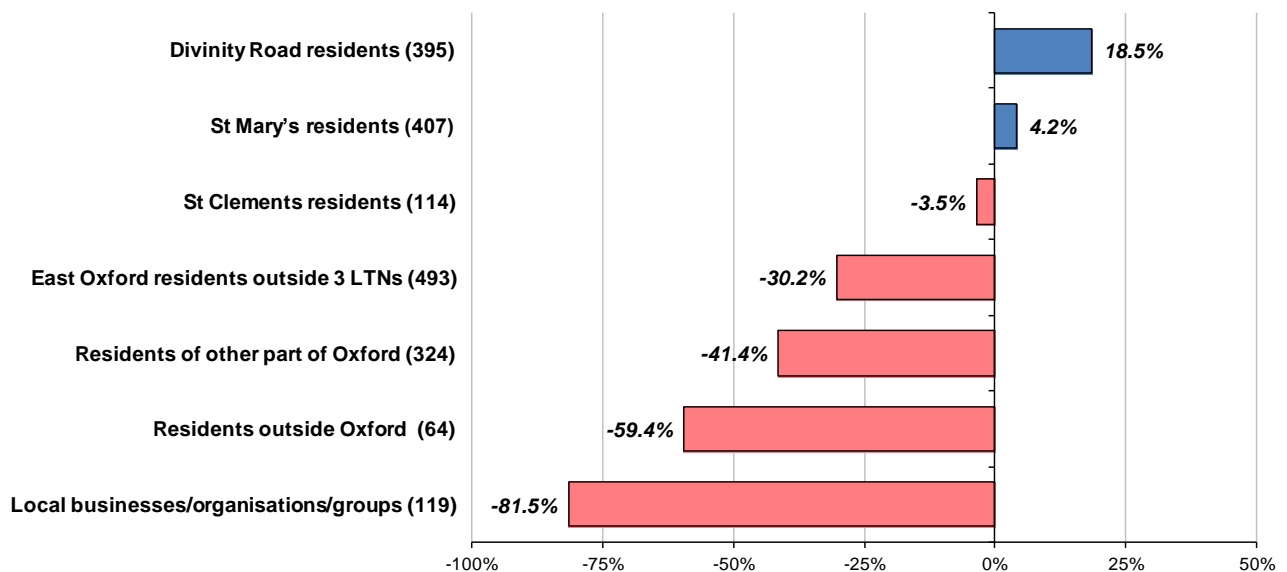
Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

We can look at these results in more detail by type/location of respondent.

- In relation to considering cycling more, residents of the Divinity Road LTN area had by far the most positive Net score, of +18%. This was driven by the high proportion, 47%, who would definitely consider cycling more.
- In the two other LTN areas, the Net Consider scores were much lower and slightly negative at -3.5% in St Clement’s (albeit with a much smaller base size).
- Among residents living elsewhere, the Net Consider scores for cycling more were much lower at -30% to -60%, though nevertheless around a quarter (26%) of residents in other parts of Oxford stated that they would definitely consider cycling more if the LTN trial is approved.

Q12_1 - If the LTN trial is approved would you consider CYCLING more?

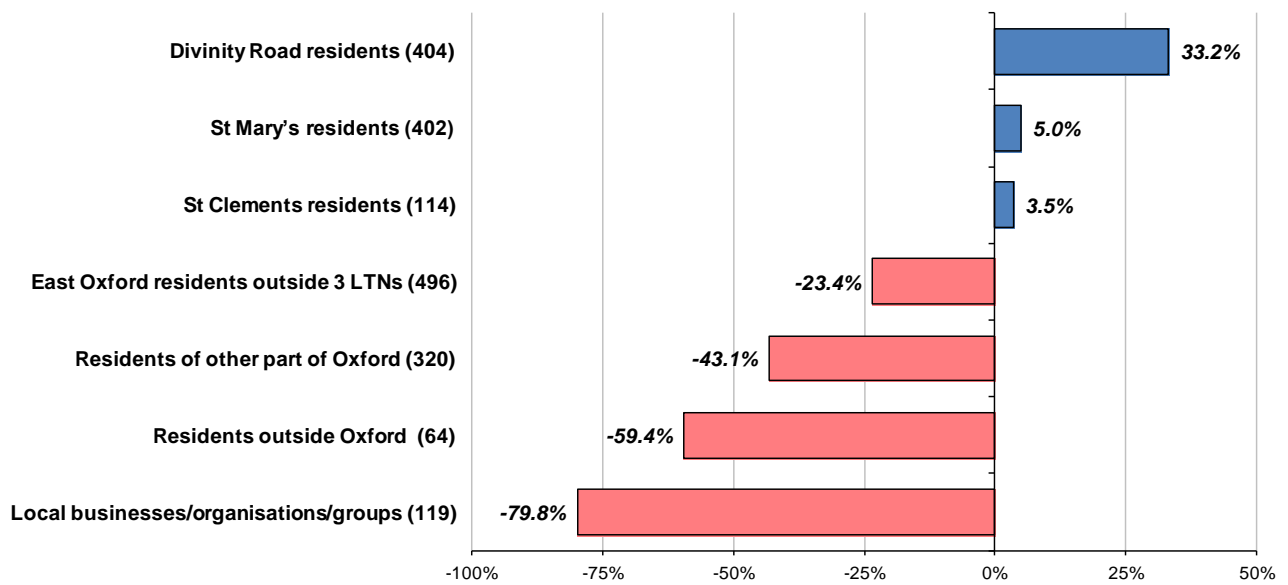


Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

- In relation to walking more, residents of the Divinity Road LTN area again had by far the most positive Net score, of +33.2%, helped by the 55% of respondents wed who said that they would definitely consider walking more.
- In the two other LTN areas, the Net Consider scores were much lower but still positive, helped by just over 40% of respondents stating that they would definitely consider walking more.
- Among residents living elsewhere, the Net Consider scores for walking more were much lower at -23% to -59%. Just over a quarter (26%) of residents elsewhere in East Oxford stated that they would definitely consider walking more if the LTN trial is approved.

Q12_2 - If the LTN trial is approved would you consider WALKING more?



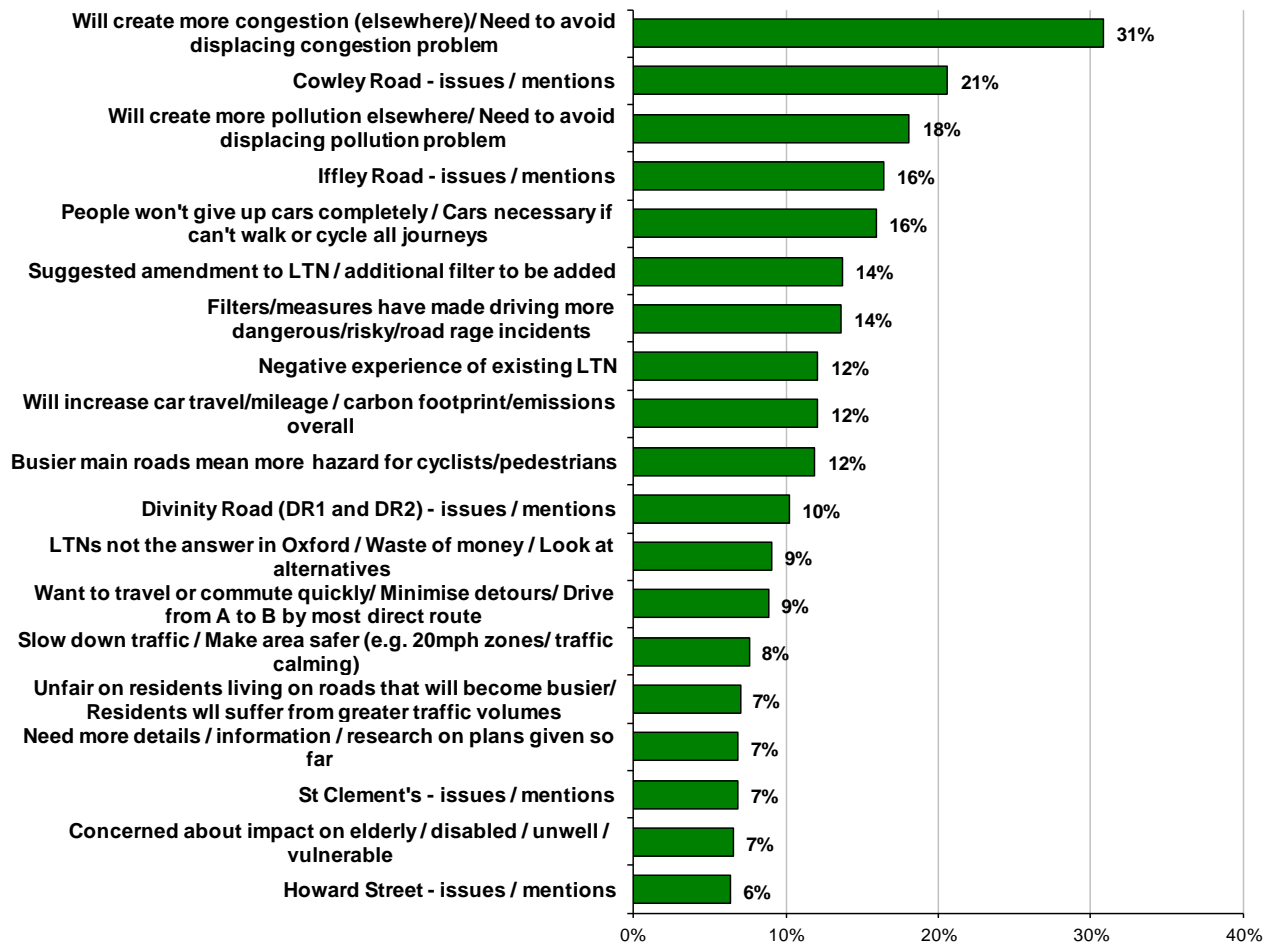
Source: Marketing Means 2021

Base: All respondents who expressed an opinion (number noted next to each category)

Finally, all respondents were also asked to highlight any specific issues that they felt need investigation.

- Just over 38% of all respondents (767) gave a comment in this regard, with the themes mentioned most frequently summarised in the chart below.

Q13a_1 Please highlight any specific issues that need investigation



Source: Marketing Means 2021

Base: All who gave a comment (767)

- The most frequent themes to emerge among the answers given related to displacement of issues from the proposed LTN areas to the routes just outside those areas. Nearly one third of those who made a comment (31%) felt that the LTNs would create more traffic congestion elsewhere rather than take traffic off the roads.
 - *“High levels of congestion and pollution that will be created on the Cowley Road.”*
 - *“Oxford have few roads. If you block one, it put congestion & pollution on other roads.”*
 - *“You’re allowing a few areas to have no traffic passing through so their safety is increased but you’re not solving a problem. Other roads will be more busy, more congested and putting lives in danger. Is that the goal you are trying to achieve?”*
- Nearly one in five (19%) expressed the same concern in relation to air pollution levels, some expecting significantly higher levels of pollution on those routes bordering the LTNs.
 - *“Pollution pollution pollution on the main roads where all shops and restaurants are and therefore all the foot traffic is.”*
 - *“Pollution build up to dangerous levels on key roads, such as Iffley road due to increased traffic on these routes has not been highlighted as a potential risk by this survey.”*

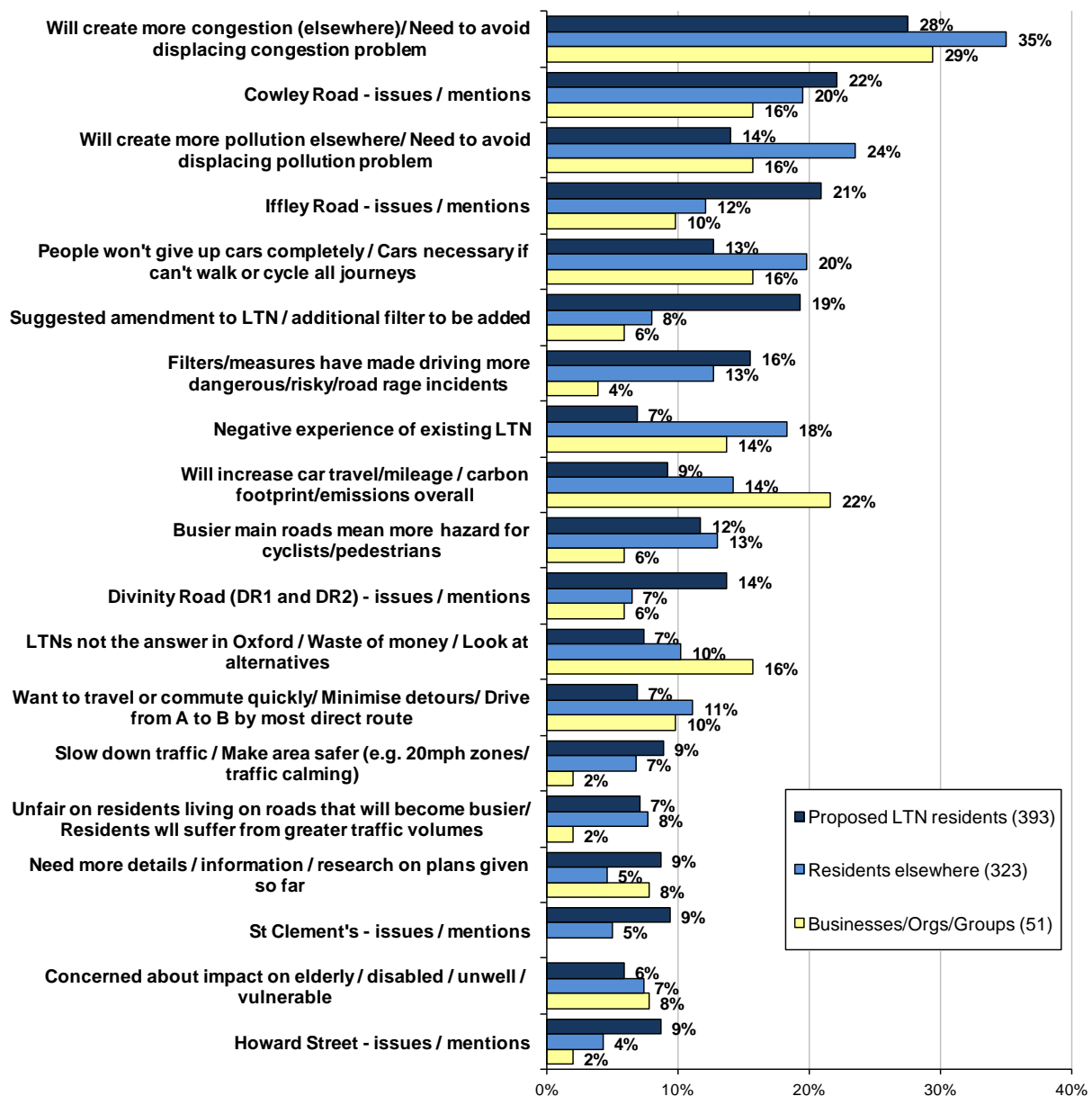
- *“It is already causing chaos on the roads in Cowley areas to add to this is insane. I walk my youngest to school and have no choice but to walk past standstill traffic, breathing in more pollution created by fumes from increased traffic.”*
- Several other frequently-mentioned themes also related to perceived displacement rather than solution of the underlying problem. Just over one in 10 (12%) felt that the increased traffic on main roads bordering the LTNs would create more hazards for cyclists/pedestrians, while the same proportion commented that the LTN measures would actually increase emissions and mileage overall due to the longer routes and travel time required.
 - *“All LTN roads still have multiple parked cars potentially creating more hazards and issues for emergency services, refuse vehicles etc. All roads that are still able to be used will be far more congested and buses/ taxis, emergency services will take longer to get to where they are going or need to be.”*
 - *“The St Mary's LTN is likely to funnel additional traffic onto Iffley Road, which is currently used by large numbers of cyclists and buses. The extra traffic will increase delays and hazard cyclists.”*
 - *“More pollution is going to be concentrated to the main roads these have residents also you are not going to reduce the problems just going to move them to the main roads bikes use the main roads also making it more hazardous for them and pedestrians.”*
 - *“All you're doing is pushing the traffic onto other roads which causes more pollution because of longer queues.”*
 - *“As a support worker who needs to travel around East Oxford, walking/cycling would not be an option for me. This is going to increase my carbon emissions and be extremely time consuming.”*
- Slightly fewer (7%) commented that residents of the areas bordering the LTNs would be unfairly affected by greater traffic congestion and pollution.
 - *“It is grossly unfair that residents of Church Cowley Rd should have to endure increased traffic, tailback of cars with engines idling causing increased particulate matter and noise pollution. Church Cowley Rd is a residential road why is our health considered unimportant?”*
 - *“So unfair for people who are lucky enough to live in quiet neighbourhoods force traffic elsewhere, especially when those who live in busy areas are already suffering from the harmful effects of pollution, noise etc.”*
- A significant proportion of respondents (16%) felt that many drivers would not be likely to give up their cars or drive any less due to LTNs and that driving was necessary for many anyway. Another 9% commented that they wanted to drive via the most direct route rather than avoiding a LTN.
 - *“I already walk and cycle as much as I possibly can, and only use my car when absolutely necessary - which is now already becoming impossible.”*
 - *“There needs to be a better alternative in place before you can implement these restrictions. An alternative which supports people who have limited options but to drive.”*
 - *“Most people, especially those with children, need to drive around the city for school, work, social activities, shopping etc. The LTNs will not reduce the need for driving, they will only cause more congestion on the main roads causing more pollution overall, more fuel consumption overall, longer travel times, lower mental health.”*
 - *“This will make my life very hard as tradesman, have to work in local area and LTN in Cowley has already added 1 hour of travel to my working day. There is a lot more traffic on Cowley Rd and Oxford Road. I cannot understand what this will achieve.”*

- Some comments related to specific roads and filters, most frequently Cowley Road (21%) and Iffley Road (16%) as routes especially likely to be adversely affected by the LTNs.
 - *Cowley Road is already gridlock as it is, these new LTNs just going to make it impossible to drive. At the moment I'm taking 30 minutes to drive from Howard Street to Holloway, it used to be 10 minutes maximum.*
 - *“Proper speed calming measures and enforcement on intermediate roads should be looked at before blocking them and turning Iffley and Cowley road into gridlock and making it a misery for the people who live and on those streets and who regularly walk and cycle them.”*
 - *“I am concerned about the Iffley Road Zebra crossing where a child was nearly killed by a car the other day. Please could traffic be calmed down on this main road as well? It's extremely dangerous.”*
 - *“I am concerned about the effect of ALL the LTNs on the traffic on Cowley and Iffley Roads. I do not think it is fair that the residents of side streets benefit, to the detriment of residents on the main roads. There should be a citywide plan that prevents traffic entering the ring road, combined with improved buses, to reduce traffic overall rather than just push from some roads onto others. I am concerned that significantly increased journeys round the ring road increase emissions and traffic jams.*
- One in 10 (10%) respondents who made a comment mentioned the Divinity Road filters DR1 or DR2, while 7% mentioned the St Clements area and 6% Howard Street in St Mary's.
 - *“I am concerned that the positions of DR1 and DR2 will divide the DRA”*
 - *“Placing DR1 between Minster Road and Warneford Road will create a cut de sac next to Oxford Brookes accommodation. The university has said that they do not have the means to ensure that area does not become a hangout area for students, especially at night.”*
 - *“The Golf Club will lose members and business if DR1 is implemented. Sport and recreation are important, especially now after we've all been locked up over the past year.”*
 - *“I live and work in the St Clements/ Divinity Road. Part of my work in health care involves home visits. The plans would make home visits more prolonged and delay patient care and therefore waste more NHS time. These plans would therefore impact the most vulnerable, and families and should be opposed for this reason.”*
 - *“The idea of making Magdalen Road, Howard Street and Rectory Road two-way traffic is laughable - none of these are wide enough to support this, even if parking is decimated.”*
 - *“Howard St is a huge through road. Can't imagine where all the traffic will go. Deliveries etc. but I'm definitely willing to give it a try.*
- One in seven of those who commented (14%) felt that filters and LTNs measures have made driving more dangerous or risk-prone and created road rage incidents. Only slightly fewer (12%) mentioned a negative experience of using an existing LTN, while 9% felt that LTNs were not the right solution to the problems that they were designed to address.
 - *“Avoid forcing local residents to make dangerous turns into or out of residential roads*
 - *“I'm concerned the Plain and Cowley and Iffley Rd will become impassable- dangerous for emergencies.”*
 - *“To reduce damage to cars, road rage aggression, pollution from revving.”*
 - *“Stopping LTNs as all this does is push the problem somewhere else. It doesn't “reduce traffic.”*

- *“LTNs create more pollution than the current layout. Longer journey times and more idling. This proposal is just moving the problem elsewhere and not the solution.”*

Looking at the same comments divided between those given by LTN residents, residents elsewhere and business/groups/organisations showed some significant differences in the themes raised.

Q13a_2 Please highlight any specific issues that need investigation



Source: Marketing Means 2021

Base: All who gave a comment

- Residents of the proposed LTN areas were significantly more likely to mention issues related to Iffley Road (21% vs 12% of residents elsewhere), usually increased traffic and congestion. These LTN residents were also significantly more likely to suggest specific amendments to the LTN proposals (19% vs 8% of residents elsewhere), and to mention the Divinity Road filters DR1 or DR2 (14% vs 7% of residents elsewhere), the St Clements area (9% vs 5% elsewhere) and Howard Street in St Mary’s (9% vs 4% elsewhere).

- Residents living somewhere other than the proposed LTN areas were significantly more likely to mention some of the potential negative aspects of LTNs, notably displacing congestion to other areas (35% vs 28% of those in the proposed LTNs), creating more pollution elsewhere (24% vs 14% of LTN residents), and general negative experiences of current LTNs (18% vs 7% of residents of the proposed LTNs). This group were also significantly more likely to be sceptical that LTNs would make people would use their cars less (20% vs 13% of proposed LTNs residents).

8. Additional Submissions received for the Consultation

In addition to the online survey that formed the core of the consultation, the Council had two other ways of collected feedback on the LTN proposals. While the online survey was taking place, anyone accessing the consultation pages at the Council website could also submit a letter or email to express their views freely, without being routed through the consultation questionnaire. Meanwhile, the Council also ran a short series of stakeholder workshops to collect further feedback from interested parties on the LTN proposals.

In this section of the report, we summarise the key findings emerging from the summary listings of comments collated by the Council from those two complementary exercises.

8.1 Letters and emails submitted in regard to the LTN proposals

The Council received a total of 33 free-text responses on paper and by email, of which 14 supported the overall proposals, 16 opposed them and three didn't give a clear preference.

The main themes that emerged reflect some of those that we have already identified in this report from the larger scale survey consultation. Looking first at the comments submitted by those in favour of the LTN proposals, these include several key themes:

From letter/email responses submitted in support of the LTN proposal	
Theme of answer	Comment(s) given
Reduces air pollution	<ul style="list-style-type: none"> ➤ <i>“Experience elsewhere in the UK and Europe has shown these can reduce traffic volumes within residential areas, improve road safety and air quality whilst facilitating more pleasant, walkable and cycleable streets”</i> ➤ <i>“Improve air quality”</i> ➤ <i>“Move towards active travel, air quality, safety, inclusivity, carbon emissions and simply getting around Oxford “ (N.B. also addresses several themes below)</i>
Improves wellbeing, and safety of pedestrian/ cyclists/ children	<ul style="list-style-type: none"> ➤ <i>“Already making a difference in allowing children and adults to walk and cycle safely through our neighbourhoods. “</i> ➤ <i>“The East Oxford LTN can be expected to improve the safety of University staff and students walking and cycling to the Headington Hospitals and Old Road Campus from South and East of Oxford.”</i> ➤ <i>“increase social interactions between neighbours and strengthen communities”</i>
Need to address current traffic issues	<ul style="list-style-type: none"> ➤ <i>“Volume of cutting through traffic high, confrontational car drivers going down narrow streets, car speeds, drivers have little regard for cyclists and pedestrians”</i> ➤ <i>“Cars speed on Howard Street and damage cars.”</i> ➤ <i>“Excess of 100 cars go through Bullingdon Road each day. Noise, pollution and speed is horrendous. Doesn't feel safe on bike and hard to get children out of car, due to traffic. The matter will get worse if nothing is done.”</i>
Active travel (e.g. promotion)	<ul style="list-style-type: none"> ➤ <i>“Integrated planning and radically re-imagined public transport.”</i> ➤ <i>“Physical inactivity, reduce car use.”</i> ➤ <i>“Reduce car-use for shorter trips”</i>

Two comments from respondents who supported the LTN proposals overall sounded notes of caution:

- *“Rectory Road will become open to two-way traffic, Cross Street will become a cut through from Morrell Avenue to St Clement’s. It is already a dangerous road as people use it for crossing through via Princes Street. If the LTN is approved it will mean heavier cut-through traffic on Cross Street (in order to cut through and bypass traffic lights on Morrell Avenue/St Clement’s) which I strongly oppose. I would like the end of Cross Street/Rectory Road to be blocked in order to stop this.”*
- *“Cycling and walking not a viable option for staff and pupils, and travel times will take longer.”*

Two of those neither in favour of nor against the LTN proposals again highlighted issues of speeding traffic, and limitations of LTNs:

- *“One way streets will not stop speeding traffic”*
- *“If LTNs go in, will need to put some crossings in for elderly, as cars already speed.”*

The comments made by those against the LTNs also covered some established objections already identified in the main online survey, and led by displacement of traffic and pollution from the LTN areas to main roads. Some also made suggestions for alternative to the LTNs, e.g. active travel promotion:

From letter/email responses submitted in opposition to the LTN proposal	
Theme of answer	Comment(s) given
Displacement of traffic congestion/ Main roads made even busier	<ul style="list-style-type: none"> ➤ <i>“Pollution, congestion on Cowley Road and Iffley Road worse.”</i> ➤ <i>“Create more congestion on Iffley Road and Alhambra Lane.”</i> ➤ <i>“Air pollution worse and more cars on Iffley Road and Donnington Bridge.”</i> ➤ <i>“Displacement of traffic due to Cowley LTNs is bad and now wanting to do in East Oxford.”</i> ➤ <i>“More congestion, higher air pollution”</i> ➤ <i>“More congestion on Cowley Road/Templars Square,”</i> ➤ <i>“More congestion on roads and higher air pollution.”</i> ➤ <i>“The schemes almost entirely focus on more affluent and generally middle class streets whose residents wish to enjoy the amenities of a large city whilst living in a series of bollarded cul de sacs that push traffic on to less affluent and less politically articulate communities and streets.”</i>
Businesses will suffer from traffic restrictions	<ul style="list-style-type: none"> ➤ <i>“Tradespeople, carers, domestic helpers and taxi drivers in particular will be disadvantaged by the proposed LTNs. Many state they’ve already been adversely impacted by the Cowley LTNs introduced earlier in the year.”</i> ➤ <i>“Small businesses will lose out”</i>
Access issues caused by LTN restrictions	<ul style="list-style-type: none"> ➤ <i>“Temple Road already narrow. Cars and refuse vehicles will have to reverse, cause congestion and chaos.”</i> ➤ <i>“Bollards do not allow enough turning space”</i> ➤ <i>“LTNs will cut me off from key facilities.”</i> ➤ <i>“Will add time on to car journeys.”</i> ➤ <i>“Local school - staff are taking longer to get in and having to find jobs elsewhere.”</i>
Suggested alternatives to LTNs	<ul style="list-style-type: none"> ➤ <i>“Reduce bus fares and improve public transport.”</i> ➤ <i>“Park and ride free, improve buses, don’t let students drive into city, control taxis and their emissions”</i>

8.2 Feedback from stakeholder workshops

In this section, we summarise the key findings emerging from the summary extracts of discussions at the stakeholder workshops convened by the Council. The comments were provided as a series of entries linked to discussion of either all LTNs, or focusing on Divinity Road, St Mary's or St Clement's. We have extracted key quotations and gathered them under key theme headings as below, with a note to confirm whether each quote was from discussion of Divinity Road⁵ (DR), St Mary's (SM), St Clement's (SC), or all three.

- The problem of high levels of traffic was acknowledged in most of the workshops:

Theme	Comments from workshop
Need to tackle high levels of traffic	<ul style="list-style-type: none"> ➤ <i>“Increasing car use in Oxford raised as a problem and needs to be addressed, how do we support people away from this.” (All)</i> ➤ <i>“Nobody entirely happy about LTNs, but agree that these roads are terrible rat runs so can understand the residents in the area wanting an LTN.” (DR)</i> ➤ <i>“Divinity Rd. is definitely a rat run. There is already plenty of evidence for this.” (DR)</i> ➤ <i>“Vast majority of Divinity Road area residents are increasingly frustrated, worried about volume of through traffic” (DR)</i> ➤ <i>“Lives in area so will be inconvenienced but happy to have filters put in place because she recognises the amount of traffic going up and down Divinity Road. Have young children and cycle and walk” (DR)</i> ➤ <i>“Headington traffic is extraordinary, and every single car had one person in it” (DR)</i> ➤ <i>“SC2 / Princess Street - Lots of prior support from residents phoning in – 40mph speeding, feeling unsafe with their children in that area.” (SC)</i>

- Despite recognising the issues around heavy traffic, there were mixed views on the merits of LTNs, especially between residents and businesses:

Theme	Comments from workshop
Business do not support LTNs	<ul style="list-style-type: none"> ➤ <i>“95% of residents are delighted by the idea that residential streets should be for residents “ (DR)</i> ➤ <i>“Businesses are overwhelmingly against this” (DR)</i> ➤ <i>“I’ve spoken to a number of businesses on the Cowley road and none of them have been spoken to by councillors. You need to do an independent consultation. What is the rush for these LTNs?” (SM)</i>

⁵ Divinity Road discussions included contributions from golf club representatives which can be easily identified in the comments listed.

- The issue of LTNs displacing traffic to main roads rather than reducing net traffic was again often mentioned in the workshops, although the final comment listed saw this as less of an issue than did most respondents:

Theme	Comments from workshop
Displacement of traffic/congestion/pollution to main roads	<ul style="list-style-type: none"> ➤ <i>“Short term displacement of traffic discussed and the emissions impeding the scheme from this.” (All)</i> ➤ <i>“Passengers will be in the taxis for longer, and it will cost more as the meter is ticking through traffic. It will be causing more pollution.” (All)</i> ➤ <i>“Getting to golf club will add pollution for some people. Cowley Road (residents) are putting up with idling traffic.” (DR)</i> ➤ <i>“Concern (of) moving pollution from one place to another”(DR)</i> ➤ <i>“500 members plus visitors at the golf club, main entrance 75% come via top of Divinity Road. Making everyone come via Cowley Road would be very awkward especially those living on East side of Oxford. Unsure of the impact on the main arterial roads” (DR)</i> ➤ <i>“How do you ensure displacement is factored in and managed accordingly?” (SC)</i> ➤ <i>“Cowley and Iffley are not at capacity at present so by limiting Divinity shouldn’t be a problem putting them onto main roads. (DR)</i>

- The Divinity Road workshops included discussion of two LTN Options A and B, with B seen as very much the preferred choice, though with some counter opinions expressed:

Theme	Comments from workshop
Option A vs Option B	<ul style="list-style-type: none"> ➤ <i>“Option A would increase 80,000+ extra miles. Option B reduces by 70%.” (All)</i> ➤ <i>“Massive support for Option B, less support for Option A” (DR)</i> ➤ <i>“Issues for access with Option A with access to golf club, traffic having to go around large areas to get in” (DR)</i> ➤ <i>“Option B far preferred by all members.” (DR)</i> ➤ <i>“Prefer option B out of both options.” (DR1)</i> ➤ <i>“Option B creates a smaller cul-de-sac.” (DR)</i> ➤ <i>“Why Emergency Services prefer option B? Substantial amount of people disadvantaged because of this. If ES can get through barriers it doesn’t matter which option.” (DR1)</i> ➤ <i>“Both options do not have equal impact on residents. Option B parking is already under pressure, have Coop, student cars. Overall feeling is will cut residents off from higher area, who won’t be impacted at all. “ (DR)</i>

- One common theme recurred here, of businesses feeling that LTNs would do them no favours in their day-to-day operations, while concerns were also expressed regarding schools and carers:

Theme	Comments from workshop
LTNs make access too difficult / journeys too slow(e.g. for taxis/deliveries)	<ul style="list-style-type: none"> ➤ <i>“None of these LTNs are designed to allow access for deliveries or taxis” (DR)</i> ➤ <i>“Colleagues now having 30 minutes to get through small journey in Oxford to reach main routes. Colleagues resigning, key workers, staff recruitment and retention issues.” (SM)</i> ➤ <i>“Might need to hire extra delivery drivers as a business on the Cowley Road, I don’t think I can afford that as a business and other takeaways agree in the area. Routes that would normally use 1 driver, will now need 2 due to the filter locations.” (SM)</i> ➤ <i>“From a business perspective again, I have regulars on Howard Street, it would put a lot of delays on my journey. My wife is a carer and this would pose a lot of delays in getting to patients and getting home.” (SM)</i> ➤ <i>“Will our beer delivery truck still be able to get to rectory road where the pub is? Concerns about turning points.” (SM)</i> ➤ <i>“we get several deliveries a day often. It’s not going to be possible any more using the current route, Aston street is a nightmare even for a car, not suitable for a delivery van. It ill cause more traffic miles for the delivery vans” (SM)</i> ➤ <i>“LTN in Howard Street will impact on staff and parents getting in and out of work. One route in on Shelley road, concern about emergency incidents and staff recruitment. National shortage of teachers which makes it even more difficult. Increase in lateness of students arriving at school” (SM)</i>

- Others noted that car usage is necessary for some job roles and activities:

Theme	Comments from workshop
Can’t avoid car use/ Car essential for some jobs/activities	<ul style="list-style-type: none"> ➤ <i>“People who have no option but to use a car (who can’t drive and have carers). Think about those who are going to be disadvantaged.” (All)</i> ➤ <i>“Difficult to walk with golf bags, and age of golfers is restricting ability to perform active travel.”” (DR)</i> ➤ <i>“With regards to cars on the Cowley Road, people use cars for shopping and disabled people need to use cars for certain reasons, what kind of impact will this have” (SM)</i>

- Several participants questioned whether LTNs would sufficiently encourage people to consider active travel options, and the final comment below note the effort that could be made to encourage this:

Theme	Comments from workshop
Can LTNs increase active travel options?	<ul style="list-style-type: none"> ➤ <i>“Why would people feel more confident using public transport because of LTNs?” (all)</i> ➤ <i>“Have the LTNs in Cowley led to an increase in cycling?” (ALL)</i> ➤ <i>“Cars that do need to be used, all load up bus routes. Time will tell if it is worth getting a bus into Oxford. Concerned buses will be like snails. Have lived in Holland. Oxford is radial routes and have to go into centre to get out again so not ideal.” (SC)</i> ➤ <i>“Where do people go what change of behaviour? Need bus priority and cycle lanes and CPZ’s, hospitals reduce parking and Brooks and Oxford University to reduce parking. Some of carrot not available at the moment and just stick.” (all)</i>

- In a similar vein, some participants suggested alternatives to standard LTNs to avoid the perceived disadvantages:

Theme	Comments from workshop
Suggested alternatives to LTNs	<ul style="list-style-type: none"> ➤ <i>“Push for car recognition system.” (DR)</i> ➤ <i>“Ensure LTNs only go in where appropriate. Some places may benefit from speed reduction schemes instead of LTNs.” (DR)</i> ➤ <i>“Most of the main routes were built in the mid 1800s and to filter all of the traffic down these routes will then affect people that cycle down them currently. Surely it would be a priority to invest in the road systems before implementing the LTNs?” (All)</i>

- Finally, some participants were involved in discussion over specific routes and the potential issues that the LTN introduction could bring. As set out below, these included the effects of heavier traffic for Cowley Road and Iffley Road, issues regarding narrow roads needing to be two-way, and a potential problem at Jeune Street in St Clement's:

Theme	Comments from workshop
Cowley Road/Iffley Road – key routes	<ul style="list-style-type: none"> ➤ <i>“You say emergency services can get through these bollards, but these Quickways, when you have a 999 call down the Cowley road or Iffley road, and the streets are full of traffic, how are they going to get down these streets?” (All)</i> ➤ <i>“Is there anywhere other than Iffley Road and Cowley Road are being directed? If not, everyone has to go to the Plain to turn around. Is there a knock on effect further up?” (SM)</i> ➤ <i>“Cowley Road (delays) caused by turning traffic James to Princes Street and vice versa and Rectory Road and queuing on Divinity Road. Advantage of LTNs (is that) more traffic on main roads should move more smoothly” (SM)</i>
Difficult to convert some roads to two-way as part of LTN plan	<ul style="list-style-type: none"> ➤ <i>“I think making Howard Street and Magdalen Road two way is crazy. They're very narrow and there is lots of parking, I think it would cause more congestion there. I think a one way system should be considered.” (SM)</i> ➤ <i>“Concern on Magdalen Road – how is it possible to make that a two way road with parking on both sides? It is not wide enough and there are chicanes.” (SM)</i> ➤ <i>“People park on the pavement to do this, this is asking for problems. Not just cars, there are lorries and deliveries. People will bump up the kerbs to get by and this will be dangerous.” (SM)</i> ➤ <i>“Filters may be blocked by parked cars in St Mary's. Can this be enforced?” (All)</i>
Jeune St – risk of illegal right turn	<ul style="list-style-type: none"> ➤ <i>“Jeune Street, can see why no filter, but substantial illegal right turning” (SC)</i> ➤ <i>“No filter on Jeune Street. If no filter, needs to ensure people can't turn right, otherwise this street could end up getting busier” (SC)</i>

Appendix 1: Survey Questionnaire

East Oxford low traffic neighbourhood consultation June 2021

Q1 - Please say whether you are responding as a

[In cases where you are a local resident and also as a business owner or representative of a group (for example) please submit separate responses, you will only need to register once]

You must provide an answer to this question.

- Divinity Road area resident
- St Mary's resident
- St Clements resident
- East Oxford resident outside 3 LTN areas
- Resident of another part of Oxford
- Resident outside Oxford
- Local business / school / employer
- Representative of a group, campaign group or organisation in the east Oxford area

Q2_1 - Please enter your full post code

It would be helpful to understand what people living in different streets think about our proposal.

The council is committed to [keeping your information secure](#) and we will not share any personal data outside the organisation except in an anonymised format for data analysis purposes.

You must provide an answer to this question.

[]

Q2_2 Please enter the full post code of your business, school, group or organisation.

It would be helpful to understand what businesses/groups and organisations based in different streets, think about our proposal. The council is committed to [keeping your information secure](#) and we will not share any personal data outside the organisation except in an anonymised format for data analysis purposes.

You must provide an answer to this question.

[]

Q3_1 - This section of the survey asks questions about your travel habits. We want to know how people travel into and around the east Oxford area (e.g. to go shopping, for work or education, socialising, running errands, leisure trips etc)

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 area's

Select the most applicable option in each row.

Grid showing question statements against rating options

	Most days	A few times a week	About once a week	About once or twice a month	Now and again - a few times a year	Never
Car driver (own car)	()	()	()	()	()	()
Car passenger	()	()	()	()	()	()
Car club driver or passenger	()	()	()	()	()	()
Bus	()	()	()	()	()	()
Cycling	()	()	()	()	()	()
Walking	()	()	()	()	()	()
Taxi	()	()	()	()	()	()
Motorbike or moped	()	()	()	()	()	()
Mobility scooter/wheelchair	()	()	()	()	()	()
E-scooter or push scooter	()	()	()	()	()	()

Q3_2 - This section of the survey asks questions about your travel habits relating to your business, school, group or organisation. We want to know how people travel into and around the east Oxford area (e.g. for deliveries, business related travel, education and leisure trips etc.).

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 areas. Select the most applicable option in each row.

Grid showing question statements against rating options

	Most days	A few times a week	About once a week	About once or twice a month	Now and again - a few times a year	Never
Mini-bus or van	()	()	()	()	()	()
Car driver (own car)	()	()	()	()	()	()
Car passenger	()	()	()	()	()	()
Car club driver or passenger	()	()	()	()	()	()
Bus	()	()	()	()	()	()
Cycling	()	()	()	()	()	()
Walking	()	()	()	()	()	()
Taxi	()	()	()	()	()	()
Motorbike or moped	()	()	()	()	()	()
Mobility scooter/wheelchair	()	()	()	()	()	()
E-scooter or push scooter	()	()	()	()	()	()

Q3a - If you are responding on behalf of a business, organisation, or group, what is the name of it? You must provide an answer to this question.

[]

Q3b - What do you think will be the impact on your business or organisation?

Select the most applicable option in each row. You must select an option in at least 1 row.

Grid showing question statements against rating options

	Positive	Neutral	Negative
My customers or members	()	()	()
My staff or volunteers	()	()	()
My deliveries incoming	()	()	()
My deliveries outgoing	()	()	()
My overall business	()	()	()

Please enter any additional comments

[]

Q4 - If you are NOT a resident of the proposed LTN areas please could you tell us why you are responding to this survey?

- I'm a regular visitor
- I work in the area
- I make deliveries in the area
- I provide home care / meals on wheels / nursing or health care
- I go to school or college in the area
- I visit for social or leisure reasons
- Other (please specify)

Please enter any additional comments

[]

Q5 - Which of the following statements are true for you?

Select the most applicable option in each row.

Grid showing question statements against rating options

	Yes, most days	Yes, every week	Yes, every month	Not applicable
I travel in a motor vehicle through these areas on my way to somewhere else (short cut)	()	()	()	()
I travel in a motor vehicle to these areas for work, education, social or recreation purposes	()	()	()	()

Q6 - Thinking of the east Oxford LTN local area, which of the following are priorities for you?

Select the most applicable option in each row.

Grid showing question statements against rating options

	Not a priority	Priority	High priority
Make it easier and safer to cycle	()	()	()
Keep local roads open so car trips are easy and convenient	()	()	()
Remove or reduce through traffic	()	()	()
Reduce traffic congestion on nearby main roads	()	()	()
Create pleasant areas where you can meet up	()	()	()
Make it safer for children to travel by bike or walking	()	()	()
Reduce traffic speeds on residential roads	()	()	()
Enhance the area with more trees or planting	()	()	()
Make bus services quicker and more reliable	()	()	()
Reduce air pollution	()	()	()
Make it easier to cross roads on foot	()	()	()
Maintain easy and quick emergency services access	()	()	()
Maintain easy access for refuse services	()	()	()
Other priority - please use box below	()	()	()

Please enter any additional comments

[]

Where are the filters going to be?

Please see the maps within the documents section of the consultation or click on the links below.

You will see the proposed filters are on:

Divinity Road: DR1 Divinity Road and DR2 Southfield Road *

St Mary's: SM1 Circus Road, SM2 Temple Street, SM3 Stockmore Street, SM4 Marston Street, SM5 James Street, SM6 Bullington Road, SM7 Leopold Street, SM8 Magdalen Road (proposed two way), SM9 Barnet Street and SM10 Howard Street (proposed two way)

St Clements: SC1 Rectory Road and SC2 Princes Road.

*Two options for Divinity Road area were initially considered, following consultation with emergency services one of the options was strongly advised against and therefore there is just one option out for public consultation.

Q7 - Please click on the links to open and look at the detailed proposals before answering this question.

[Divinity Road Area](#)

[St Mary's](#)

[St Clements](#)

Select the most applicable option in each row.

Grid showing question statements against rating options

	Fully support	Tend to support	Neutral	Object	Strongly object
Divinity Road area	()	()	()	()	()
St Mary's	()	()	()	()	()
St Clements	()	()	()	()	()

Q8 - If you tend to support or fully support, which of the following best describes why? Choose as many you want to

- I might get fitter cycling and walking
- Easier for people to walk and cycle
- Better sense of community
- The roads might feel safer
- I'd like less traffic noise
- I'm happy to give it a try
- It's good to do something about climate change
- Reduce cut through traffic
- I'd like cleaner air / less pollution

Q8a - Any other reasons?

[]

Q9 - If you object or strongly object which of the following best describes why? Choose as many you want to

- I like it the way it is
- It will create more traffic on other nearby roads
- It will cause traffic chaos
- I need my car as I'm a carer / or disabled
- Health reasons (poor health or disability prevents walking, lack of resting places or benches, too many steps or hills)
- It is too far to walk / shopping to carry / children
- I worry about emergency services access
- I want to go by car as it's quick and easy
- Personal security concerns (or parental concern for children)

Q9a - Any other reason's?

[]

Q10 - Looking at the plans, Is there ONE filter that you strongly OPPOSE? Otherwise please leave blank

Please write in the code on the plan (e.g. DR1) or the name of the street.

I strongly oppose the filter

[]

Q11 - Looking at the plans, Is there ONE filter that you strongly SUPPORT? Otherwise please leave blank

Please write in the code on the plan (e.g. DR1) or the name of the street.

I strongly support the filter

[]

Q12 - If the LTN trial is approved would you consider cycling or walking more?

Select the most applicable option in each row.

Grid showing question statements against rating options

Yes definitely Yes maybe Probably not Definitely not

Cycling () () () ()

Walking () () () ()

Q13 - Please use this space only to highlight any specific issues that need investigation

If you highlight a specific problem or issue, please enter your name, email address and/or phone number in the box below so that we can contact you if this is necessary.

I consent for Oxfordshire County Council to hold my personal details and to re-contact me for engagement purposes, view Oxfordshire County Council's [privacy notice](#) online.

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Q14 - Thank you for your feedback on the east Oxford LTN.**You now have an opportunity to take part in a research study if you want to.**

To understand the impact of the low traffic neighbourhoods and your views over time, we will be conducting a study. You can take part in this study by completing a short questionnaire now, after 5 months and again after 1 year (if the LTN is continued).

Please tick 'Yes' below if you would like to take part, if not tick 'No' to go to the final questions and remember to press submit at the end.

You must provide an answer to this question.

- Yes
- No

- If option 1 (Yes) of this question was selected then jump to (*Thank you for offering to take part in the research study. Please enter your email below so...*)
- If option 2 (No) of this question was selected then jump to (*Thank you for taking the time to answer these questions. Your data Your personal...*)

Thank you for offering to take part in the research study. Please enter your email below so that we can contact you again after 5 months and after 1 year.

I consent for Oxfordshire County Council to hold my personal details and to re-contact me for the research, view Oxfordshire County Council's [privacy notice](#) online.

You must provide an answer to this question.

[]

Q15 - For each of the following ways of travel, please say how often you use them for local journeys within Oxford

Select the most applicable option in each row.

Grid showing question statements against rating options

	Most days	A few times a week	About once a week	About once or twice a month	Now and again - a few times a year	Never
Car driver (own car)	()	()	()	()	()	()
Car passenger	()	()	()	()	()	()
Car club driver or passenger	()	()	()	()	()	()
Bus	()	()	()	()	()	()
Cycling	()	()	()	()	()	()
Walking	()	()	()	()	()	()
Taxi	()	()	()	()	()	()
Motorbike or moped	()	()	()	()	()	()
Mobility scooter/wheelchair	()	()	()	()	()	()
E-scooter or push scooter	()	()	()	()	()	()

Q16 - Have your current travel habits changed due to the COVID-19 pandemic?

Select the most applicable option in each row.

Grid showing question statements against rating options

	A lot more	More	The same	Less	A lot less	N/A
I cycle	()	()	()	()	()	()
I walk	()	()	()	()	()	()
I use public transport	()	()	()	()	()	()
I use a car	()	()	()	()	()	()

Q17 - We would like to understand how you feel about cycling in your local area.**To what extent do you agree or disagree with the following statements.**

Select the most applicable option in each row.

Grid showing question statements against rating options

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Cycling is unsafe because of the traffic	()	()	()	()	()	()
My local area is safe for an 8-year-old child to cycle	()	()	()	()	()	()
There are good quality lanes, routes or paths for cycling	()	()	()	()	()	()
My local area is pleasant for cycling	()	()	()	()	()	()

Q18 - We would like to understand how you feel about walking in your local area.**To what extent do you agree or disagree with the following statements?**

Select the most applicable option in each row.

Grid showing question statements against rating options

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Walking is unsafe because of the traffic	()	()	()	()	()
My local area is safe for an 8-year-old child to walk alone	()	()	()	()	()
My local area is pleasant for walking	()	()	()	()	()
There are good quality pavements for walking	()	()	()	()	()
There are enough safe places to cross roads	()	()	()	()	()
My local area has enough places to stop and rest outdoors	()	()	()	()	()
There are places to walk to, such as shops, restaurants, leisure facilities	()	()	()	()	()

Q19 - We are interested to know your thoughts about your local area.**To what extent do you agree or disagree with the following statements**

Select the most applicable option in each row.

Grid showing question statements against rating options

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The area is unsafe because of the level of crime or antisocial behaviour	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air pollution caused by motor traffic is a problem in my area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly stop and talk with people in my local area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Getting to where I want to go by car is quick and easy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Thank you for taking the time to answer these questions.

Your data

Your personal information will only be used in relation to this consultation

View Oxfordshire County Council's [privacy notice](#) online at www.oxfordshire.gov.uk

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 or any other identifying information.

About You

The council is committed to [keeping your information secure](#) and we will not share any personal data outside the organisation except in an anonymised format for data analysis purposes.

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

If you do not want 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. It will be treated as strictly confidential.

Q20 - What is your gender?

- Female/woman
- Male/man
- Other
- Prefer not to say

Q21 - What's your age group?

- Under 18
- 19 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- 85 +

Q22 - What is your ethnic group?

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

if other please specify

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Q23 - Do you look after, or give any help or support to anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

- No
- Yes, 9 hours a week or less
- Yes, 10 or more hours a week
- Prefer not to say

Q24 - 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?

You can tick more than one box

- No
- Yes - mobility issues
- Yes - sight issues
- Yes - hearing issues
- Yes - general health issues
- Prefer not to say

Please enter any additional comments

[]

Q25 - How did you find out about this consultation?

- Email from the county council
- Leaflet from council
- Facebook
- Local community group/organisation
- Friend / relative / neighbour
- Local newspaper online or print
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Other

If 'other' how did you hear about the consultation?

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Thank you for taking the time to respond to this consultation. Finally, would you like to receive the results of this survey and the next steps of the East Oxford trial LTN?

By giving your email, you are giving your consent for Oxfordshire County Council to hold your contact details. We promise:

- to hold your information securely and not pass it onto anyone else without your permission
- not to link your survey response to your name and contact details
- to only use your contact details for the purposes above

You have the right to withdraw your consent at any time by writing to eastoxfordltm@oxfordshire.gov.uk or by writing to: East Oxford LTN consultation, FREEPOST OXFORDSHIRE COUNTY COUNCIL (No further address details required).

Yes, I consent for Oxfordshire County Council to hold my personal details and to re-contact me with updates. I confirm that I have read the statement above describing how my data will be used and I understand how to withdraw my consent.

Please enter your email address in the box below:

[]

Thank you for taking the time to answer these questions.

Please click on 'FINISH' below to submit your responses

Appendix 2: Comments Made in Response to Open-ended Questions

In this section we list the verbatim comments given by respondents in response to open-ended questions.