Analysis of Data from East Oxford LTN Public Consultation

Report on consultation results

Summary Report v3.1

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For: OXFORDSHIRE COUNTY COUNCIL

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Executive Summary of Survey Findings

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

Method

Oxfordshire County Council ran a public consultation during 2021 to gather views on three Low Traffic Neighbourhoods (LTNs) that were delivered in Cowley, Oxford in March/ April 2021 under an Experimental Traffic Regulation Order (ETRO). The consultation was accessible online via a series of briefing documents and a questionnaire, between 28th February and 19th November 2021. The Council received 2,433 written responses from 2,105 different participants. Marketing Means was commissioned to analyse these responses, which form the basis of the analysis presented in this report.

Profile of Consultation Respondents

- Almost 95% of responses were from people taking part as an individual, 4% from businesses and nearly 2% on behalf of a group or organisation.
- Almost all of the responses (99%) were from Oxfordshire residents, while 56% work in Oxfordshire , 5% study in the county, and 11% own/represent a business.
- Just over half (56%) stated that they live/work in Oxford, while 15% answered more specifically that they are based in Cowley, and 11% in Littlemore. Few identified themselves as living/working in or close to the three Cowley LTNs; 4% for Temple Cowley, and 1% in each of Church Cowley and Florence Park.

Proportion who Support, have Concerns about, or Object to the experimental low traffic neighbourhoods (LTNs) in the Cowley area of Oxford

- A substantial number of respondents commented on more than one LTN, either in a single response or often by submitting multiple responses to the consultation. The three LTNS were all represented to a similar degree in the final dataset, with 36% of comments relating to Church Cowley, 33% to Temple Cowley, and 31% to Florence Park.
- The overall results, combining views relating to each LTN, showed that just over a quarter (26%) supported the scheme that they commented on, but 11% had concerns and nearly two-thirds (64%) objected.
- Church Cowley and Temple Cowley drew the highest numbers of responses and showed the highest proportions who objected, at 68% and 67% respectively, and the lowest net support scores[1] of -48.7% and -44.4% respectively. There were slightly fewer responses for Florence Park's LTN and a significantly lower proportion objecting, 54%, to give a much less negative net support level of -18.2%.
- While those responding as individuals and as parts of groups or organisations were just as likely as each other to object to the LTNs (62% and 63% respectively), those responding as businesses were significantly more likely to object (84%), with a lower net support of -76.0%.

[1] Net support = % who Support minus the % who Object, so a positive figure = some degree of overall support and a negative figure = some degree of overall opposition

Reasons for Supporting or Objecting to the Proposals

- The people who responded to the consultation were also given the chance to explain in their own words why they had indicated that they support, object or had concerns about each LTN. We have grouped their free text answers into the most common themes to allow meaningful analysis, linked to which LTN was primarily being referred to and whether the respondent supported, objected or had concerns.
- The reasons given most frequently overall were perceived negative aspects of LTNs, in particular the **displacement of traffic from within an LTN's boundaries to create congestion on the roads just outside** those boundaries, which just over half (52%) of all respondents gave as at least part of their reason for rating an LTN as they had.
- In a similar vein, but expressed by fewer respondents, 12% commented on the **unfairness of the scheme for people affected by increased traffic**, and 15% that the LTNs had led to **traffic chaos**. Cowley Road, Oxford Road, Church Cowley Road and Hollow Way were the individual roads most likely to be mentioned by respondents.
- Concerns over the environmental impacts of LTNs were also frequently mentioned, with 32% feeling that the LTNs would **increase car mileage an emissions overall**, and 30% believing that LTNs would **displace pollutionon routes just outside each LTN** (in proportion to the increased traffic).
- The impact on driving habits was also generally seen as a negative, with one in five (22%) commenting that they or other drivers should be able to **travel/ commute as directly as possible** and minimise any detours. Some (13%) felt that it was **unlikely that the LTNs would change driving habits/behaviour**, in part as some people have limited choice given the nature/location of their work, and 12% expressed **concerns for elderly/disabled/vulnerable people** who may need to use a car themselves or receive support/care from someone with a car.
- One in 10 also suggested that LTNs had affected driving in that the **new road layout, filters and junctions had made driving more risky** and that **drivers' frustration had/would create an increased level of 'road rage'**.
- A similar proportion of one in 10 also noted their view that **LTNs would harm local businesses** due to lower footfall, more difficult access to retailers, limited parking and the difficulties experienced by mobile businesses (using vans or driving to visit clients).
- On the positive side, the most likely plus points to be identified about LTNs were feeling that the LTN they were commenting on is now **safer for pedestrians, cyclists and children**, given by 16%, with the same proportions feeling that **LTNs are a good idea and should bring benefits for residents**, and also that the **environment of the area had improved** through reductions in traffic andpollutiont.
- Looking only at the responses of those who supported LTNs, those same three reasons were each given by more than 60% of supporters, while 24% of supporters commented on how the LTNs had encouraged them **to cycle more, to take up cycling, to commute by cycle, and generally feel more comfortable when cycling**. One in six supporters (16%) felt that active travel options, encouraged by the LTNs, would **improve health and make the areas better to live in**. Some supporters (7%) also felt that **active travel and public transport options should be supported/promoted**.
- Among those who expressed concerns, rather than objecting outright, their leading issues were that **LTNs displace traffic to create congestion elsewhere**, given by 60% of those with concerns, their own **personal or received negative experiences** of LTNs (38%), LTNs **creating pollution elsewhere, sometimes to dangerous levels** (given by 33%), LTNs leading to **increased car mileage and a higher carbon footprint due to the detours/diversions required** (32%), and the **unfairness on those living close to LTNs of the increased traffic and pollution as a consequence** (17%).

- The opinions of those who objected to LTNs were course strongly negative in character, and were led by well over two-thirds (70%) commenting that **LTNs displace traffic to create congestion elsewhere**. Three other themes were also expressed by more than 40% of objectors; LTNs leading to **increased car mileage and a higher carbon footprint due to the detours/diversions required** (given by 43%), their own **personal or received negative experiences of LTNs** (43%), and LTNs **creating pollution elsewhere, sometimes to dangerous levels** (40%). Impacts on drivers were also often mentioned by objectors, with 32% feeling that they or other drivers should be able to **travel/ commute as directly as possible,** and 19% sceptical **that the LTNs would change driving habits/behaviour**.
- Among objectors, 14% mentioned **harm caused by LTNs to local businesses**, and this rose to 54% of those objectors who were responding on behalf of a business.

1. Introduction

1.1 Background and method

- Oxfordshire County Council ran a public consultation during 2021 to gather views on three Low Traffic Neighbourhoods (LTNs) that were delivered in Cowley, Oxford in March/ April 2021 under an Experimental Traffic Regulation Order (ETRO).
- The three LTNs are in the Church Cowley, Temple Cowley and Florence Park areas of Oxford. 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 of briefing documents and a questionnaire, hosted online from 28th February 2021 to 19th November 2021.
- Once the consultation was closed, the Council provided the full datasets from both software packages to Marketing Means, the independent research agency that had been commissioned to analyse the consultation data, in particular the responses to an open-ended question that asked respondents to explain why they supported, had concerns over, or objected to any of the LTN proposals.
- Marketing Means assessed the full dataset to identify any cases of duplication.
  - Where a respondent had submitted two or more responses on different dates but relating to the same LTN, comments were merged and the latest opinion expressed (support/concerns/object) was treated as their final opinion.
  - Where a respondent had submitted two identical forms with exactly the same comments applying to two or three different LTNs (essentially cut and pasted between forms), their responses to each LTN were retained, and are presented separately here only when looking at each LTN's discrete results.
  - Where respondents' answers differed, sometimes markedly, and sometimes expressed on different dates, for the different LTNs, their multiple responses are also retained in the analysis.
- The Council received 2,433 responses to this online form, which was hosted on one software platform until September 29th 2021, and another from that date to the close of fieldwork[2]. The final dataset for analysis included responses from 2,105 individuals. This gave rise to 2,205 responses apparently relating to discrete LTNs (some duplicated across different LTNs as noted above).
- This report presents Marketing Means' independent analysis of the consultation responses.
- NOTE: The comments made in responses to the open-ended question included in the consultation, "Please let us know the reason(s) why you are supporting, raising concerns, or objecting to the proposals" have been collated and provided to Oxfordshire County Council in a separate deposit.

1.2 Author and publication

Marketing Means' director Chris Bowden produced this report in February 2022.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.

1.3Presentation of percentage results in this report

[2]Several classification questions were only asked in the second version of the questionnaire, and so cannot be used to compare results across all respondents.

'Valid' responses - Unless otherwise stated, the results are given as a percentage of the total overall valid responses, excluding blank or 'Prefer not to say' 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. Support→Object, the net score can be calculated by subtracting the combined proportion giving negative answers from the combined proportion giving positive answers. 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.

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). It should be noted that as the sample for this consultation was self-selecting rather than an attempt to draw a representative sample of the general public and businesses/groups, these significance tests should be seen as indicative only.

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.

1.4Quality 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.

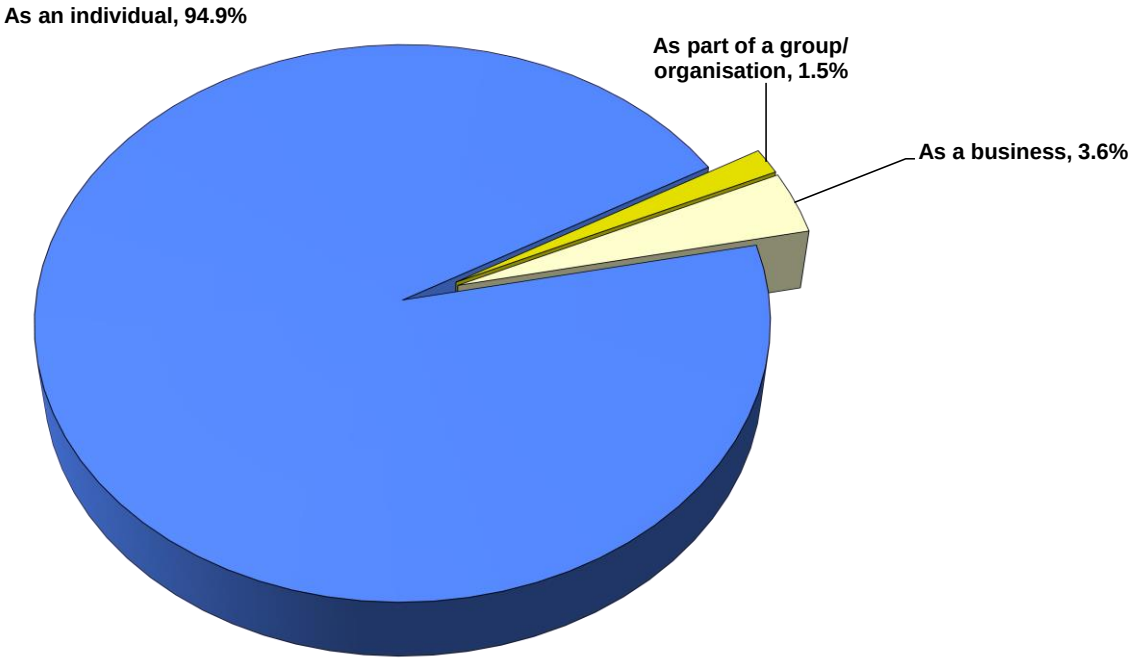
2. Profile of Consultation Respondents

This section sets out some characteristics of the 2,105 respondents who took part in the online public consultation.

2.1 Role of respondents

- The vast majority of responses, just less than 95%, were from people who felt that they were responding as "an individual". Just under 4% responded on behalf of their business, and just less than 2% on behalf of a group or organisation.

Chart Q2. Are you responding as ...?



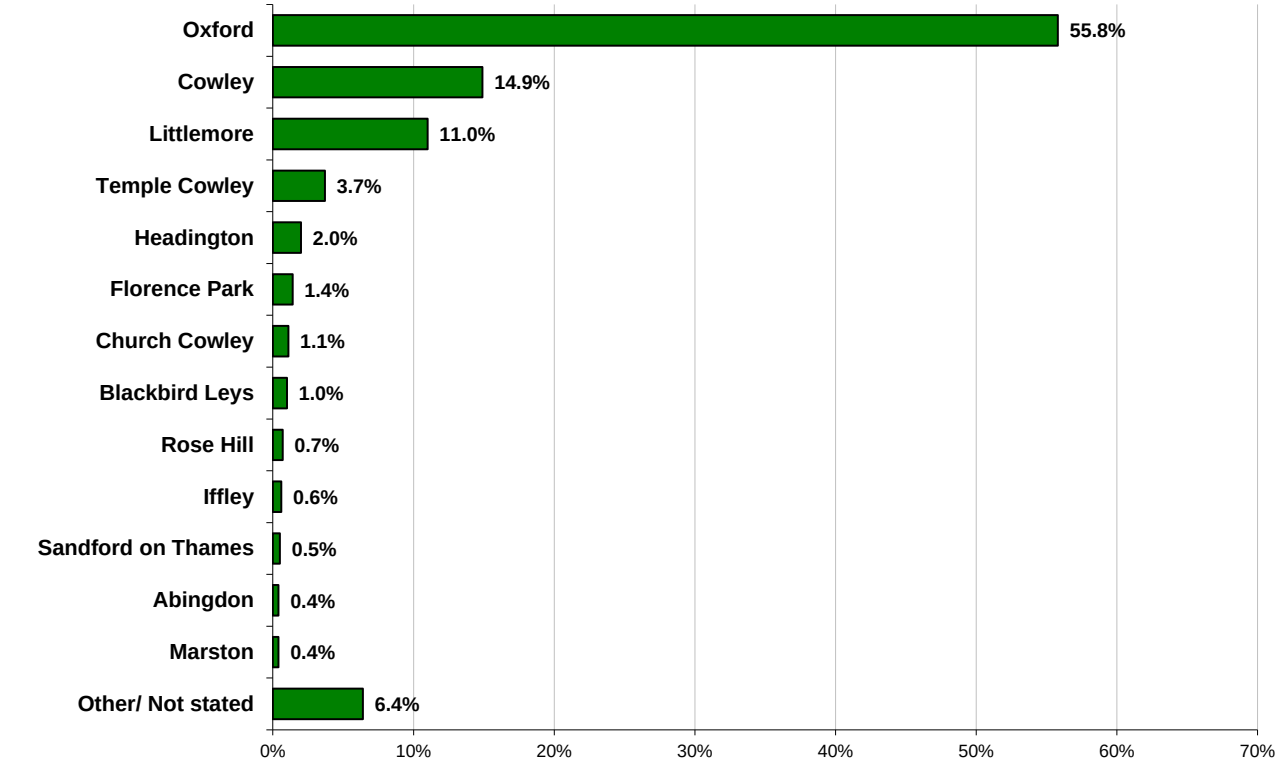
Source: Marketing Means 2022 Base: All respondents who gave a valid answer (2,068)

2.2 Location of respondents

The consultation also asked people to state the town/village where they live or where the business/organisation that they were responding on behalf of is currently based.

- Just over half of the respondents (56%) simply stated "Oxford".
- Given the focus of the survey on Cowley's LTNs, it is helpful that a significant proportion of respondents (15%) confirmed that they were based there, though others based in Cowley may simply have answered "Oxford". Just under 4% specified that they lived in Temple Cowley, 1% in the Church Cowley area, and 1% in Florence Park.
- More than one in 10 respondents (11%) specified that they lived in the neighbouring district of Littlemore. Other responses specified larger suburbs such as Headington (2%), other nearby areas of the city such as Rose Hill (1%) or some areas and towns farther away. The "Other" category in Chart Q3 below includes all mentioned by no more than one person.

Chart Q3. Please enter the name of the town/village only, where you currently live or the business/group you are responding on behalf of is based.

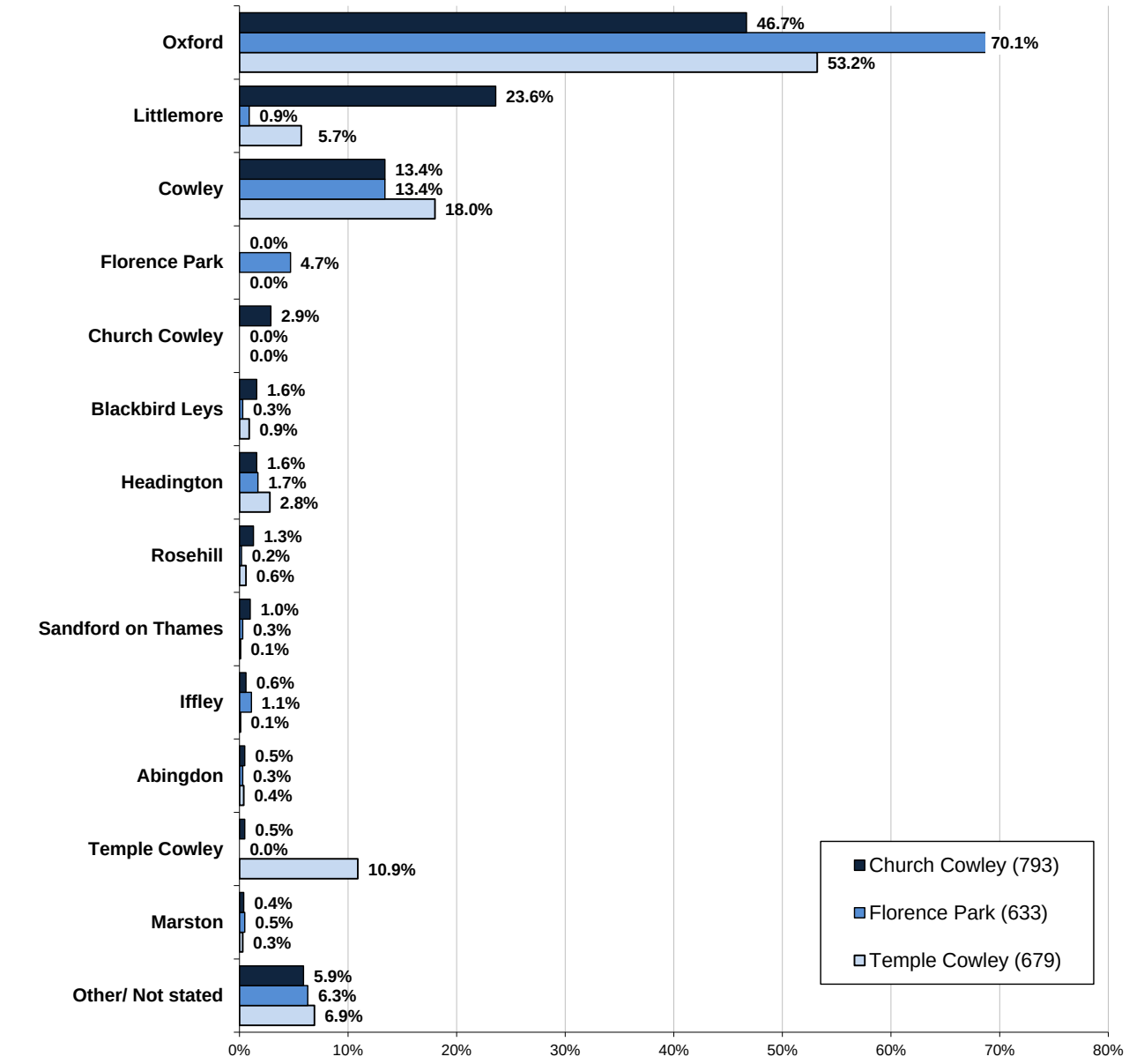


Source: Marketing Means 2022 Base: All responses (2,105)

We can also review how respondents' locations related to the specific LTNs that they commented on, as shown in chart Q3a below.

- While residents who had confirmed that they lived in Cowley were similarly represented for all three LTNs, those in Littlemore were significantly more likely to have responded in regard to the Church Cowley LTN, making up 24% of all responses relating to it, compared to none of the Florence Park responses.
- Those who identified themselves as based in Church Cowley, Florence Park or Temple Cowley answered almost exclusively in regard to their local LTN.

Chart Q3a. Please enter the name of the town/village only, where you currently live or the business/group you are responding on behalf of is based – *split by the LTN to which the submission relates*



Source: Marketing Means 2022 Base: All responses (bases for each area given in brackets)

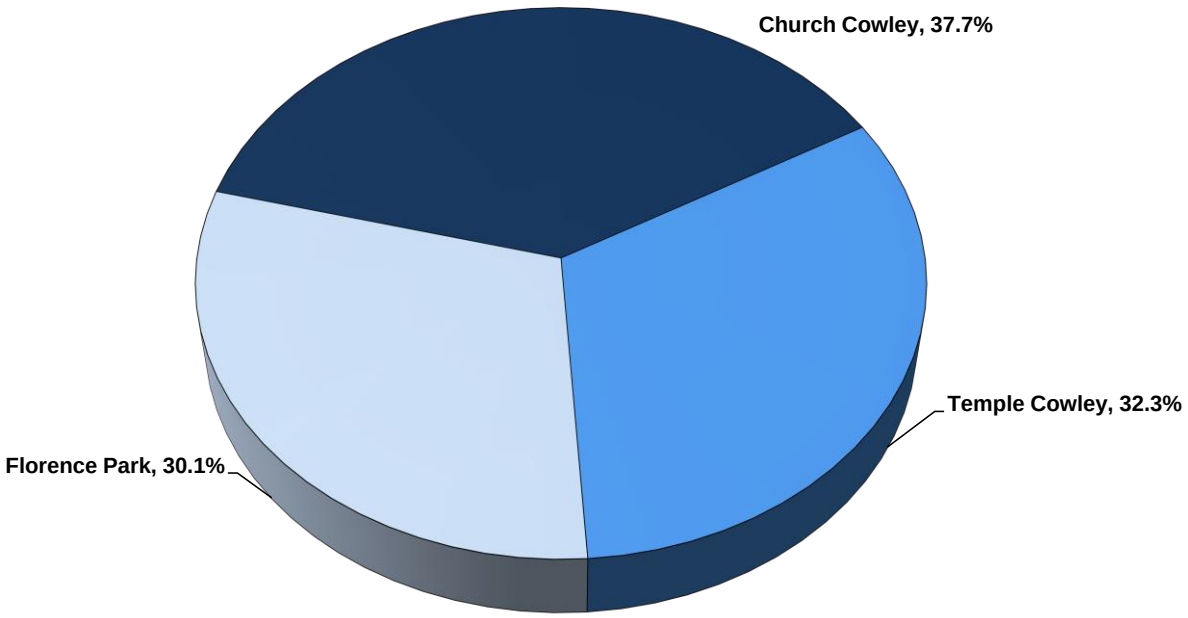
3. Support, Concerns or Objections in regard to the experimental low traffic neighbourhoods (LTNs) within the Cowley area of Oxford

The consultation form listed each of Cowley's three LTNs, and asked respondents which they wished to comment on.

3.1 LTN to which the response relates

- Looking first at how respondents' answered in relation to specific LTNs, there was a fairly equal divide between each of the three LTN areas, though Church Cowley drew the greatest number of responses, from 38%, some way ahead of Temple Cowley (32%), which in turn was slightly ahead of Florence Park (30%).
  - This distribution ensured that all three schemes drew a sufficient number of responses for reasonably robust comparison of consultation results between them.
  - We have already noted at Chart Q3a how people in different districts were more likely or less likely to submit their views on particular LTNs. People who simply described themselves as living/working in Oxford were significantly more likely to respond in regard to Florence Park (38% doing so, vs 31% for Temple Cowley and 31% Church Cowley.
  - Those from Cowley were more likely to select Temple Cowley (39%) and Church Cowley (34%) than Florence Park (27%).
  - Those from Littlemore were far more likely to select Church Cowley (81%) than Temple Cowley (17%) and Florence Park (3%).

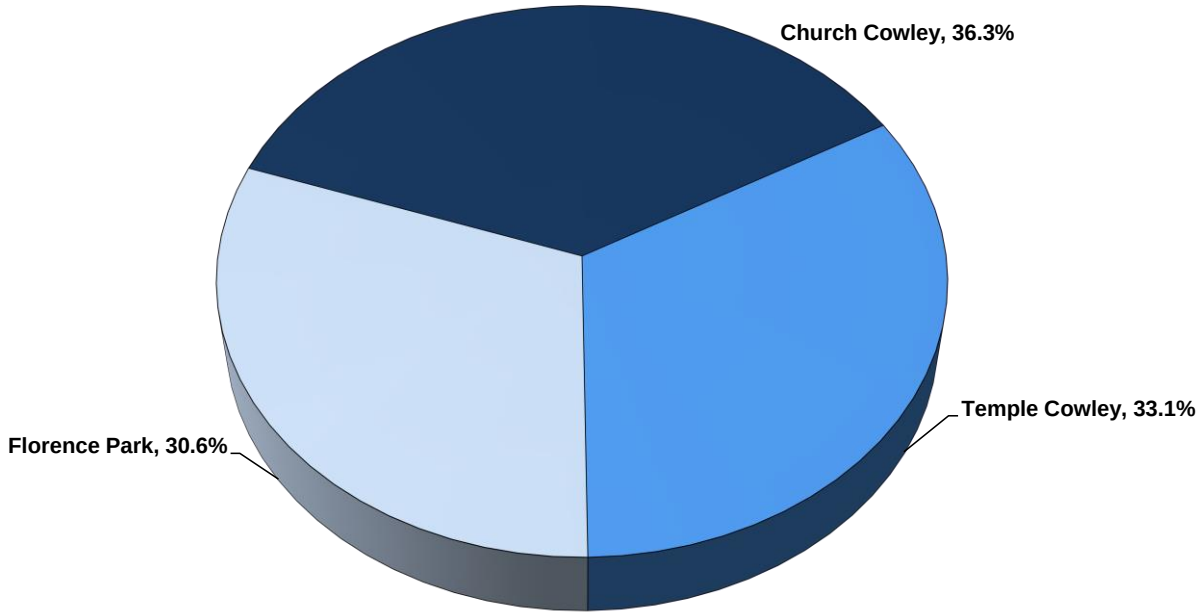
Chart Q5a. Please select one of the following low traffic neighbourhoods (LTNs) you are responding to.



Source: Marketing Means 2022 Base: All respondents who expressed an opinion (2,105)

- The responses can also be looked at, however, in regard to which LTN or LTNs the respondents indicated they were answering in regard to. The chart below therefore splits all 2,205 responses that relate to different LTNs (i.e. duplicating occasionally where any respondents submitted a consultation return relating to two or three different LTNs). This analysis is therefore based on all LTN-linked opinions expressed rather than on discrete respondents, and gives a slightly more even split of 36% Church Cowley, 33% Temple Cowley and 31% Florence Park.

Chart Q5b. Please select one of the following low traffic neighbourhoods (LTNs) you are responding to.



Source: Marketing Means 2022 Base: All opinions expressed by respondents on discrete LTNs (2,205)

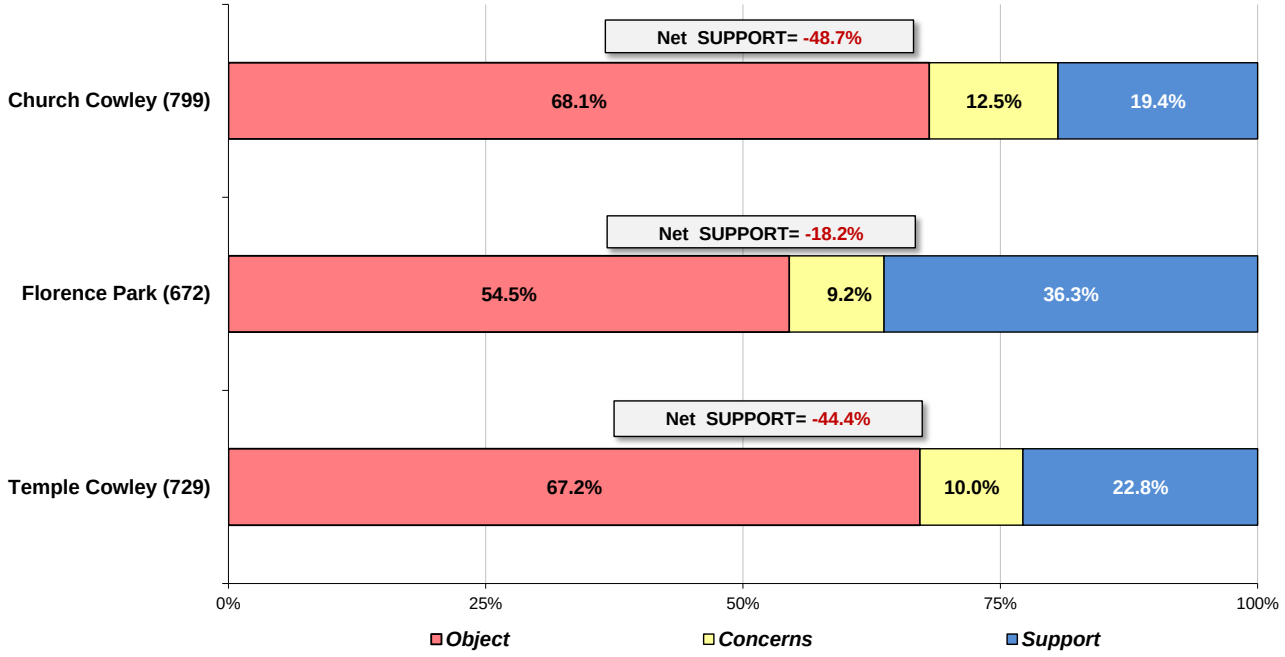
3.2 Level of support for the experimental low traffic neighbourhoods within the Cowley Area of Oxford

After asking people to specify which LTN they were responding to, the core element of the consultation form asked:

Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley area of Oxford? (Options: Support, Concerns, Object, No opinion)

- In this analysis, for the sake of clarity we have excluded those who ticked no answer or stated that they had no opinion.
- For each LTN people said they were responding to, the chart shows the % expressing each views and also the net level of support, i.e. the % who support minus the % who object.

Chart Q5a - Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford – split by the LTN that people said they were responding to

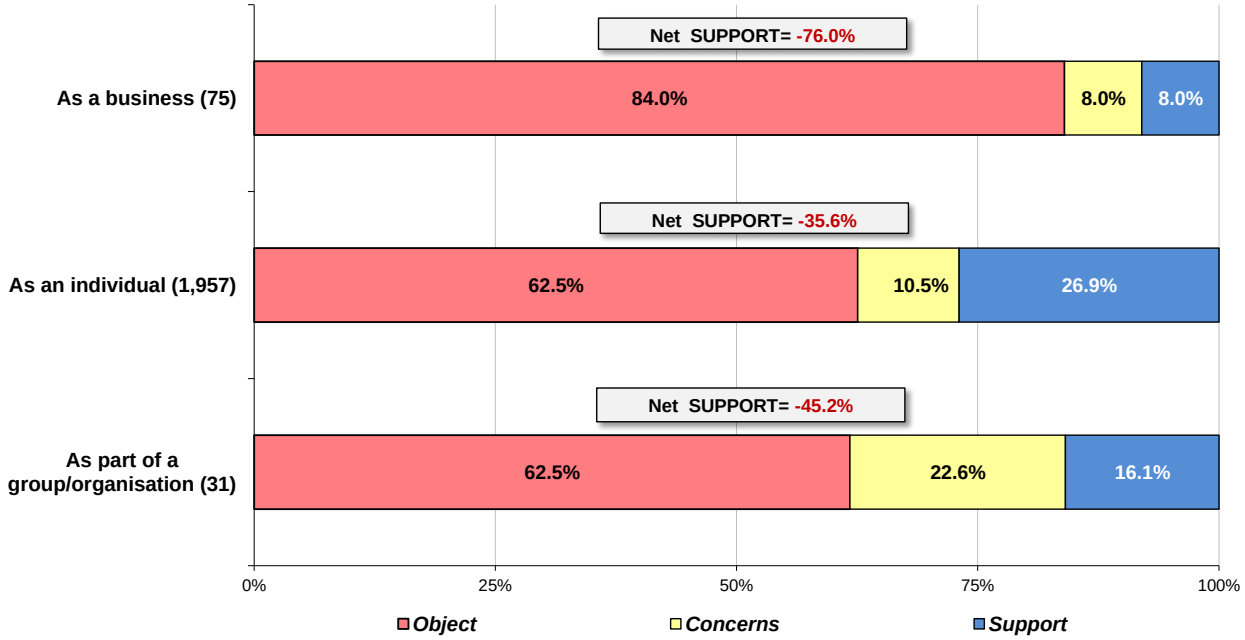


Source: Marketing Means 2022
Base: LTNs = All who expressed an opinion on that specific LTN

- The two areas that drew the greatest numbers of responses, Church Cowley and Temple Cowley, also drew the highest proportions who objected to the LTN schemes within the Cowley area of Oxford, 68% and 67% respectively, and the lowest levels of support, 19% and 23% respectively. These produced low net support scores of -48.7 % for people who said they were responding to the Church Cowley LTN and -44.4% for people who said they were responding to the Temple Cowley LTN.
- For people who said they were responding to Florence Park's LTN, a clear majority (55%) objected and 36% supported. Thisled to a much less negative net support level of -18.2%.

- We can also examine the overall response to the LTNs split by the capacity in which respondents had taken part, as shown in Chart Q5b below.

Chart Q5b. Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford – SPLIT BY CAPACITY



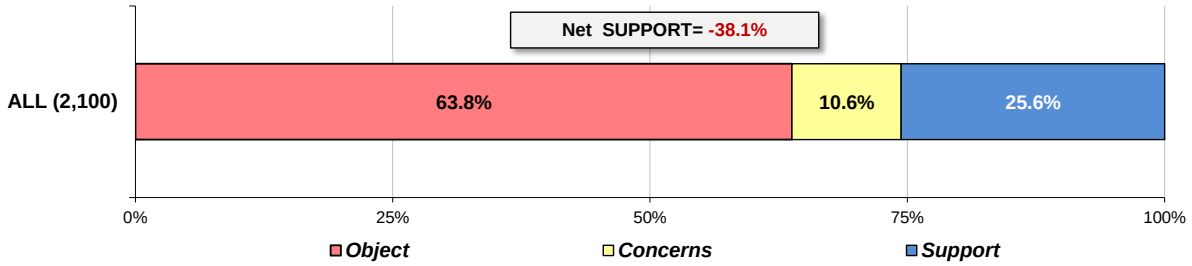
Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- The apparent differences between the responses from those responding as individuals, businesses and as part of a group organisation have to be treated with caution as the base sizes for the latter two groups are so low, well below 100. Nevertheless, whereas the views of individuals and groups/organisations seemed broadly similar, with net support levels of -35.6% and -45.2% respectively, the views of businesses seemed to be significantly more negative, with 84% objecting, and a net support level of -76.0%.

3.3 Overall views of the experimental low traffic neighbourhoods within the Cowley Area of Oxford

- We have also undertaken an analysis of the overall views of consultation respondents of the experimental low traffic neighbourhoods within the Cowley Area of Oxford. This data is based on all respondents who expressed an opinion on any LTN but has been adjusted as follows:
  - Where a respondent had submitted two or more responses on different dates but relating to the same LTN, comments were merged and the latest opinion expressed (support/concerns/object) was treated as their final opinion.
  - Where a respondent had submitted two identical forms with exactly the same comments applying to two or three different LTNs (essentially cut and pasted between forms), their responses to each LTN were retained, and are presented separately here only when looking at each LTN's discrete results.
  - Where respondents' answers differed, sometimes markedly, and sometimes expressed on different dates, for the different LTNs, their multiple responses are also retained in the analysis.

Chart Q5a2 - Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford – ALL RESPONDENTS

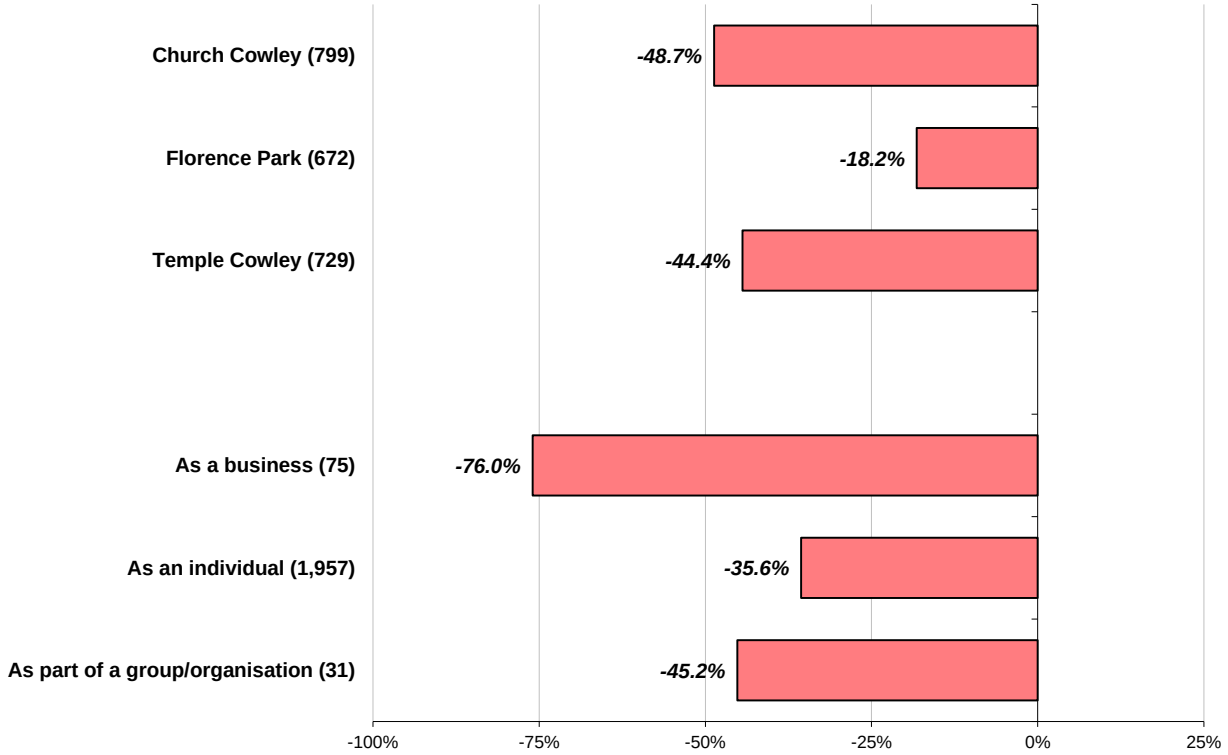


Source: Marketing Means 2022
Base: All respondents who expressed an opinion on any LTN (given in brackets)

- Overall, nearly two-thirds (64%) of respondents who expressed a view said that they objected to their selected LTN, while just over a quarter (26%) supported the scheme. Only a relatively small proportion (11%) stated that they had concerns rather than expressing a clear view one way or the other. The overall net support level was -38.1%.

- Looking at the level of net support only, Chart Q5c below summarises the different levels expressed by different sub-groups of respondents, the red bars indicating consistently negative levels.

Chart Q5c - Please select one of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford - NET AGREEMENT (%Support - % Object



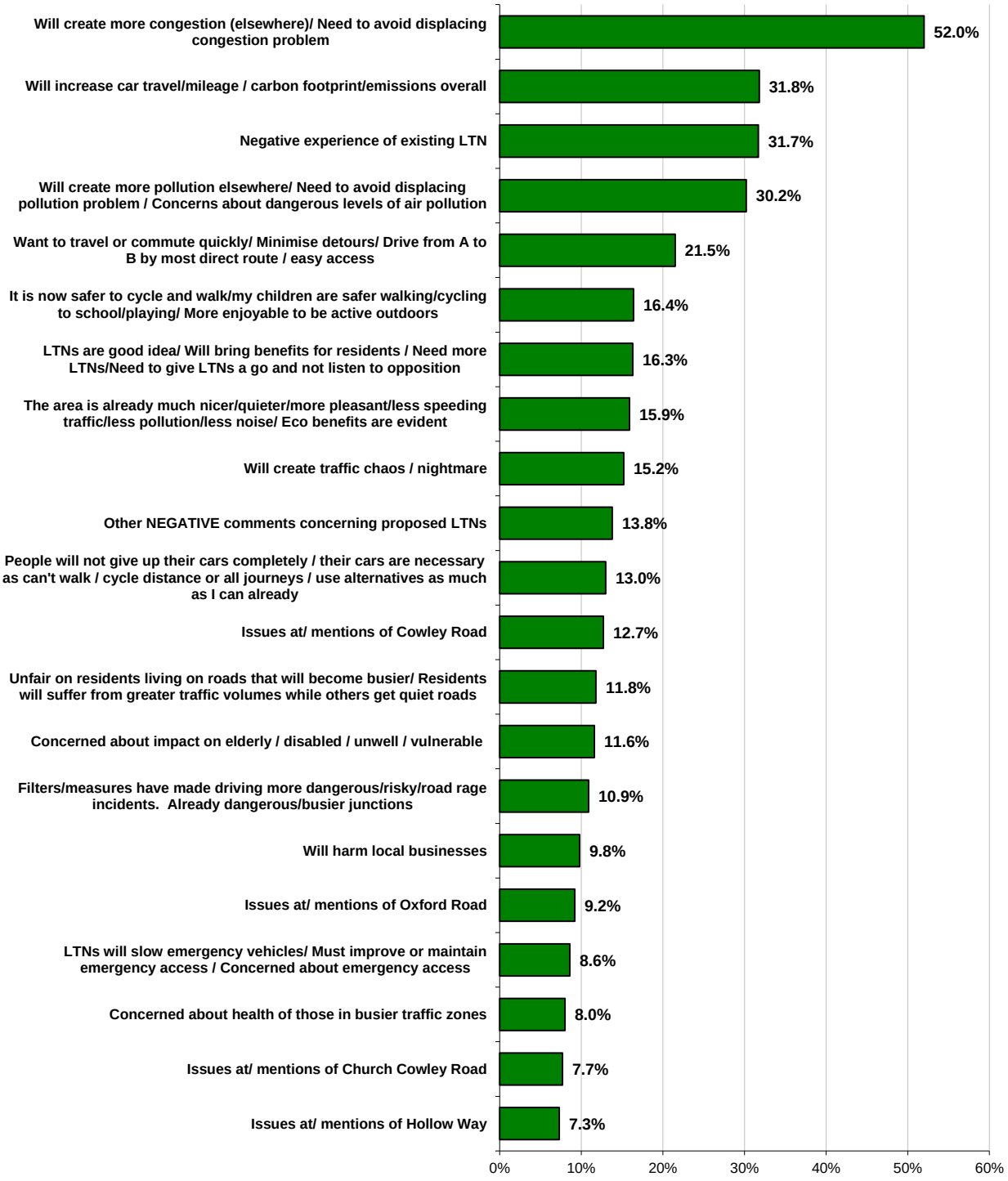
Source: Marketing Means 2022
Base: LTNs: All who expressed an opinion on that specific LTN / Capacity: All respondents

- We have already noted the the less negative views of those responding in regard to Florence Park (-18.2%), and the more negative views arising from the relatively small number of those responding as businesses (-76.0%).

4. Reasons for Supporting or Objecting to the Proposals

Finally, respondents were offered to chance to comment in their own words on why they supported, had concerns about, or objected to the LTN proposals, based on those three experimental LTNs set up in Cowley. Chart Q6a below summarises the results, grouped into the most frequently expressed themes.

Chart Q6a. Please let us know the reason(s) why you are supporting, raising concerns, or objecting to the proposals – SUMMARY ACROSS ALL WHO RESPONDED



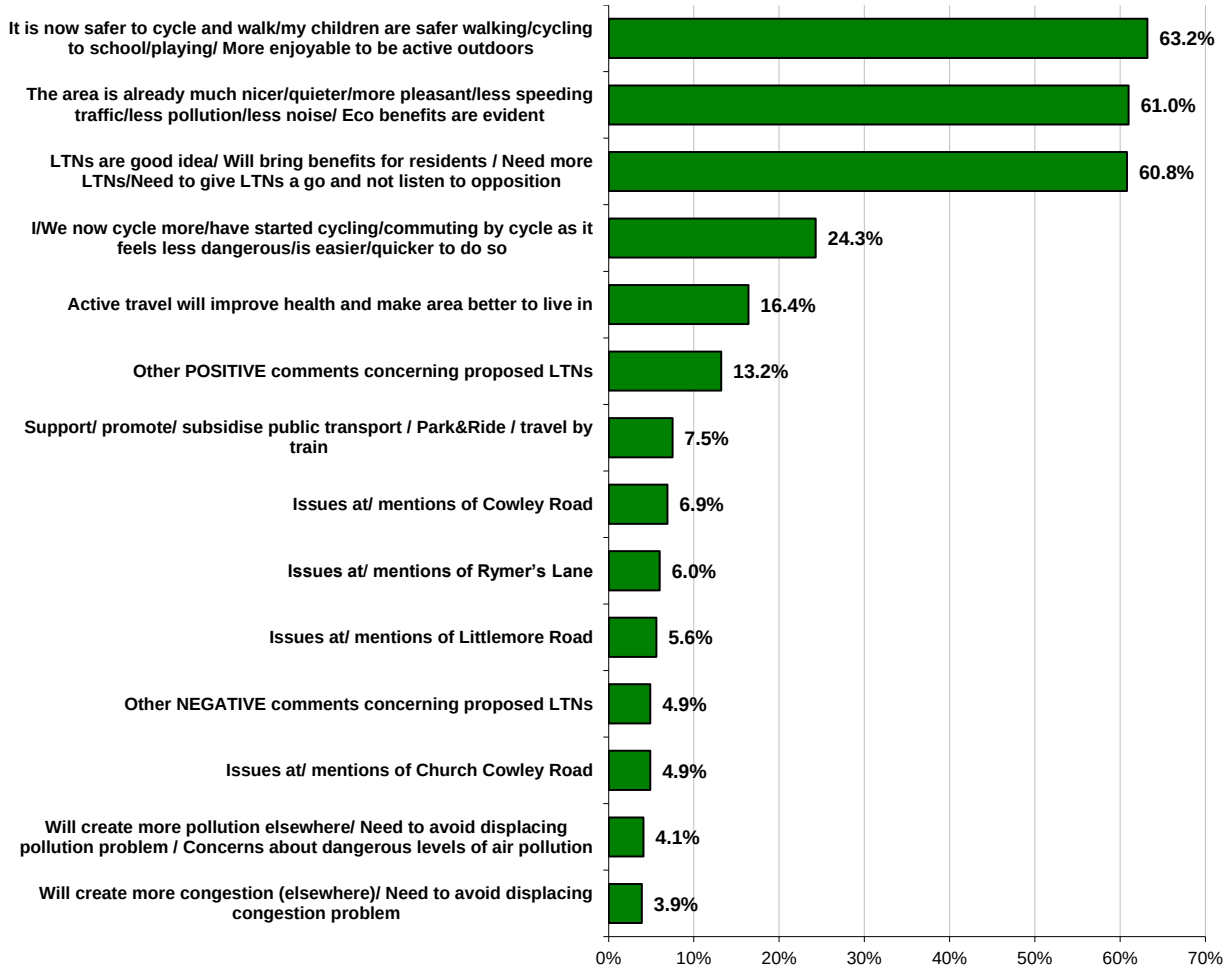
Source: Marketing Means 2022 Base: All who made a comment (2,097)

- Given the overall domination of negative views, it is not surprising that the list of all reasons quoted by respondents is dominated by negative perceptions of the LTNs, some of which were expressed by those merely with concerns as well as by those more definitely objecting to the schemes.
- The most likely concern to be expressed was that of **traffic congestion** being created by LTNs, especially where this is displaced from within the LTNs to the already-busy main routes that border them. Just over half of all comments (52%) mentioned this type of problem.
  - Just over one in 10 (12%) noted that they felt the LTN schemes would be **unfair for residents living on roads where traffic would increase**, having been displaced from the LTN area itself.
  - A further 15% felt that LTNs would create or had already created **traffic chaos**, closely related to the type of congestion comments noted above.
  - Specific roads/routes mentioned most often were Cowley Road (13%), Oxford Road (9%), Church Cowley Road (8%) and Hollow Way (7%).
- The next most likely theme was concern over the environmental impacts, with 32% feeling that the schemes would **increase car mileage overall, and hence emissions** and the carbon footprint of daily travel. Almost as many, 30%, commented that **pollution would simply be displaced from LTNs** to the surrounding routes and areas, while 8% were similarly concerned about the **negative effects on health** for those living in the areas that would see significantly more traffic and pollution.
- Another common theme among the negative comments was the inconvenience of having to adjust driving habits/ behaviour due to the LTNs requirements. Just over one in five (22%) commented that they wanted to **travel/ commute as directly as possible** and minimise any detours.
  - Some (13%) also commented that they felt it was **unlikely that people would change (or be able to change) their driving habits and give up their cars**, or that no alternative to driving would really be possible. This latter point extended to **concerns for elderly/disabled/vulnerable people**, expressed by 12% who needed to drive and/or have carers reach them via car.
  - Some also criticised the effects of the LTNs on the way in which traffic behaved in the area, with 11% noting that the measures and filters introduced had **made driving more risky/increased road rage/ made junctions busier**, while 9% felt that the LTN measures would **slow emergency vehicles' access** and transit through the areas.
  - One in 10 (10%) commented that **LTNs harm local businesses**, and this was much higher among those replying as businesses (52% of whom gave this opinion).
- Nearly one in three (32%) gave a more **general negative opinion on their experience of LTNs**, while 14% gave other **negative comments about the LTN proposals** (e.g. "they're a bad idea").

- There were also, however, several key themes among the comments of those who supported the LTNs, led by 16% feeling that the area they were commenting on is now **safer for pedestrians, cyclists and children**, 16% feeling that **LTNs are a good idea and should bring benefits for residents**, and 16% feeling that the **environment of the area had improved** through less traffic and less pollution from noise and fumes.

- To get a clearer picture of the prevalence of opinions among those who support, have concerns, or object to the LTNs in the Cowley area, we split the analysis in this section between those opinions, i.e. setting out analyses for all who expressed Support, all who expressed Concerns, and all who answered Object, as well as by the LTNs people said they were responding to in this consultation. This helps us to understand what factors are most important at a local level.
- Chart 6b first gives a summary split of response themes from those supporting LTN proposals.

Chart Q6b. Please let us know the reason(s) why you are supporting the proposals – Summary of reasons for support

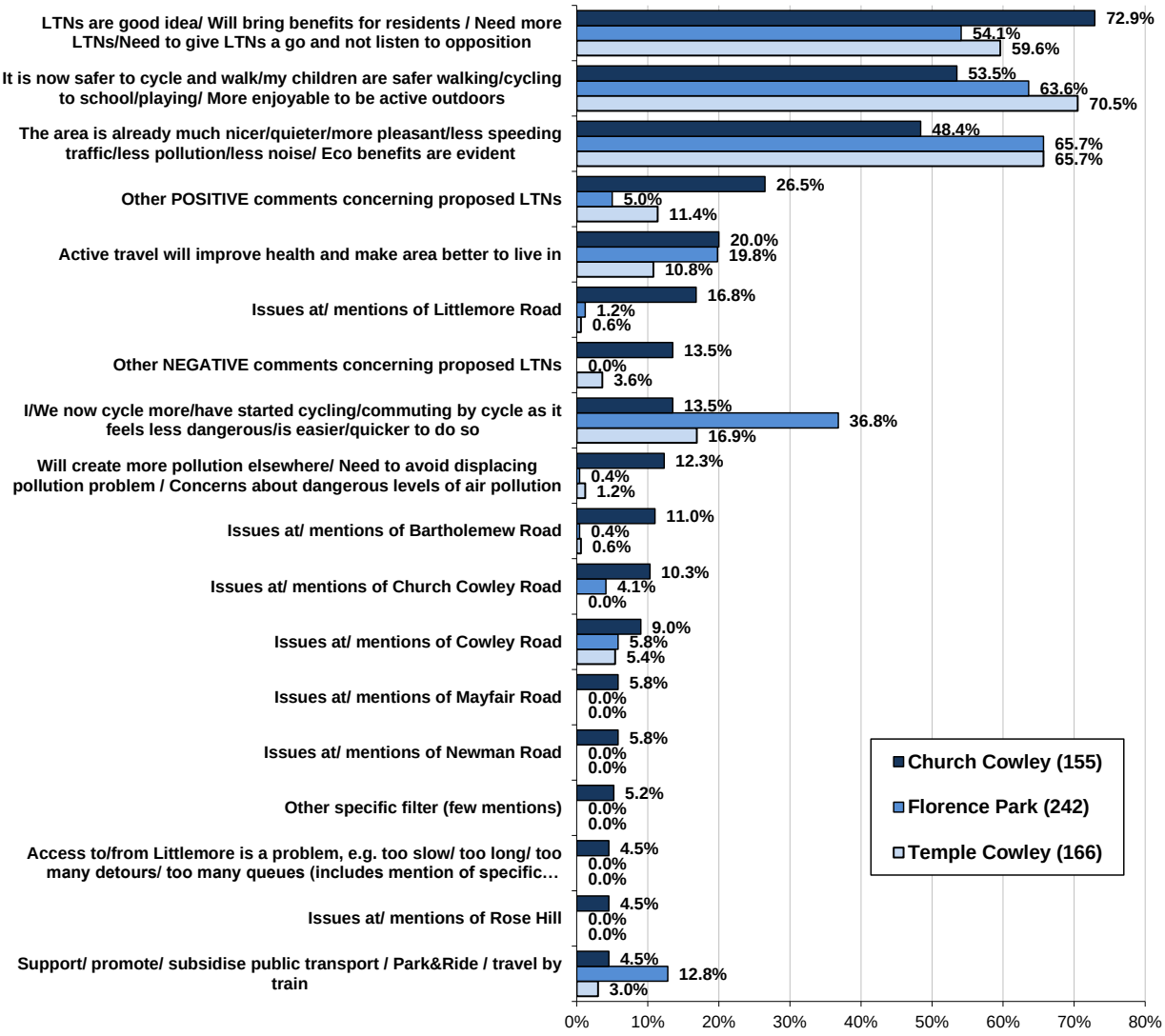


Source: Marketing Means 2022 Base: All who made a comment in support of LTNs (536)

- Among those supporting an LTN, each of three key reasons were given by a clear majority of 60% or slightly more, these being the same as those already noted as the leading positive comments overall, i.e. **safer for cyclists/pedestrians/children**, **improved environment due to slowed traffic/less noise/less fumes**, and that **LTNs are generally a good idea that should continue**.
- Other reasons given by fewer supporters included a **greater likelihood of taking up cycling or switching to commuting by cycle** (24%), as well as recognising that **being able to make use of active travel options will improve health and make the area better to live in** (given by 16%). A further 7% felt that **public transport options should be supported/promoted or even subsidised** to make active travel easier.
- More than one in 10 (13%) made **more general positive comments**, e.g. that the LTNs are a good idea, though it should also be noted that 4% of supporters commented on the perceptions that LTNs **displace traffic** and 4% that they **displace pollution** while 5% noted **some negative aspects of LTNs**.

- Smaller proportions mentioned each of a selection of roads/routes that they hope LTNs could improve, led by Cowley Road, Rymer's Lane, Littlemore Road and Church Cowley Road.
- We next look at how those reasons for support vary between the three LTNs, as shown in Chart Q6c, and then give examples of the types of comments made.

Chart Q6c. Please let us know the reason(s) why you are supporting the proposals – Summary of reasons, split by the three Cowley LTNs they mainly refer to



Source: Marketing Means 2022 Base: All who made a comment in support of LTNs (shown in brackets)

- **Feeling safer/more enjoyable for pedestrians/cyclists/children** was given by 71% of those responding for Temple Cowley and 64% for Florence Park, both significantly higher than the proportion of 54% giving this reason for support at Church Cowley.
  - *"I like being able to cycle to Temple Cowley without nearly dying due to speeding motorists, I like no longer having to cycle on footpaths for my own safety." (Support -Temple Cowley)*
  - *"Previous to the LTN, Temple Road was always busy, and due to parked cars frequently had some backed up traffic. As some traffic was only passing through, they typically did so faster and without giving way. This often felt confrontational as a car deliberately not slowing down means it would drive straight towards me on my bike, forcing me off the*

road. Since the LTN has been implemented, this problem has completely disappeared." (Support – Temple Cowley)

- *"The road previously was so unsafe for children. I am now happy for my children to cycle down the road. We have all changed our behaviour and are walking and cycling much more."(Support – Temple Cowley)*
- *"It has immeasurably improved my children's lives - they are now more independent, safer and able to go to the park and to school on their own." (Support – Florence Park)*
- *"I cycle to work from Marston to Littlemore, 5 days a week and the LTN has made a huge difference to the safety of my daily cycle. It is much safer as there has been a reduction in the number of cars using that road as a rat run and it also feels safer for the schoolchildren from St Gregory the Great school when they leave school, not having to contend with the two way traffic chaos that used to happen before the LTN was put in place." (Support – Florence Park)*
- *"Really enjoying the quieter streets as I have 2 kids under 4 years old. It's much safer to push a buggy and have a toddler on a scooter in tow. I also cycle a lot including a school run and the roads feel a lot safer. As a resident it is much better to have less traffic using the roads as a cut through, it means that I don't have to wait ages trying to cross the road with a buggy on the Littlemore Road" (Support – Church Cowley)*

- **The local environment feeling nicer/quieter/less polluted** was also significantly more likely to be mentioned by supporters regarding Temple Cowley and Florence Park (both 66%) than for Church Cowley (48%).
  - *"Great improvement in quality of living, less noise, reduced anxiety of crossing the road, hearing birds sing, meeting neighbours outside and hearing with less difficulty." (Support - Temple Cowley)*
  - *"The LTNs are an outstandingly positive initiative that have totally transformed the neighbourhoods, for the better. We now experience a peaceful, calm environment that is safe for pedestrians and cyclists with minimal noise, air pollution and disruption generated by vehicles." (Support – Temple Cowley)*
  - *"I fully support the LTNs. Since the filters went in (even without bollards in place) there has been a tremendous reduction of passing traffic and traffic driving at speed. There is less air and noise pollution. We can hear birdsong"(Support – Temple Cowley)*
  - *"Seeing the children and parents walking along Cricket Road and Rymers Lane to and from school without the usual queues of crawling cars pumping out fumes, (most with one adult and one child passenger) makes me feel very happy." (Support – Florence Park)*
  - *"I am often in Florence Park to for leisure. The LTNs made it much safer and nicer to cycle there. Additionally I am often cycling from Temple Cowley/Iffley into town. Cycling through the LTNs rather than along the main road (Iffley Road/Cowley Road) again takes slightly longer but feels much safer and nicer." (Support – Florence Park)*
  - *"The LTNs have transformed my neighbourhood (Bodley Road) from one that is noisy, polluted and scary to get around in with children, to one that is pleasant, safe and has a much stronger sense of community." (Support – Church Cowley)*
- **More general support for LTNs and a wish to see them continue** was the most likely answer from supporters at Church Cowley, given by 73% there, compared with 60% at Temple Cowley and 54% at Florence Park.
  - *"It's certainly made cycling down Littlemore Road more pleasant as the number of moving cars + parked cars before this LTN meant lots of dodging traffic trying to pass you before*

the next parked car.Please keep them, this is a really positive move!" (Support -Church Cowley)

- *"Significantly safer for my two disabled children. Less traffic near our house,more people on bikes. Strongly support and would be very,very disappointed to see them removed." (Support – Church Cowley)*
- *"The LTN has been a wonderful blessing for the area that comprises Church Hill Road/ Westbury Crescent/ Mayfair Road / Littlemore Road. Much quieter, less rat-running, a stronger sense of community - as only people who live here use the roads now - less pollution, and the roads seem safer… Thank you for trialling it; I hope it becomes permanent."(Support – Church Cowley)*
- *"I fully support the trial, it has encouraged people to find other methods of transport (rather than driving). It's safer for cyclists and pedestrians, much quieter and better for the environment." (Support – Temple Cowley)*
- *"Hopefully it will have a knock on effect down here to Cowley road and make it a bit more pleasant/ that it can be extended all the way along Cowley road. Keep up the good fight against cars!" (Support – Temple Cowley)*
- *"I live on Ridgefield Road, which is adjacent to Cricket Road (and Rymers Lane). I noticed an immediate reduction in drivers using our road as a cut through to drive past Florence Park, which has improved our road enormously. Overall, I really cannot overstate how much benefit I've experienced from these LTN schemes - they've made both my commute and local area feel so much nicer and safer." (Support – Florence Park)*

- **Taking up cycling for the first time, or switching to cycle commuting** was significantly more likely among those commenting on Florence Park (given by 37%) than for Temple Cowley (17%) and Church Cowley (14%).
  - *"Much safer roads for walking and cycling - especially for my eldest child who can now cycle to school by himself. The junction of the Rymers Lane and Cornwallis Road is significantly safer - it was a very dangerous junction before the LTN was installed both for cyclists and for pedestrians ,which was particularly concerning as it was right next to the park. Prior to the LTN being installed I didn't cycle along Rymers Lane with my kids as it felt too dangerous but I do use it now to get into and out of town." (Support -Florence Park)*
  - *"I LOVE the experimental low traffic areas, especially around Florence park. Traffic noise is a big source of stress for me, and I almost always travel by bike, very rarely by other forms of transport. I think if we had more low traffic areas, people who were less confident cycling would be more likely to give it a go, or try more sustainable forms of transport then cars." (Support – Florence Park)*
  - *"I live right next to the Florence Park LTN, so it directly affects me. It has made it possiblefor me to cycle comfortably to the Templar's Square shopping centre in Cowley, most importantly to the Sainsbury's there. It has made it possible for me to cycle safely with my young daughter to there, or to her friends in Florence Park, and even to friends in Littlemore and Blackbird Leys." (Support – Florence Park)*
  - *"I cycle to the swimming pool weekly and I was always worried cycling in temple cowley because of the heavy traffic on Littlemore Rd. Before the LTN I would take my car at night or on rainy day because of the additional danger. Now with the LTN I can cycle on quiet roads all the way across temple cowley. I no longer consider the car as an alternative for this short distance." (Support – Temple Cowley)*

- *"Because I cycled there the other day with my 6 year old on the way to Blackbird Leys leisure centre and it's the first time I've felt safe enough to go there by bike not car - and it was lovely to see kids playing in the streets on the way."(Support – Church Cowley)*

- Comments regarding **Active travel bringing health and environmental benefits** were significantly more likely from LTN supporters in Church Cowley and Florence Park (each 20%) than Temple Cowley (from only 11%).
  - *"By creating safer spaces for cycling I know there are now spaces where I can cycle safely without having speeding cars passing in close proximity or having a collision with one (I'm sure you are well aware there have been a number of accidents at the Rymers Lane/Littlehay Road junction). So I'm happy to be slightly inconvenienced if it gives others that opportunity too, more importantly, if it starts a lifetime habit of healthier activity for the generation that attends the school." (Support -Florence Park)*
  - *"I visit family in this area, and this has encouraged me to start walking instead of automatically hopping into the car. It didn't seem like an advantage at first, but it seems daft not to just walk now. The whole scheme makes sense." (Support – Church Cowley)*
  - *"It has made such an amazingly positive improvement to so many lives around here (Campbell Road). The streets are so much quieter, the air is cleaner, more people exercise, and kids feel safe to use the streets. I myself have made fewer car journeys, reducing pollution and fossil fuel use." (Support – Florence Park)*
  - *"We had 2 cars and we have just sold one, on the basis of no longer needing it, as we use our bikes and on occasion buses for all journeys around Oxford. My kids go to school about a mile away and we can now cycle with them to school, rather than driving them for convenience.*
  - *"The LTN is very close to our house on Crescent Road and it has meant that we have also felt the inconvenience of it, but the nudge towards making healthier (for us and planet) lifestyle choices around our travel choices has far outweighed any inconvenience. Also that inconvenience is ONLY felt when driving, so for us, the choice seemed obvious - Don't drive." (Support – Temple Cowley)*

- Mentions of **supporting public transport** were significantly more likely among those commenting on Florence Park (13%) than the other LTNs.
  - *"The only concern I have with the LTNs is, will they simply displace traffic onto other 'rat runs'? For example, I used to live on Princes St., off Cowley Rd. This was a popular shortcut with impatient driver. LTNs need to be combined with other measures to encourage people to drive less, such as more frequent or cheaper bus services, and bus services which connect parts of the county which are currently under-served." (Support -Florence Park)*
  - *"As someone benefiting from the LTNs, I want the Councils (both City and County) to work together to cut traffic across the whole of the city, by boosting public transport, cycling and walking facilities. One good option would be a stronger version of the proposed "Connecting Oxford" scheme, with extra bus gates, as proposed by Oxfordshire Liveable Streets." (Support -Florence Park)*

- **Littlemore Road** was the most likely specific route to draw mentions from supporters, almost entirely from those commenting on the Church Cowley LTN, and not always positive.
  - *"It's is far easier to cycle from Long Lane through to Rymers Lane with the LTNs in place as there are fewer cars to contend with at the roundabout by Long Lane and at the junction of Beauchamp lane with Cowley/Littlemore Rd." (Support –Church Cowley)*
  - *"My area of Mayfair Road is a rat run between Iffley and Littlemore Road. Cars all along these roads drive excessively fast. I fear for my kids ad for anyone who decides to walk or*

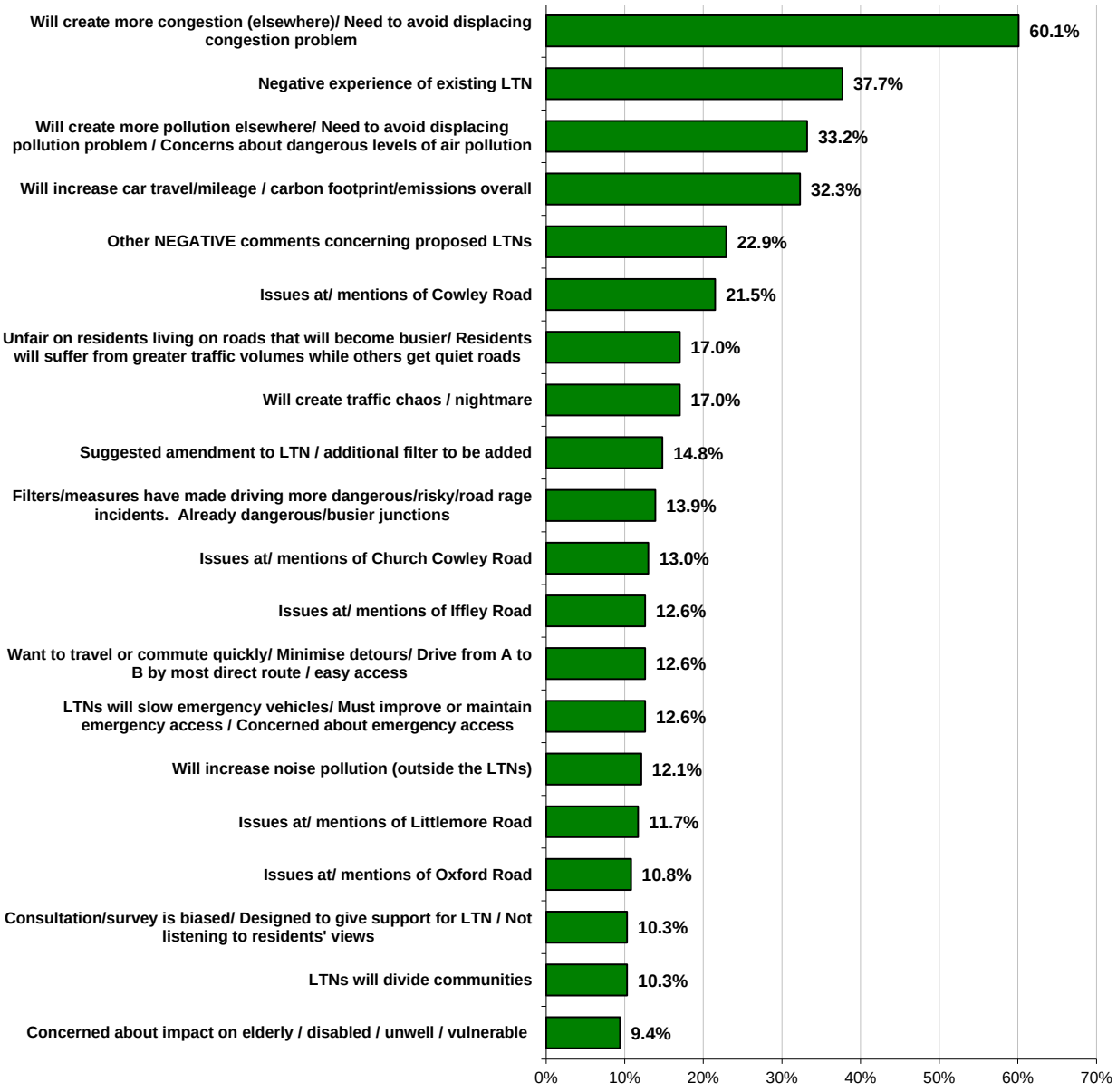
cycle in the area. the LTN has allowed us to travel as a family on cycles more, as well as enjoy a quieter experience on our walks. It has been transformative and I wholeheartedly support this trial."(Support –Church Cowley)

- *"My only reservation is that due to the 6 months plus delay of the ANPR cameras going in, the Church Cowley LTN is very leaky and there is a constant flow of motor traffic down Littlemore Road and through the bus gate on Bartholemew Road. It's very difficult for people to feel the full benefit of the scheme until this is stopped. At peak times there are actually queues in front of Church Cowley school." (Support -Church Cowley)*

- Other **negative comments/ observations** were sometimes made by supporters, e.g. acknowledging that there were downsides to the schemes.This was especially the case in Church Cowley, where14% made such comments, explained partly by the issues at the Bartholomew Road bus gate.
  - *"The ineffectual bus gate (as the camera has not been installed) on Bartholemew Road has unfortunately made that particular road a lot more unsafe and we avoid it as much as we can." (Support –Church Cowley)*
  - *"One point to note is the ANPR cameras are not yet installed on Bartholomew Road, which causes drivers to regularly drive through the bus gate."(Support –Church Cowley)*
  - *"I am still in two minds about the Littlemore Road block, whether that really makes sense, but that road did get a lot of traffic pre-lockdown. Without cameras on Bartholomew road nothing makes sense because everyone ignores those blocks."(Support –Church Cowley)*

- Looking next at those who had concerns but did not go so far as to object to their chosen LTN, Chart Q6d summarises their reasons and concerns.

Chart Q6d. Please let us know the reason(s) why you have concerns about the proposals – Summary of reasons for concerns



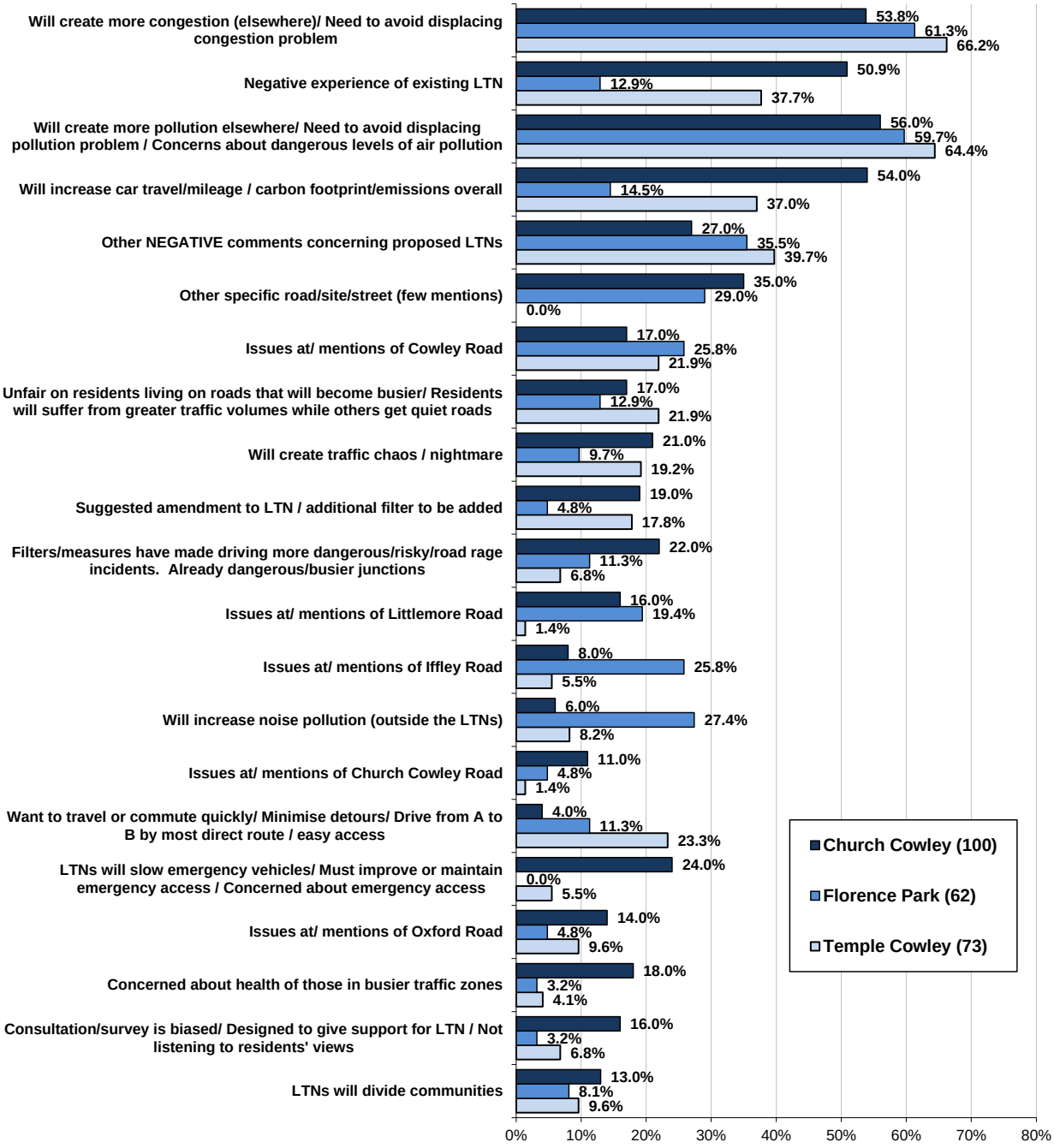
Source: Marketing Means 2022 Base: All who made a comment expressing concerns over the LTN proposals (223)

- By far the most common areas of concern was around the **traffic congestion that LTNs could create elsewhere**, e.g. at the edges of the schemes, the only reason given by more than half (60%).
  - Nearly one in five of those with concerns (17%) commented that it was **unfair on residents living on those roads at the edges of LTNs** and likely to see a higher volume of traffic, while 9% were **concerned over the health of those in the areas** likely to receive a greater volume of traffic.
- A further 17% commented that LTNs could bring **traffic chaos**, and 14% that the **changes to filters and junctions have brought additional danger and risk.**
- Another major concern was **potential displacement of pollution from the LTNs to the surrounding area** (given by 33%), while nearly one in three (32%) felt that the LTNs would **increase vehicle mileage and hence the overall carbon footprint**.

- Well over a third (38%) commented more generally on their **negative experience of an LTN**.
- Several specific routes drew a large proportion of mentions, specifically **Cowley Road** (22%), **Littlemore Road** (12%), **Iffley Road** and **Church Cowley Road** (both 12%).

- In Chart Q6e, we look at how those reasons for support vary between the three LTNs, and then give examples of the types of comments made. As the base sizes are somewhat smaller than for those who supported or objected, the comparisons between LTNs show a greater degree of fluctuation without necessarily showing significant differences.

Chart Q6e. Please let us know the reason(s) why you have concerns about the proposals – Summary of reasons, split by the three Cowley LTNs they mainly refer to



Source: Marketing Means 2022 Base: All who made a comment to express concerns about LTN proposals (shown in brackets)

- **Creating more congestion elsewhere** was the most likely concern raised for all three LTNs given by 66% of those responding for Temple Cowley, 61% for Florence Park, and 54% at Church Cowley, but these were not significant differences.
    - *"I like being able to cycle to Temple Cowley without nearly dying due to speeding motorists, I like no longer having to cycle on footpaths for my own safety." (Concerns -Church Cowley)*
    - *"I work in the Cowley area and these restrictions make travelling through Cowley difficult. It does not solve the traffic problem, it seems to just be moving the issue onto other streets which are also busy made busier. What a short sighted ill thought out project. Perhaps traffic calming measures rather than blocking the roads may be a better option to still allow access/through traffic. As far as I have experienced and heard from others. This is making people's journeys longer and causing traffic problems and pollution to other streets in the areas." (Concerns – Church Cowley)*
    - *"During peak hours pollution increases in main roads where more traffic has been squeezed into, i.e. Between Towns Road, Church Cowley Road and Barns Road, the traffic lights at the Swan junction allow more relief to traffic coming from Oxford Road than from Templar Square and Barns Road." (Concerns - Church Cowley)*
    - *"The Florence Park LTN (and perhaps the other two have contributed somewhat) has made Howard Street a traffic nightmare with unacceptable levels of noise and air pollution, not to mention speeding cars. I have lived on Howard St since 2005 and it has always been on the busy side during peak times but never like this. I'm guessing the traffic has at least doubled this year. In addition to a steady stream of vehicles all day and into the night, by 4 or 5 pm the traffic is regularly backed up to Catherine, Golden and sometimes even Silver Rd. This almost never happened before the three LTNs were implemented." (Concerns – Florence Park)*
    - *"Since the LTNs have been introduced, traffic volumes and congestion along the Oxford Road have become unbearable for residents; traffic routinely queues for three to four hours from 13:00. The associated noise and pollution from idling traffic has forced residents to keep windows and doors closed. Pollution monitoring has only been introduced after the LTNs were introduced and baseline traffic volumes are not available. Continuing with the current LTN filter set up and no decrease if traffic volume cannot continue." (Concerns – Temple Cowley)*
- **Negative experiences of the existing LTNs**, i.e. more general negative opinions, were the next most likely type of answer in Church Cowley (51%), and common in Temple Cowley (38%) but less so in Florence Park (13%). Some overlapped with the displacement of traffic congestion, as covered in the previous paragraph.
    - *"I have a community NHS job and I am concerned about how the LTNs will affect the amount of people I can see in one day as there will be increased journey times. A car is required for the job." (Concerns -Church Cowley)*
    - *"No apparent thought seems to have been given to the impact the traffic squeezed / pushed on to Oxford Road, (Littlemore) and some other surrounding roads. Since then in a matter of a week we have experienced 3 resident cars damaged (insurance claims) by the volume of cars, drivers are very angry / abusive and pollution of petrol intensified. Luckily there hasn't been any accidents involving pedestrians." (Concerns – Church Cowley)*
    - *"The LTNs have delayed my commute to work almost 3x the normal time. I have to leave extra early now and therefore takes away time at home" (Concerns – Temple Cowley)*
    - *"I work at St Gregory the Great Catholic School and my journey time has increased from 30-40 minutes to 75 minutes on a good day and 100 on a bad day of which there are many! …I can see the impact this travel time is having on staff (who are) talking of finding alternate*

employment as they never signed up to over an hour's commute" (Concerns – Florence Park)

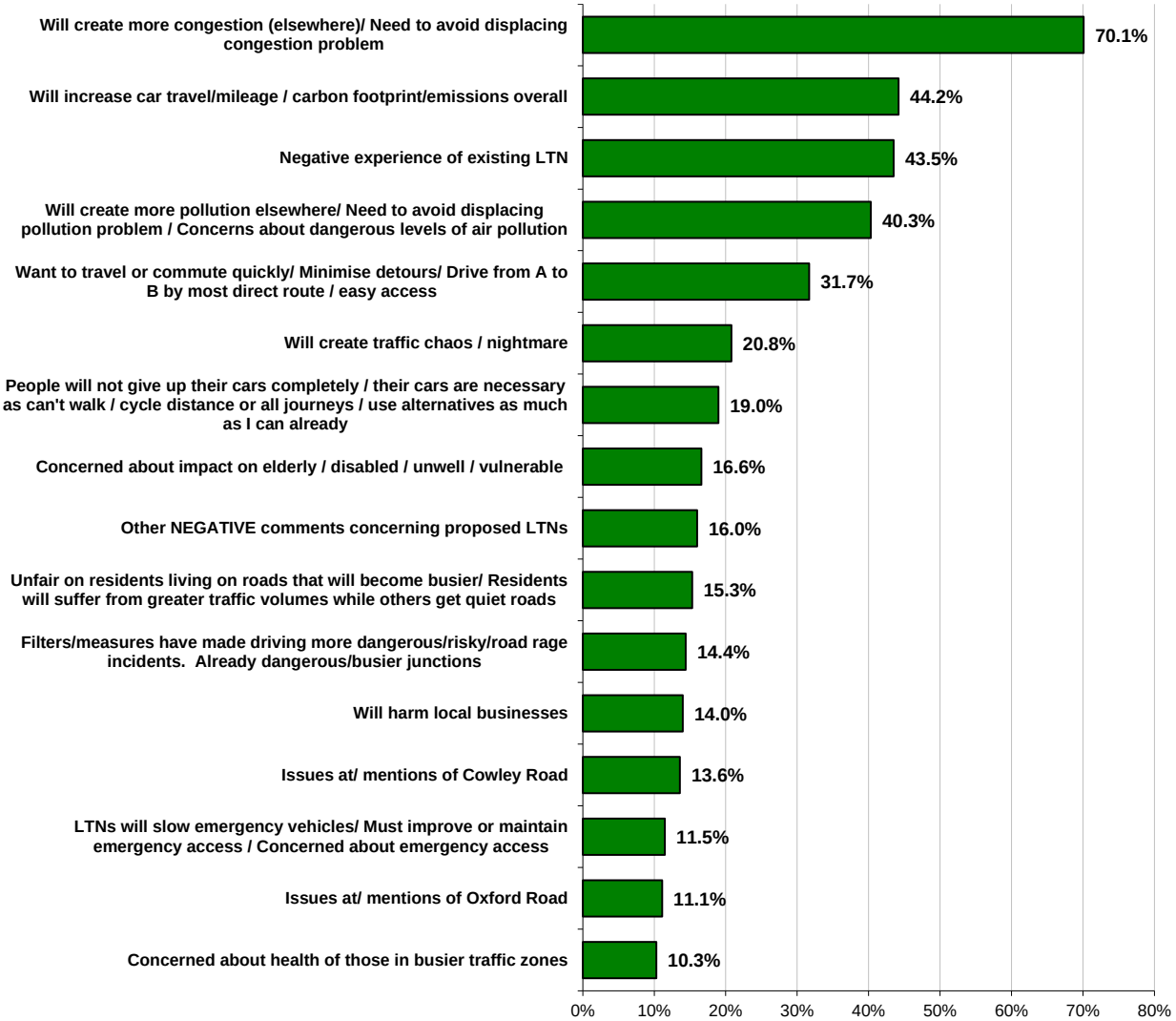
- **Creating more pollution elsewhere** was a commonly-cited reason, from 64% in Temple Cowley, 56% in Church Cowley, and 60% in Florence Park.
    - *"I'm also very concerned about pollution caused by driving much longer distances, e.g. when going east from Bodley Road, I would normally use Bartholomewrd, now I need to go around much longer distances." (Concerns -Temple Cowley)*
    - *"The new rat runs are Wilkins Rd and Fern Hill Rd. Cars are backed up, traffic lights let through about 3 cars. Cars keep their ignition on they don't turn off. Same emissions and pollution. It's become a nightmare to travel round Cowley." (Concerns – Temple Cowley)*
    - *"I really support the concept of drastically reducing the traffic on the roads in Florence Park, but it has had a very big impact on the arterial roads either side. Henley Avenue is very noisy due to additional cars using it and is polluted by the car engine exhaust as motorists queue with engines idling throughout the morning and afternoon traffic. It's not pleasant." (Concerns – Florence Park)*
    - *"It feels like emissions have just shifted to the more main roads and are affecting a lot of houses that don't have the privilege of a garden that people can escape to, whilst all the nice expensive semi detached houses inside the zone get quiet streets and fresher air." (Concerns – Church Cowley)*
- Many roads/ streets drew some specific mentions, but **Cowley Road** was most likely of all, by 26% referring to Florence Park, 22% to Temple Cowley and 17% to Church Cowley. Most mentions were concerned about the impact of LTNs.
    - *"Cowley Road has the worst congestion it's had for the 40 years I have lived on it ....more pollution as traffic travels slower and vehicles are less efficient. ..more dangerous for cyclists as travelling the same speed as vehicles especially bus companies. ...overall a very poor solution to pollution control." (Concerns – Florence Park)*
    - *"Hollow Way & the top of Cowley Road, junction by the original Swan cannot support the increased traffic. The roads that have LTNs are lovely, however it means others are suffering, it seems grossly unfair on those that have to suffer the traffic & pollution." (Concerns – Temple Cowley)*
    - *"Main concern is LTN on Cowley road/Littlemore road which cuts off Herschel crescent to Temple Cowley shopping centre and means a longer journey around and a dangerous right hand turn off Newman road. I feel the main issue is the overall traffic coming in to Oxford. Surely measures to reduce traffic should focus on this first, such as congestion charges." (Concerns -Temple Cowley)*
    - *"I am raising a concern because since the LTN was established, traffic in Cowley road became quite unbearable, particularly in peak hours. Since the measure was adopted, my commuting time to Oxford Science Park has basically doubled." (Concerns – Church Cowley)*
- Some with concerns **suggested an amendment to their chosen LTN**, with respondents commenting on the Church Cowley (19%) and Temple Cowley (18%) LTNs being especially likely to mention ideas for improvement. These were often related to the siting of filters.
    - *"The LTN was placed halfway in terms of residents on Crescent Road. The problem is that due to the Oxford Brookes accommodation at Crescent Hall - it makes the numbers of people top heavy at the top of the road. But many Brookes students don't have cars. it would make more logical sense to have the LTN half way down the hill to allow equal access. I also find that the Cowley Road has become a traffic nightmare. by equalising this out a bit further it would split the traffic from Crescent Road, Marsh Road and the adjoining*

roads onto Hollow Way and the Cowley Road, giving Cowley Road a bit more relief." (Concerns – Temple Cowley)

- *"LTNs have forced residents of my area (Herschel Crescent) to only have Newman Rd as a way in and out of the area. Newman Rd is one that a few years back was recently narrowed as part of a traffic calming process and now you send all the traffic down this way, including buses! I presume who ever decided this system did not try to turn right onto Iffley road?! Crowell Rd is a much wider rd yet this has been blocked. Can you please see some kind of common sense and if you are insisting on LTNs use them with a combination of one way streets so residents are not trapped. Crowell rd should be reopened in at least one direction." (Concerns – Temple Cowley)*
- *"The LTN has dramatically increased traffic congestion around the "Swan" junction and Hollow Way, The standing traffic from Shelly Road to the only way in to this enclave creates significant pollution and access inconvenience for the residents on Oxford Road. If Salegate Lane was 'One way' easterly, the Temple Road residents would have an alternative exit when the Oxford road junction is regularly choked with school car traffic. This would not allow any increased 'through traffic'…" (Concerns - Temple Cowley)*
- *"The barriers on Littlemore Road Cowley are inappropriate and should be taken down. The Bus gate in Bartholemew Road should be at peak times only and fully open during off peak hours." (Concerns – Church Cowley)*
- *"Whilst I am happy to see this experiment on 6 month trial the one road I feel very concerned about is Littlemore Road in Cowley. Whilst the other roads in the 3 trial neighbourhoods are side roads , this road is a connection to Littlemore and has effectively cut off Littlemore from Cowley other than a huge diversionary route via ring road or rose hill. The barrier cuts off car drivers from a shopping centre which residents may need a car to use and get their shopping home. I feel this barrier should be removed as it is not in the same type of road as all other barriers." (Concerns – Church Cowley)*

- Finally, we can review the responses from the large number of respondents who objected to the LTN that they chose to comment on. Their most frequently cited reasons for objecting are summarised in Chart Q6f below.

Chart Q6f. Please let us know the reason(s) why you object to the proposals – Summary of reasons for objecting



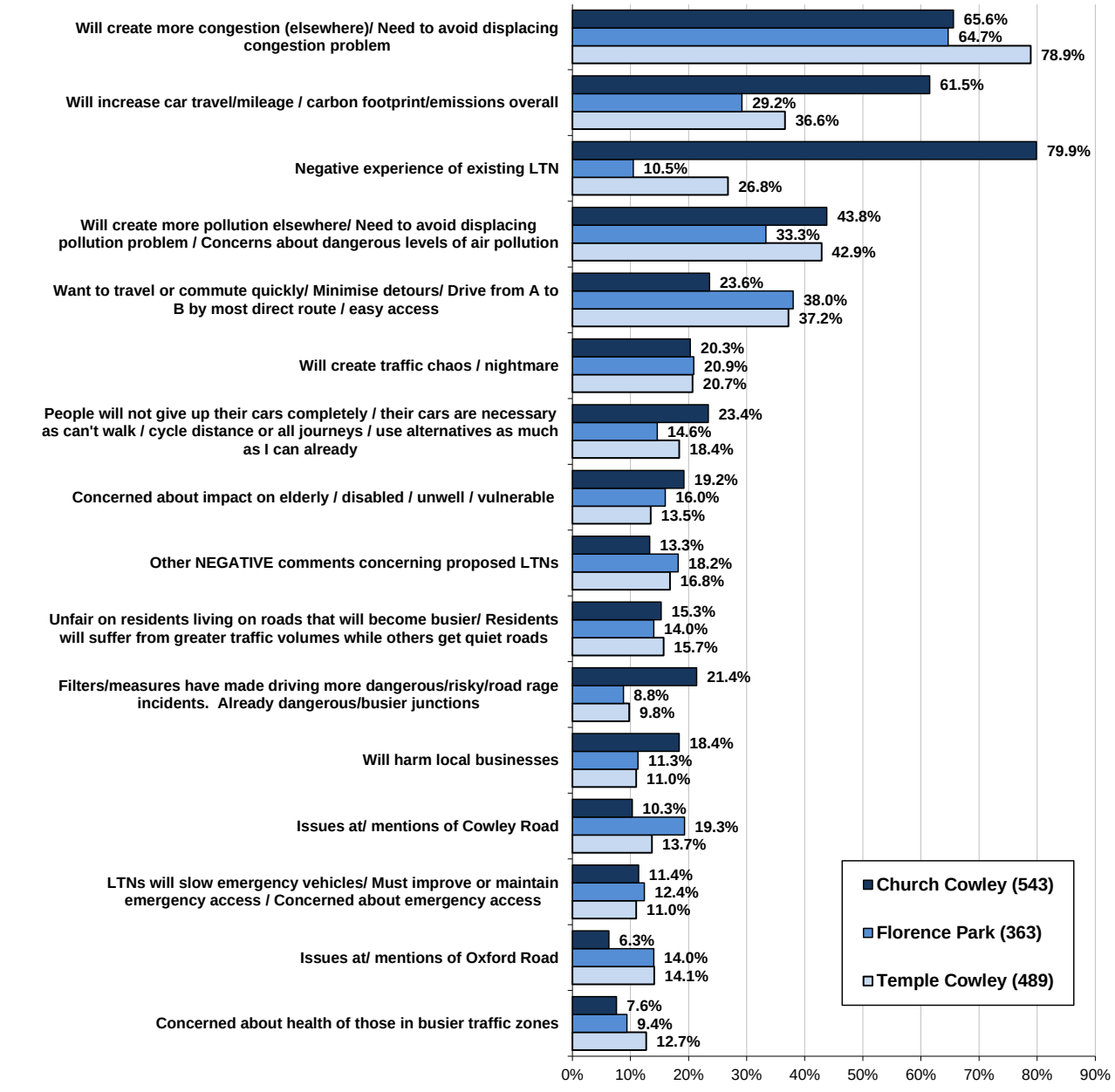
Source: Marketing Means 2022 Base: All who made a comment objecting to the LTN proposals (1,334)

- As was the case for those who expressed concerns, by far the most common reason for objecting was the **traffic congestion that LTNs could create elsewhere**, e.g. at the edges of the LTN scheme areas. This single reason was given by well over two-thirds of all who objected (70%).
  - About one in seven (15%) of those who objected commented in a similar vein that the introduction of LTNs was **unfair on residents living on roads at the edges of LTNs** and likely to see a higher volume of traffic.
- Many had had a **negative experience of their selected LTN** already, with 43% outlining that experience in their comment. A further 21% commented that LTNs could bring **traffic chaos**, and 14% that the **changes to filters and junctions have brought additional danger and risk**. Almost as many (11%) objected to LTNs due to being concerned that the schemes would **slow down emergency vehicles or significantly limit emergency access**.

- Many linked the LTNs to pollution and environmental damage, with 44% believing that the LTNs would **increase car mileage and so the carbon footprint and emissions from travel** in and around the affected areas. Almost as many (40%) felt that the LTNs would simply **create or increase pollution problems elsewhere**, especially on the main roads at the edges of some of the LTNs.
- Several of the comment groupings reflected on how the LTNs impacted on or limited drivers' behaviour. Nearly one in three (32%) of those who objected stated that this was because they **wanted to travel directly to a destination via the quickest route** rather than being forced into detours.
  - Just under one in five (19%) believed that the LTNs would struggle to succeed in their aims as **people would not give up using their cars**, some needing to use a vehicle due to their job or circumstances and others already using alternative means of transport as much as possible.
  - Almost as many (17%) were concerned over the **impact of LTNs on travel/transport for elderly/disabled/unwell/ vulnerable people and their carers**.
- **Potential harm to local businesses** was a concern for 14% of objectors, rising to 54% among those representing businesses.

- In Chart Q6g, we look at how those reasons for objecting vary between the three LTNs, and then give examples of the types of comments made.

Chart Q6g. Please let us know the reason(s) why you object to the proposals – Summary of reasons, split between the three Cowley LTNs they mainly refer to



Source: Marketing Means 2022 Base: All who made a comment objecting to the LTN proposals (shown in brackets)

- **Concerns that the LTNs would simply create more traffic congestion elsewhere** were significantly more likely to be expressed by those commenting on Temple Cowley (79%), but this was still the most likely response among those commenting on Florence Park (65%) and Church Cowley (66%).
  - *"Traffic on the Oxford Road and Church Cowley Road today is appalling, congestion and emissions mid afternoon worse than pre pandemic. Great for some of those who live on roads that now have minimal traffic, awful for everyone else." (Object, Temple Cowley)*

- *"Newman road is now experiencing even heavier traffic flow!, which is now dang erous since the road closure for road works on Oxford Road! I feel that the council has not given any consideration to the residents that live on Newman Road and Cardinal Close. Residents have had their cars damage due to large vehicle's such as buses and lorries, has the council considered the safety of cyclists or pedestrians? This Low traffic experiment has had no positive impact for residents and has made traffic flow through Newman Road unsafe for a residential area." (Object, Temple Cowley)*
- *"This has increased traffic on Hollow Way and in Wilkins Road as Wilkins Road is used as a shortcut when Holloway traffic comes to stand still very often during rush hour. Increased traffic during rush hours as traffic cannot go through the newly introduced LTN C rescent Road, Temple Road etc.. This has made living in Wilkins Road a hell as we are seeing so much increased traffic trying to do shortcuts via Horspath Road and through Wilkins Road and Fern Hill Roads especially when Hollow Way gets jammed with traffic and cones to stand still." (Object, Temple Cowley)*
- *"All of our journeys have more than doubled in time and the roads that are left open are busier and far more dangerous" (Object, Church Cowley)*
- *"The LTN has caused about four times as much traffic on Rosehill to the extent it is a nightmare getting out of my road.I was sat for 20 minutes trying to get out of Courtland Road where it is nose to tail with people who would usually turn down Newman Road, finally getting out to realise Red Bridge and Hinksey are grid locked due to the nose to tail extending to both, how is this helping anyone? My journey has over doubled with three quarters of it being nose to tail" (Object, Church Cowley)*
- *"I am fully in support of managing traffic, and was in support of tria lling the LTN scheme. As we live with the new restrictions, there are a number of issues that have come to light, which I believe are a real cause for concern. Having to use only the main roads congests them further: During peak travel times there are serious traffic jams. The main routes are not able to cope with the level of traffic." (Object, Florence Park)*
- *"Traffic on Howard Street has never been so bad since the LTNs were introduced. My car has been damaged as a result of the increased traffic and the pollution on the street in rush hour is unbearable. I am all for reducing traffic but do not increase traffic down other residential streets by only blocking some roads and not others." (Object, Florence Park)*

- Those commenting on Church Cowley were significantly more likely to suggest that the LTNs would **increase overall vehicle mileage and hence the overall carbon footprint of Oxford's vehicles**. This was cited by 62% in regard to Church Cowley, but only 29% in regard to Florence Park and 37% in regard to Temple Cowley.
  - *"This LTN has increased all my necessary car journeys external to the LTN in both time and distance (no other transport is available for these journeys). Depending on where I am going to or coming back from there is now one point of entry compared to the six previously available so I must always join queues to get to my assigned entrance. I sit on the ring road in traffic to get to the Newman Road entrance or gamble that it is quicker to proceed anticlockwise round the LTN to approach Newman Road from the north." (Object, Church Cowley)*
  - *"As a resident of Rahere Road my only access in and out of my home is via Newman Road which is severely congested and a very dangerous turning turn to the right towards Iffley. I have an increased journey time wherever I am going and is certainly not reducing air pollution." (Object, Church Cowley)*
  - *"Whilst I understand the need by some to make their streets safer and less polluted it can't be at the detriment of everyone else, these low traffic schemes have seen increased journey*

times around Cowley and increased pollution on the roads left open." (Object, Church Cowley)

- *"My journey is now an extra 10 minutes and a mile longer. I don't mind the added distance, but I sit in congested traffic for most of this time as I now have to sit through 5 sets of traffic lights before getting onto the ring road rather than 1, and I believe this is a massive reason for the additional congestion time. This is surely only harming Oxford's plan to reduce emissions." (Object, Florence Park)*
- *"I must drive my car, but with the LTN in place, I have recorded an extra 8 to 10mn per trip, it makes around 40mn of EXTRA gas emissions, so definitely not improving the quality of air or my finances when it comes to spending on more petrol." (Object, Florence Park)*
- *"I'm all in favour of schemes which encourage people to think again about small car journeys. But any savings made like this are countered exponentially by cars forced to double or triple journey times by going 1 or 2 miles out of their way on the only remaining route. I'm sure the LTNs lead to an overall large net increase in energy use and pollution." (Object, Temple Cowley)*
- *"I feel cut off as I don't want to go out in the car. 5 minute journeys are now taking 20." (Object, Temple Cowley)*

- Many felt that LTNs would **create more pollution elsewhere, simply displacing it from the LTN areas**. This was cited by similar proportions of 44% and 43% for Church Cowley and Temple Cowley respectively, but by only 33% for Florence Park.
  - *"They have increased my travelling time to jobs within this area. This, therefore, has increased my pollution output from my vehicle. The routes that you are now forced to take have now had an increase in traffic flow and pollution. Can it be right that the residents who now have increased traffic and pollution suffer because a few people want less traffic in their road?" (Object, Church Cowley)*
  - *"The LTN is killing Cowley metaphorically and, potentially, actually killing people trying to get to the J.R. via vehicles caught up in gridlocked roads. The City Council want to reduce the air pollution in the city centre but are deliberately increasing it where the people live!" (Object, Church Cowley)*
  - *"The congestion on lower Holloway is ridiculous, the air pollution there must be over the legal limit most of the day." (Object, Temple Cowley)*
  - *"It's just moved the traffic to one concentrated place - the main road. Caused more pollution for our household and I have asthma so this affects me whereas before this wasn't an issue with the through roads." (Object, Temple Cowley)*
  - *"The air pollution for a select few roads is merely being diverted to other roads and/or increasing it in an already highly air polluted road. This appears discriminatory based upon post code/availability of housing. To knowingly divert air pollution to other areas, which is known to increase risk of respiratory illness amongst other illnesses, would be open to challenge." (Object, Florence Park)*
- 79% of those commenting on Church Cowley mentioned a **negative experience that was due to the LTN**. This was well ahead of the corresponding proportions for Temple Cowley (27%) and Florence Park (11%).
  - *"Takes longer to get children to school and cars racing down our Rd and Littlemore/Crowell Rd. Traffic diverted through Newman Rd very dangerous now" (Object, Church Cowley)*
  - *"I regularly need to drive through from Sandford on Thames to Iffley road and Church Cowley road. The road closures have caused absolutely dreadful traffic on Church Cowley*

road and it is incredibly dangerous now when my kids get out or if the car to visit my mum" (Object, Church Cowley)

- *"It's ridiculous that you have blocked a main road that allows residents in my area and others access Templar's Square and Cowley. It's all well and good making residential roadsLTNs but not at the expense of people that need to drive due to distance/disabilities etc. The bus is not regular in Minchery Farm, like other parts of the area like Blackbird Leys/Rose Hill. It therefore makes all residents now have to either go via Newman Road, Rose hill and the Church Cowley Road, or the bypass to Cowley to enter this area adding more time to journeys and pollution to those areas as this is then more than a 3 mile round trip" (Object, Church Cowley)*
- *"The reality of these LTNs is that it is simply pushing the problem into the streets that haven't been blocked and the volume of traffic that is now on Howard Street is totally out of control. For example every day now we have 3 hours of backed up traffic idling outside our house, three times a day as a result of the other roads connecting Cowley and Iffley road being diverted. On the weekends the traffic is backed up along Howard at ALL DAY! The level of fumes and pollution levels coming into our house must be in excess of anything legal." (Object, Florence Park)*
- *"Access from my place to work, friends and family has been made a nightmare. Work at Cowley Centre, Family at Florence Park and Crescent Road. I now have to drive further and sit in traffic on the Cowley, Oxford and Iffley roads. No thought has been spared for families on the Iffley, Oxford, Cowley and Holloway Roads who have to live with this mess." (Object, Temple Cowley)*

- Almost one in three objected to LTNs as they felt that **people wanted to travel or commute quickly, and via the most direct route**. This was highest for the Florence Park LTN (38%) and Temple Cowley LTN, but significantly lower at 24% for the Church Cowley LTN.
  - *"LTN has increased congestion and pollution on all main roads, dramatically increasing travel times, almost feel imprisoned at times! It also prevents normal access to friends and near neighbours the other side of barriers. It is all needless intervention - before there was not a problem with free access everywhere - now there is a problem - crazy!" (Object, Florence Park)*
  - *"If anything it has made the traffic in Cowley Road more congested than ever. What was before a 5 drive to St Frideswide School, it is now 15 min at least. Where is the gain here?" (Object, Florence Park)*
  - *"I object because Hollow Way and Cowley Road from Shell up Marsh Lane or even further are full of stuck cars! this summer I wanted to go to Templar square from my place usually a 3 min drive before the LTN ,after 40 minutes of driving I haven't reached the end of Holloway which made me so angry that I had to turn around and go back home as I was getting late to work !!!" (Object, Temple Cowley)*
  - *"I can't go anywhere without sitting in traffic. I have to add 45 minutes to all my hospital appointments for the new traffic," (Object, Temple Cowley)*
  - *"The roadblocks do nothing to address people's use of cars. The roadblocks actually increase the distance people have to drive, concentrate traffic and increase everyone's journey time. They are counter-productive and completely illogical. They have been badly thought through and poorly implemented. The road network is designed for the movement of people and has evolved to meet the needs of the population. Obstructing the roads is a backwards step." (Object, Church Cowley)*

- Similarly, many felt that **people would not give up their cars completely, often as they had no realistic alternative**, and this was significantly higher for Church Cowley (23%) than for Temple Cowley (18%) or Florence Park (15%).
    - *"I believe residents will continue to make car journeys, because in many cases they have to, and I believe the LTNs as conceived actively discriminate against people who do not have other options for getting to work, for visiting friends and relatives, for going about their daily lives." (Object, Church Cowley)*
    - *"Both my wife and I are disabled can only get to shopping centre by car or to doctors dentist, chemist, banks. Can see most of this from my house but now have to drive to Littlemore in opposite direction to get to Newman road queue to cross the road by roundabout travel down rose hill to get to Church Cowley road then to centre, if you want more pollution you are certainly getting it now." (Object, Church Cowley)*
    - *"Whilst I agree with the broad aims of the LTNs, it seems to me that in some ways this is putting the cart before the horse. I understand the scheme is experimental, but without a larger number of alternatives for people, I can't see this getting people out of their cars in significant numbers. As it is at the moment, it simply seems to be shifting traffic from one road to another; yes Cornwallis Road, for example, is quieter, but Church Cowley Road certainly is not." (Object, Florence Park)*
    - *"I have to drive for work and I work for the NHS and LTNs are increasing my petrol consumption and increasing my CO2 emission not reducing it. I use the VOI electric scooters when I am not working to do my part for the environment but making my already difficult job more difficult is not acceptable." (Object, Temple Cowley)*
- The proportion feeling that **LTNs harm local businesses** was higher for those objecting to Church Cowley (18%) than for those objecting to Florence Park or Temple Cowley (11% in both cases). We provide more examples of comments from businesses below given that most other comments presented in this report deal with provide the perspectives of individuals.
    - *"The Oxford Road LTN should be removed to allow access to the Cowley Centre car parks and the John Allen Centre where businesses have been affected by people avoiding coming into Cowley due to the LTN's." (Object, Church Cowley)*
    - *"Not only have the LTN restrictions made it incredibly difficult to get around for us that need to use a vehicle for our work, they have extended journey times therefore adding to pollution. The Crowell road and Bartholomew road closures have impacted business in Cowley centre. Also why is the bartholomew road LTN allowing access to taxi drivers?? They are a business providing a public service as much as I do as a heating engineer." (Object, Church Cowley – Business)*
    - *"My business has been affected by over 40% reductions in sales." (Object, Church Cowley – Business)*
    - *"Not only have the LTN restrictions made it incredibly difficult to get around for us that need to use a vehicle for our work, they have extended journey times therefore adding to pollution. The Crowell road and Bartholomew road closures have impacted business in Cowley centre. Also why is the bartholomew road LTN allowing access to taxi drivers?? They are a business providing a public service as much as I do as a heating engineer." (Object, Church Cowley – Business)*
    - *"At St Gregory the Great Catholic School, we already find it extremely difficult to recruit due to the cost of housing and rent in Oxford. This is now being further compounded as colleagues are looking to find jobs closer to home as the LTNs are putting increased journey times to and front work, an additional cost financially. There is increased traffic when leaving the premises, Howard Street can take anything between 5 minutes if colleagues can*

leave at 3pm which is not viable to 30 minutes as the traffic is backed up when trying to turn from left into Howard Street and then equally on to the Iffley Road. The traffic is backed up." (Object, Church Cowley – Business)

- *"There are no alternative routes to go about servicing my customer when idiots dig up the Cowley/Oxford today I sat here for over an hour. LTN s need to be flexible and opened when major routes are closed or seriously affected as a result of roadworks. THIS IS COSTING ME MY LIVELIHOOD!!!." (Object, Florence Park - Business)*
- *"By adding these barriers, you have added several miles, and time to the commute times of each of my 4 staff. As well as bottling up traffic, forcing more cars onto fewer routes, making traffic slower. This is a waste of time, fuel and energy. This further affects our clients, who often don't know the city, and are suddenly stuck somewhere." (Object, Florence Park - Business)*
- *"LTNs … make the problem worse by increasing the times that people spend in their vehicles with engines running but unable to go anywhere. I appreciate the misguided counter argument that people will give up their vehicles, but this totally neglects the fact that a large proportion of road users, like myself, have to use their vehicles to provide services to people and transport and collect goods for our businesses. If a solution is sought to the traffic problems in Oxford it is very simple - don't create MORE traffic! Use the resources instead to support the funding of School Buses (like in the USA) and enforce the existing rules restricting students from using cars in Oxford." (Object, Temple Cowley - Business)*
- *"I have already noticed potential customers are thinking twice about coming in to use our business as they do not want to navigate there longer way around or get caught in traffic." (Object, Temple Cowley - Business)*
- *"It creates excessive traffic in other areas which were previously already busy roads causing a nightmare to businesses such as ourselves trying to get to plumbing emergencies etc." (Object, Temple Cowley - Business)*

- People objecting to the Church Cowley LTN were more likely than others to comment on how **filters and measures in the area had caused various incidents** (mentioned by 21% for Church Cowley but by only 9% for Florence Park and 10% for Temple Cowley).
  - *"I feel so sorry for the residents of Westbury Crescent as, ever morning & evening they are subject to traffic from - Kelbourne Road, Hisborough Road, Hislborough Crescent, Fairley Road and Wykombe Crescent, driving down their road, creating chaos. I have to use this road during the weekdays for work and if more than 1 or 2 cars are trying to turn right onto the A4128 - Rose Hill, I can sit there for up to 15 mins!! Also this turning is on the brow of a very nasty hill" (Object, Church Cowley)*
  - *"I strongly object to the LTN's in Littlemore Road and Bartholomew Road. The Littlemore Road is a main road to Templar's Square and not a rat run and the blockade of this road should be removed as soon as possible. Living in Bodley Road, we now have only one exit route, this is via Newman Road junction and this is an extremely dangerous junction to navigate. I'm certain there will be a serious accident there before too long and then the idiots who thought this would be a good idea can hang their heads in shame. " (Object, Church Cowley)*
  - *"There have been so many more accidents on Newman Road, the LTNs have created more angry and less tolerant drivers. This has not reduced traffic, pushed it all onto other areas." (Object, Church Cowley)*

- *"The ONE route we have to leave our area is deadly dangerous. The right turn out of Newman Road is a game of Russian roulette, compounded by the road narrowing/crossing (I'd be petrified to cross there on a blind bend)." (Object, Church Cowley)*
- *"In Florence Park as a resident, there used to be 6 exits out, Clive Road, Littlehey Road, Cricket Road , Cornwallis Road, Florence Park Road and Rymers Lane. Now we only have 2, Rymers Lane and Florence Park Road. I have to say that I rely on leaving and returning by my van as my work dictates this. My journey times have increased drastically and on some days it has take 10 mins just to join the traffic on Church Cowley Road, when before this I was able to join within a minute or 2. Oxford Road and Church Cowley Road are virtually at a standstill. I have witnessed cars mounting pavements in Cricket Road turning to u turn at the bollards." (Object, Florence Park)*
- *"I work for the NHS in a community role and my travel time has more than doubled. This is making an impact on who I can see. Anytime there is an accident or roadworks then there are no filters for the traffic to go down and it all sits on Hollow Way. If you think this acceptable then do a house swap with someone who lives here and see how much you buy in to the argument then." (Object, Temple Cowley)*

Appendix 1: Survey Questionnaire

Low traffic neighbourhoods (LTNs) - Oxford, Cowley area

Let's Talk Oxfordshire

Low traffic neighbourhoods (LTNs) survey

A. About you.

Please select **one** of the following that best describes the capacity you are completing the questionnaire in.

(Choose any one option) (Required)

- ☐ As an individual
- ☐ As a business
- ☐ As part of a group/organisation
- ☐ Rather not say

Please enter the name of the **town/village** only, where you currently live or the business/group you are responding on behalf of is based.

(Required)

Please enter the name of the **road** only, where you currently live or the business/group you are responding on behalf of is based.

(Required)

Are you happy to be contacted via the email address you have supplied to be kept informed about this consultation ?

(view the County Councils privacy notice to understand how and why information about you will be used by Oxfordshire County Council)

(Choose any one option) (Required)

- ☐ Yes
- ☐ No

B. Your views & opinions.

Please select **one** of the following low traffic neighbourhoods (LTNs) you are responding to.

(Choose any one option) (Required)

- ☐ Church Cowley
- ☐ Florence Park
- ☐ Temple Cowley

Please select **one** of the following that best describes your opinion of the experimental low traffic neighbourhoods within the Cowley Area of Oxford.

(Choose any one option) (Required)

- ☐ Support
- ☐ Object
- ☐ Concerns
- ☐ No opinion

Please let us know the reason(s) why you are supporting , raising concerns or objecting to the proposals ?

(Required)

APPENDIX 2: Cover page for Let's Talk Oxfordshire to explain positioning of consultation

Introduction

During March 2021, Oxfordshire County Council introduced a trial of 3 Low Traffic Neighbourhoods (LTNs) within the Cowley area. This means the introduction of traffic filters at specific points across Church Cowley, Temple Cowley and Florence Park. A Low Traffic Neighbourhood is an area where through traffic is prevented so that residents can enjoy a quieter neighbourhood and feel safer when they walk, cycle or go by wheelchair.

The LTN will prevent people from outside the area driving through the neighbourhood by the use of "traffic filters" which can be either planters or bollards. Where there is a bus route, camera enforcement filters will permit buses, taxis and private hire vehicles through, but prevent all other motorised vehicles.

All streets will continue to be accessible to residents, visitors and deliveries by car or van, but drivers may need to choose a different route. The LTN will not affect parking in the area except at the filters where some additional areas of double yellow lines have been introduced for safety reasons and to permit turning traffic.

What do I need to do?

All residents' homes remain accessible by car, van and lorry, but those driving may need to change their routes to get there.

- It is important that if you live on or drive along any of the following roads that you plan your route ahead to be ready for the changes.
- You can open the location plans to look at where the filters are. The detailed filter plans show the exact location and any new double yellow lines to be introduced.

A traffic filter is either a bollard or a planter. The traffic filters will prevent all motorised traffic (including cars, taxis, vans, lorries and motorcycles) passing through the filter. Those which are on bus routes will permit buses, taxis and private hire vehicles to pass through. Cyclists, pedestrians and those using disability buggies can pass through all the filters.

Why is the Council doing this in the Cowley area?

Temple Cowley, Church Cowley and Florence Park have been chosen as a priority for two main reasons.

Firstly, the neighbourhoods suffer because many drivers from outside the area take shortcuts along the residential streets. Many residents have complained to the Council about the problems of short-cutting traffic including noise, danger and nuisance.

Secondly, there are strategic cycle routes running through the neighbourhoods which serve both the local areas and areas further out. Traffic makes cycling and walking along these routes unattractive. The Council aims to make these cycle routes more pleasant in support of wider policies to support active travel, reduce air pollution and tackle climate change.

What did Cowley residents say about the LTN?

In December 2020, we sent out letters to all residents inviting them to fill in an on-line asking their opinion of the LTN proposals. Over 1000 residents responded to the survey. Residents in all 3 areas expressed majority support for their local LTN proposal.

LTN Area	Total Support	*Fully Support*	*Support with reservations*	Neutral or no answer	Do not support
Church Cowley	59%	*46%*	*13%*	3%	38%
Temple Cowley	71%	*59%*	*12%*	1%	27%
Florence Park	79%	*70%*	*9%*	2%	19%

What happens next?

We are introducing the LTN via a legal process called an Experimental Traffic Regulation Order (ETRO). ETROs are used when it is very difficult to assess the impacts of the scheme beforehand, but the cost of implementation is relatively low.

In an ETRO, the Council introduces the scheme as an experiment first and there is then a six-month period after the scheme is introduced when the public can see for themselves the impact of the scheme and the Council can monitor its impacts. At the end of the six-month period, the Council assesses the impacts, including any letters of support or objections, and decides whether to confirm, cancel or extend the ETRO for up to 12 months longer to allow further consultation and monitoring.

What will the Council be monitoring?

The Council is setting up a comprehensive monitoring programme to fully understand the impacts of the scheme. This includes monitoring the impacts of motorised traffic within the areas and traffic along the surrounding main roads, air pollution and noise levels, and cycling and walking levels on the main cycle routes. We will also be asking the opinions of residents, visitors and businesses as the LTN scheme continues.

Leave your comments.

Please read the information provided on this consultation, your views and opinions matter. Please take the time to complete the survey, your response should be completed and returned by **Friday 19 November 2021**.

Whilst we will endeavour to answer simple queries during the course of the consultation, due the potentially large volume of responses received any more complex questions/issues will be appraised and dealt with as part of consultation process.

When will a decision be made?

The County Council will review the responses and prepare a report to be presented to the Cabinet Member for Highway Management at a meeting provisionally scheduled for early in **2022**. This will be a public meeting at which members of the public may apply to speak. The agenda and reports for this meeting will be available on the Oxfordshire County Council web site about a week before the meeting (please note that occasionally it is necessary to defer reports to a later meeting, and it is therefore advisable to check the agenda ahead of attending a meeting). The Forward Plan of decisions meetings can be viewed here. *[https://mycouncil.oxfordshire.gov.uk/mgListPlans.aspx?&RPID=115&bcr=1bcr=1]*