



**Cabinet
Tuesday, 19 July 2022**

**SUPPLEMENTARY DOCUMENTS – ITEM 6
PART 1**

6. Cowley LTN Experimental TRO (Pages 1 - 444)

Annex 1

Annex 1A – page 43

Annex 2 – page 353

Annex 3 – page 355

Annex 4 – page 357

Annex 5 – page 443

This page is intentionally left blank

Analysis of Data from East Oxford LTN Public Consultation

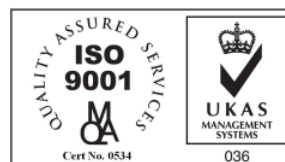
Report on consultation results

Summary Report v3.1 Appendix 1

February 2022

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

For:



CONTENTS

Executive Summary of Survey Findings	3
1. Introduction	6
1.1 Background and method	6
1.2 Author and publication	6
1.3 Presentation of percentage results in this report	7
1.4 Quality Management	7
2. Profile of Consultation Respondents	8
2.1 Role of respondents	8
2.2 Location of respondents	9
3. Support, Concerns or Objections in regard to the experimental low traffic neighbourhoods (LTNs) within the Cowley area of Oxford	11
3.1 LTN to which the response relates	11
3.2 Level of support for the experimental low traffic neighbourhoods within the Cowley Area of Oxford.....	13
3.3 Overall views of the experimental low traffic neighbourhoods within the Cowley Area of Oxford.....	14
4. Reasons for Supporting or Objecting to the Proposals.....	17

Appendix 1: Consultation Questionnaire

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

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 scores¹ 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 and emissions overall**, and 30% believing that LTNs would **displace pollution on 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 that the **environment of the area had improved** through reductions in traffic and pollution.
- 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 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 fieldwork². 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.

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

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, 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 to 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 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 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.

1.4 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.

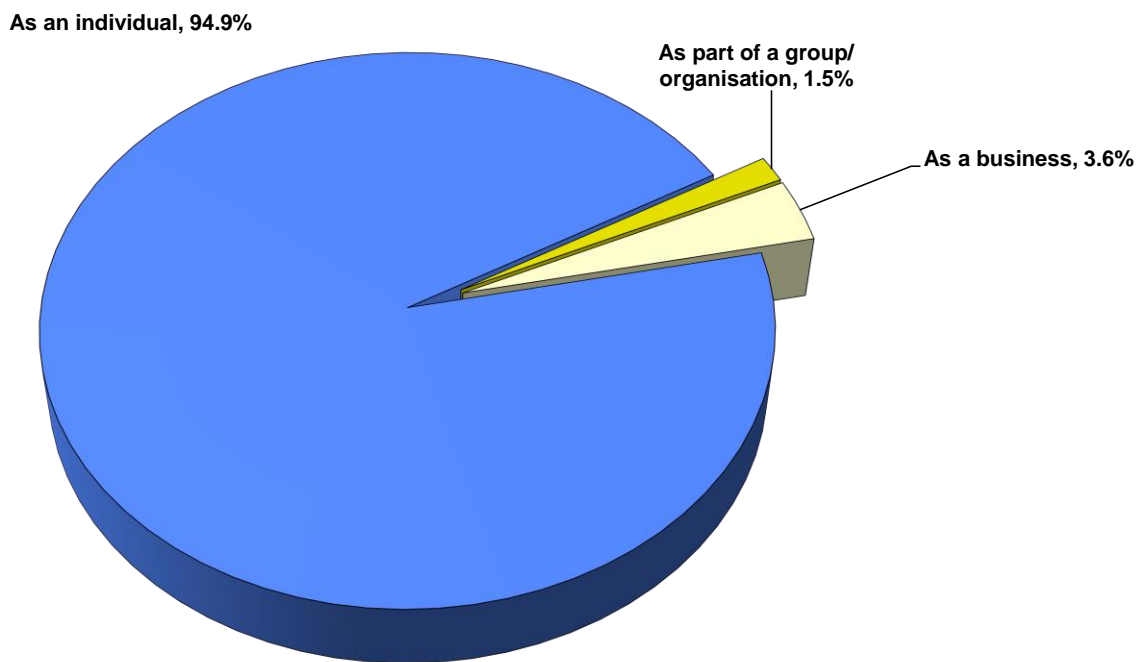
2. Profile of Consultation Respondents

This section 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

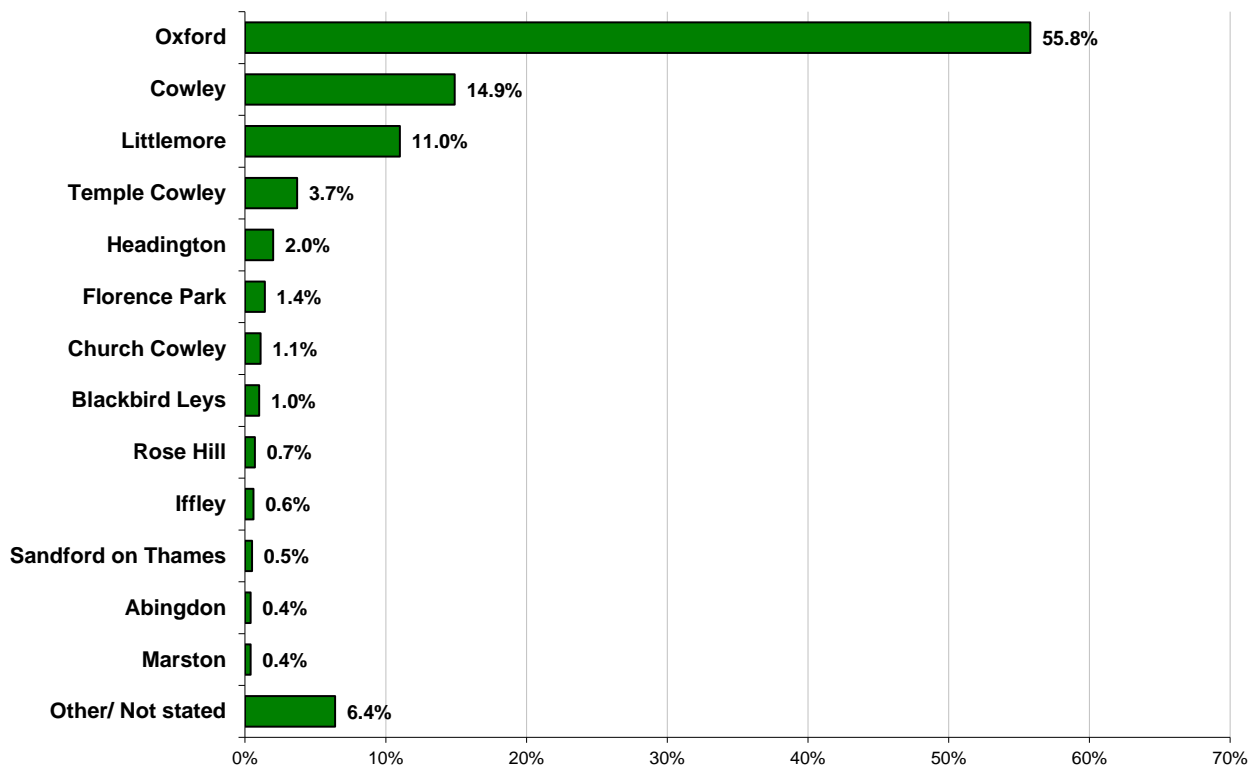
Base: All respondents who gave a valid answer (2,068)

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.



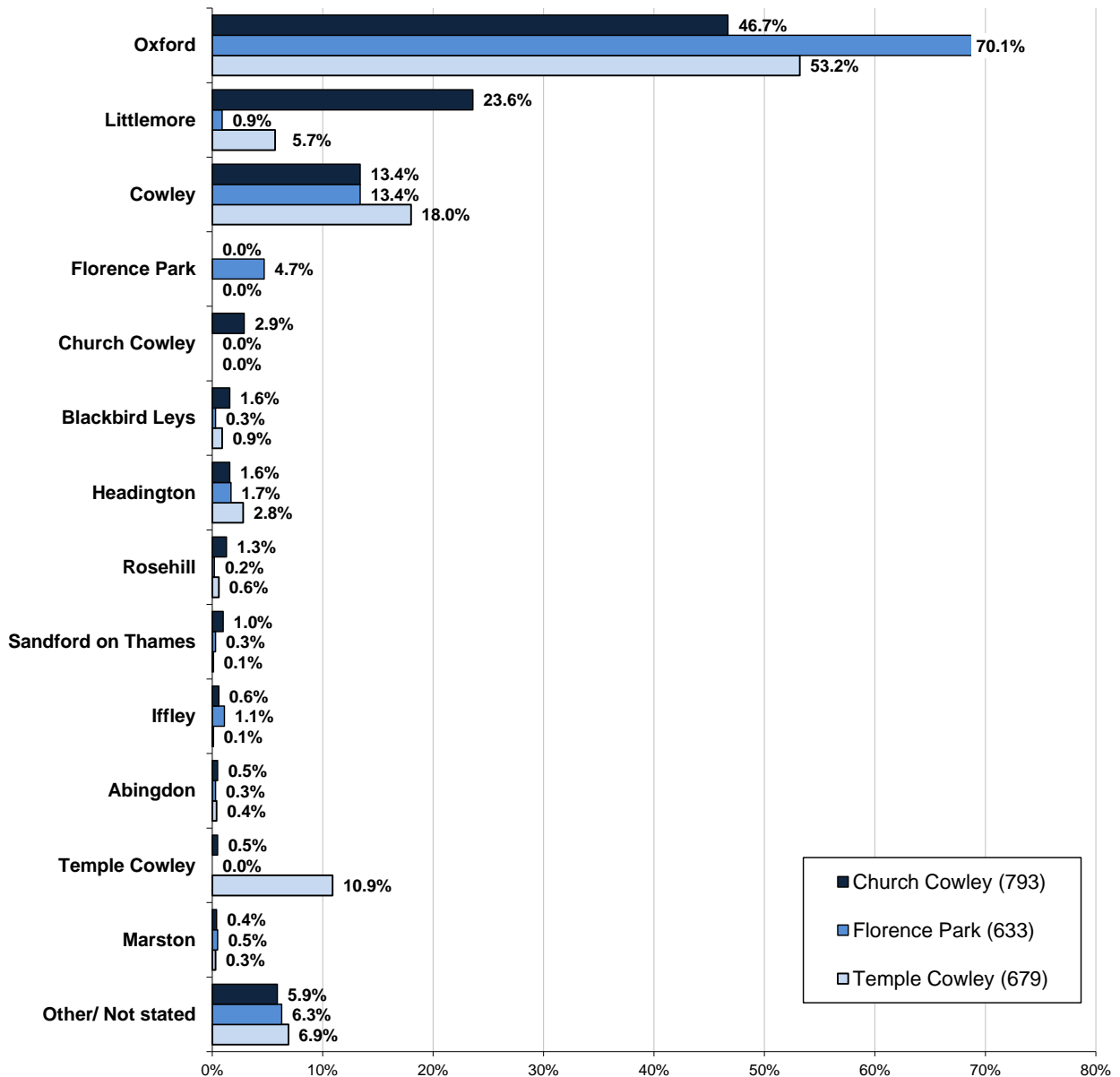
Source: Marketing Means 2022

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 regarding 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 regarding 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)

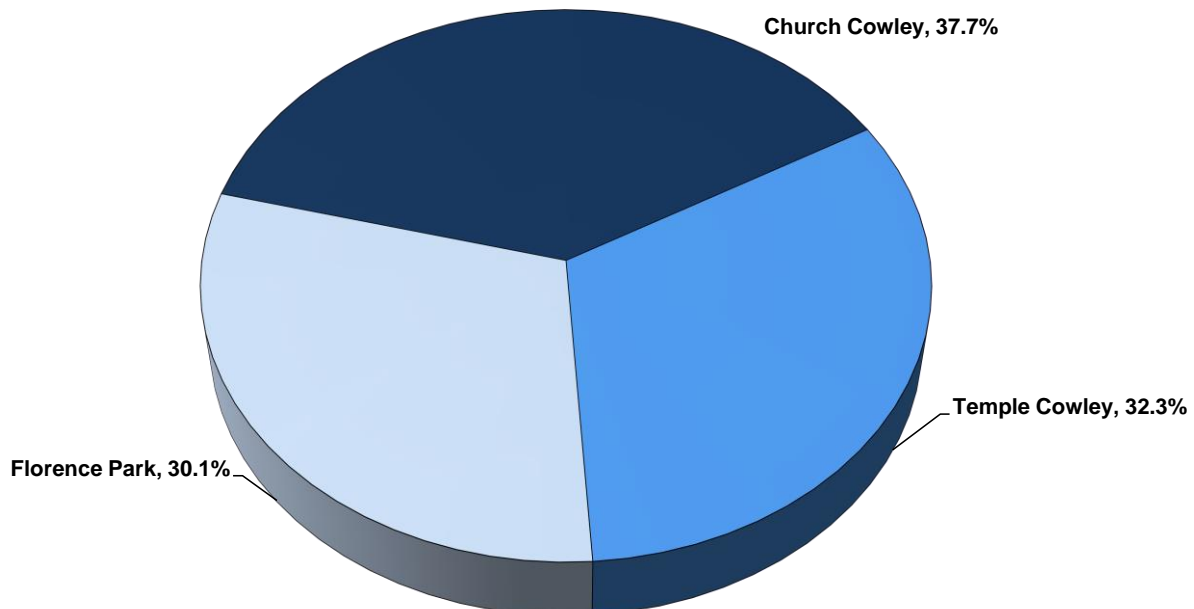
3. Support, Concerns or Objections regarding the experimental low traffic neighbourhoods (LTNs) within the Cowley area of Oxford

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 an 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 enough 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 regarding 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.

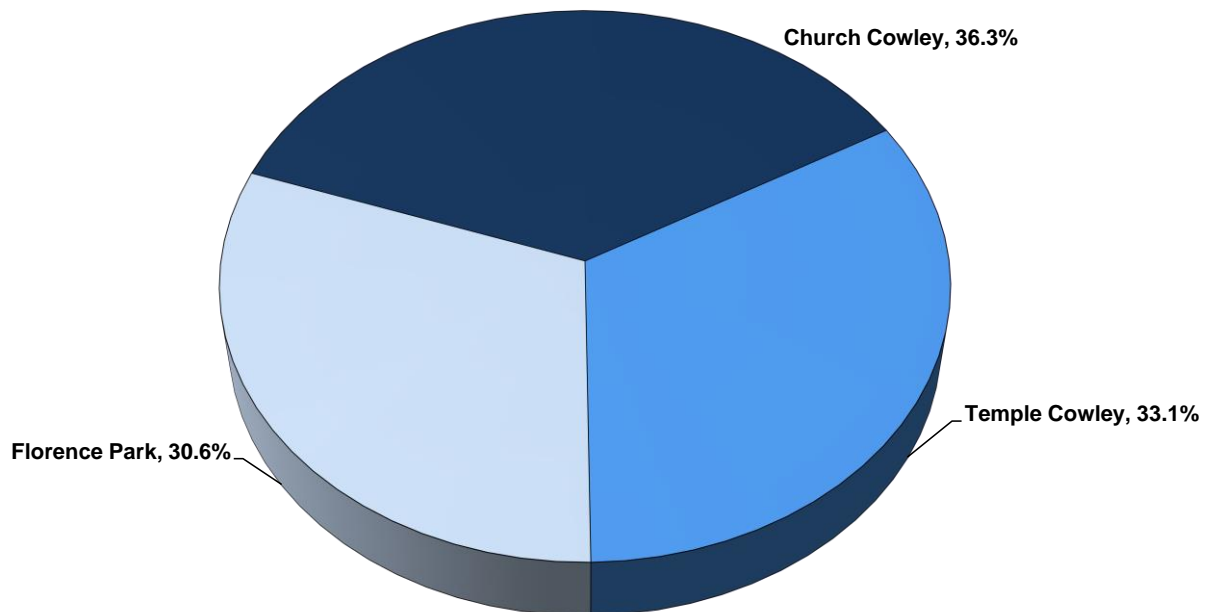


Source: Marketing Means 2022

Base: All respondents who expressed an opinion (2,105)

- The responses can also be looked at, however, regarding which LTN or LTNs the respondents indicated they were answering regarding. 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)

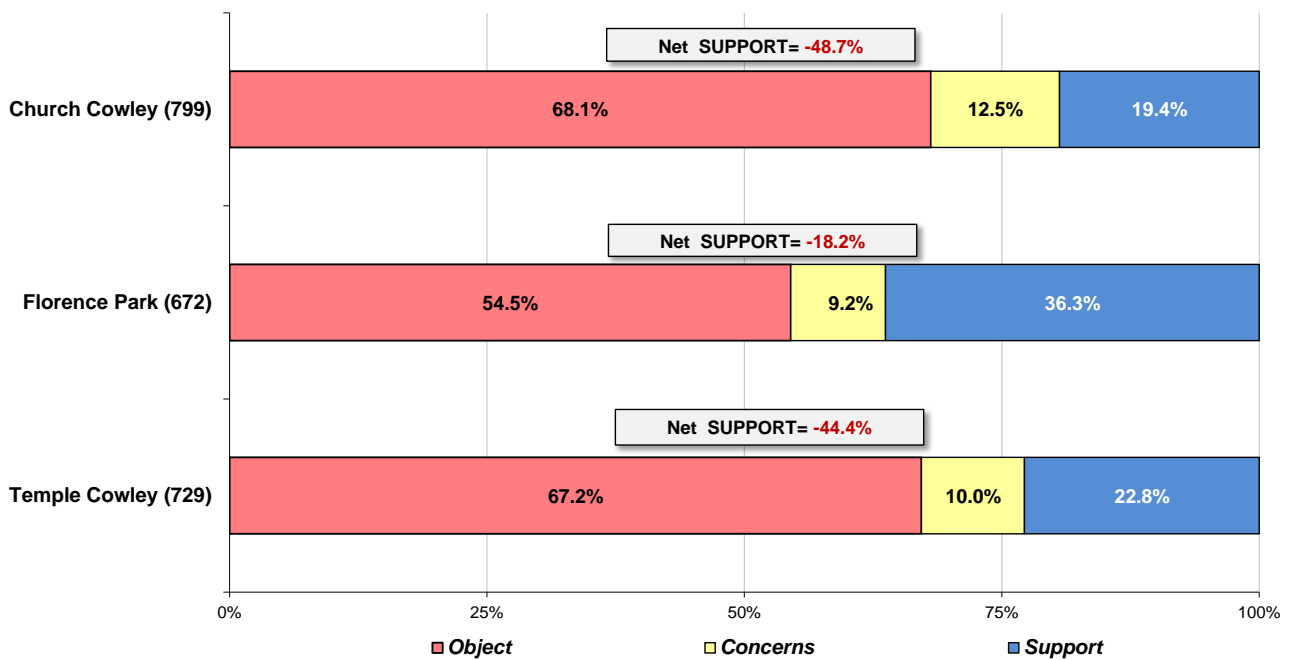
3.2 Level of support for the experimental low traffic neighbourhoods within the Cowley Area of Oxford

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 view and 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

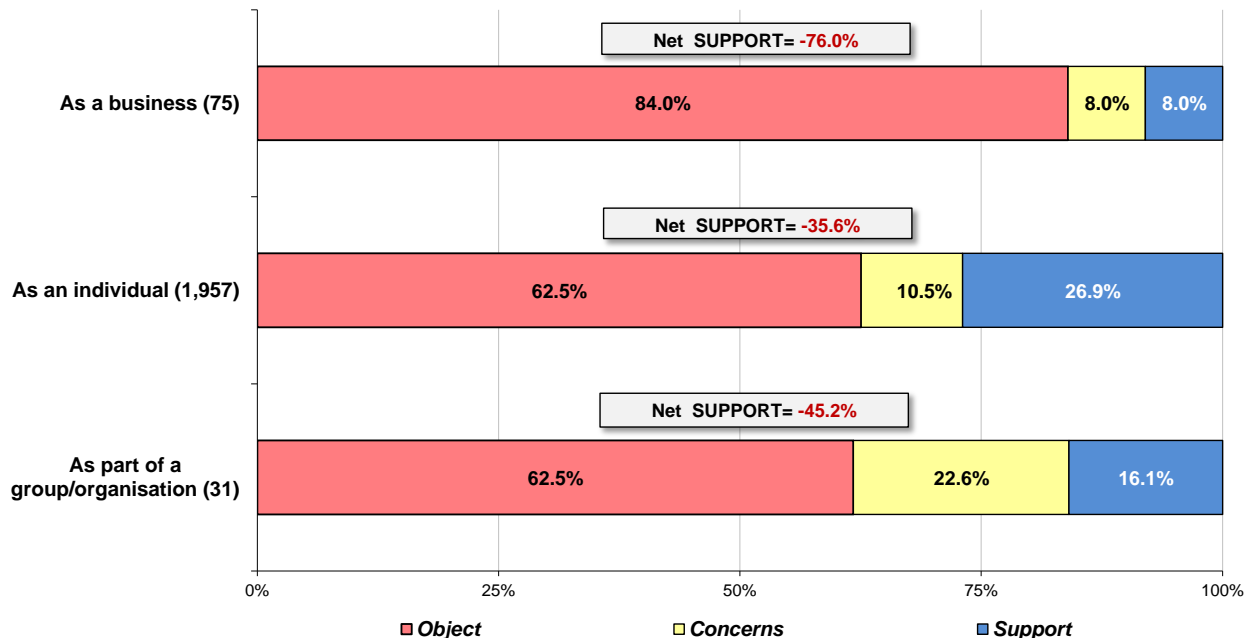


Source: Marketing Means 2022
 Base: LTNs = All who expressed an opinion on that specific LTN

- 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. This led 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

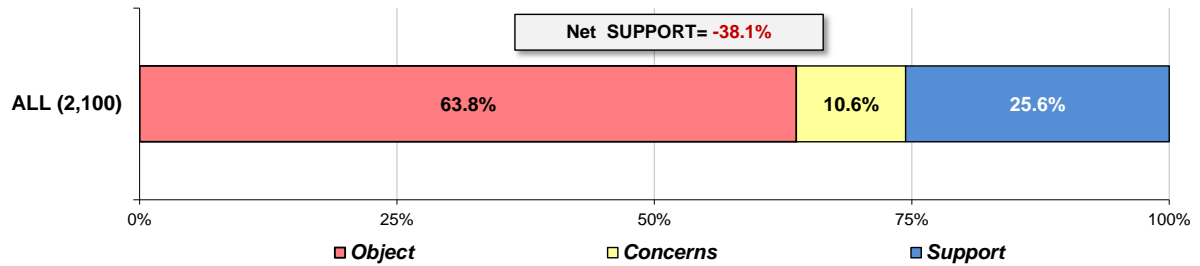
Base: All respondents who expressed an opinion (given in brackets)

- The apparent differences between the responses from those responding as individuals, businesses and as part of a group organisation must 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 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)



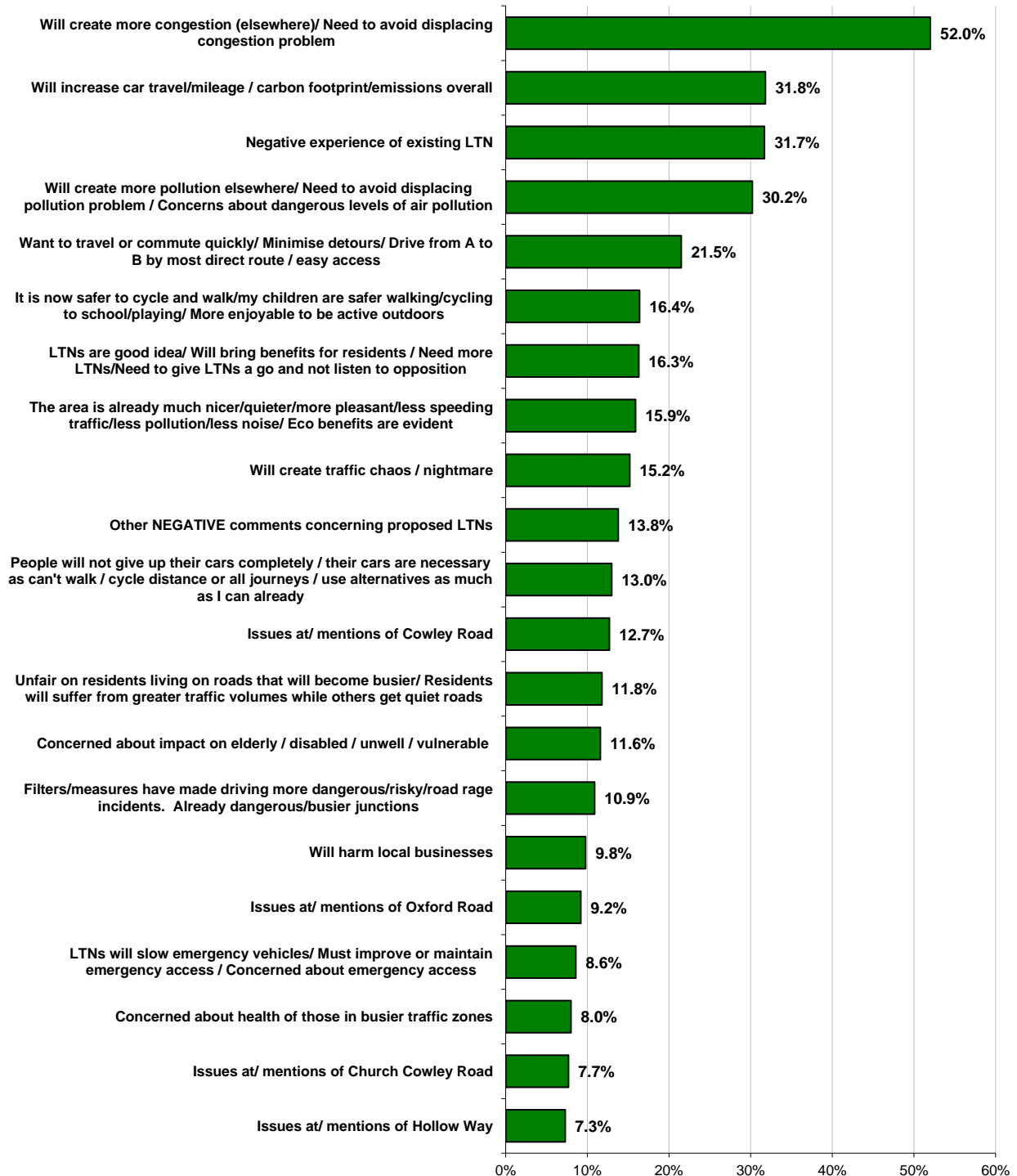
Source: Marketing Means 2022
 Base: LTNs: All who expressed an opinion on that specific LTN / Capacity: All respondents

- We have already noted the less negative views of those responding regarding 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

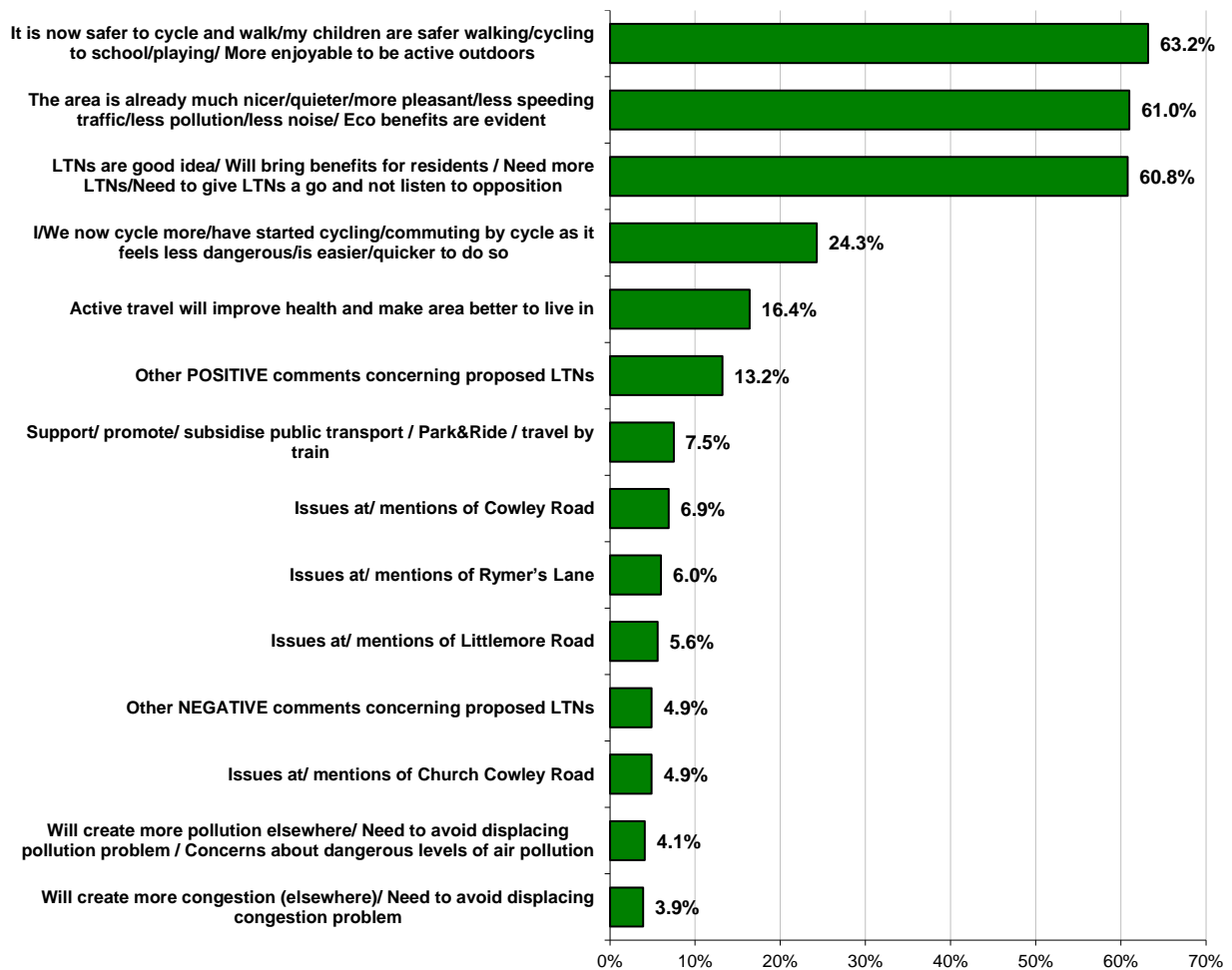
Base: All who made a comment (2,097)

- 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



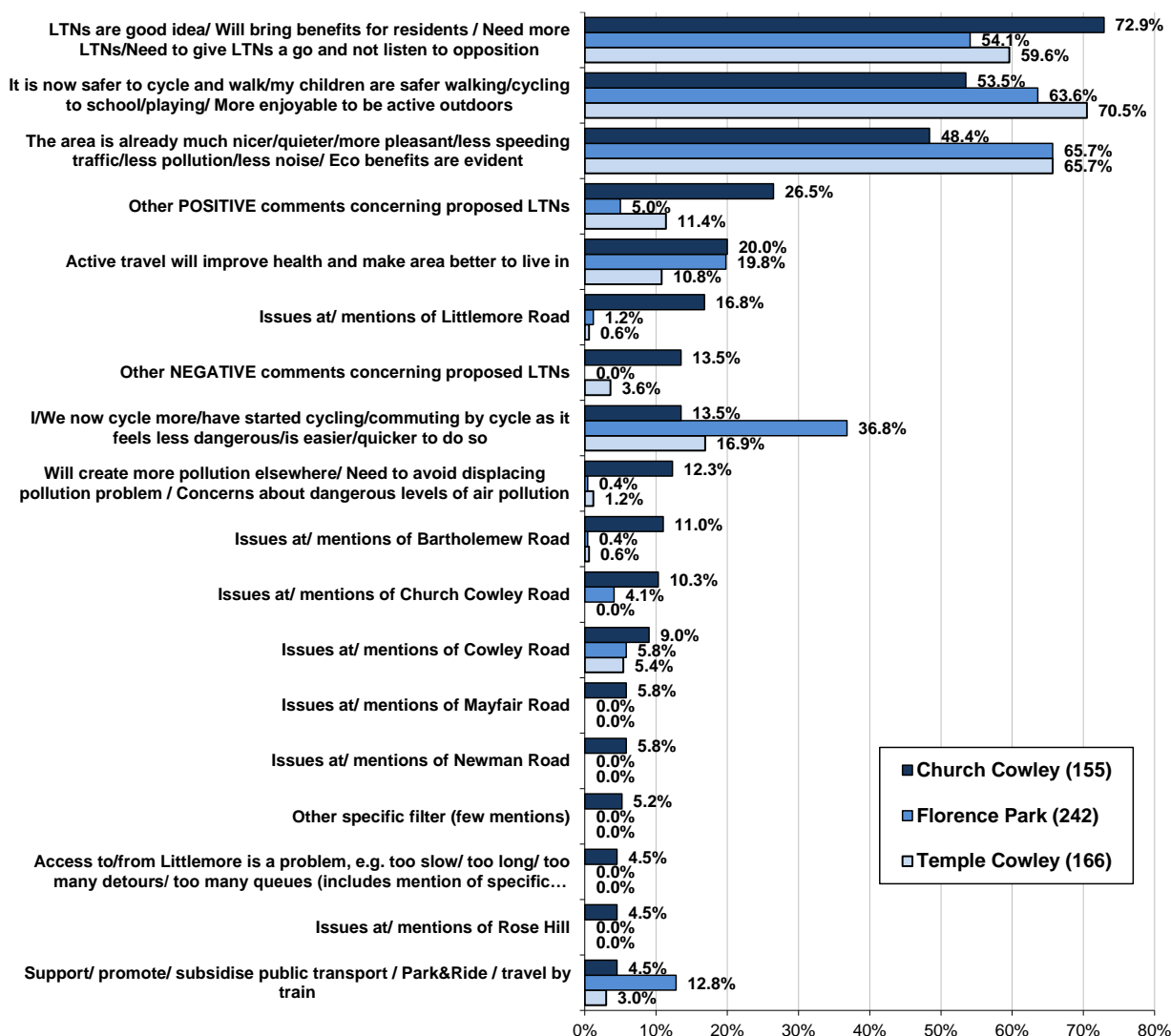
Source: Marketing Means 2022

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)*

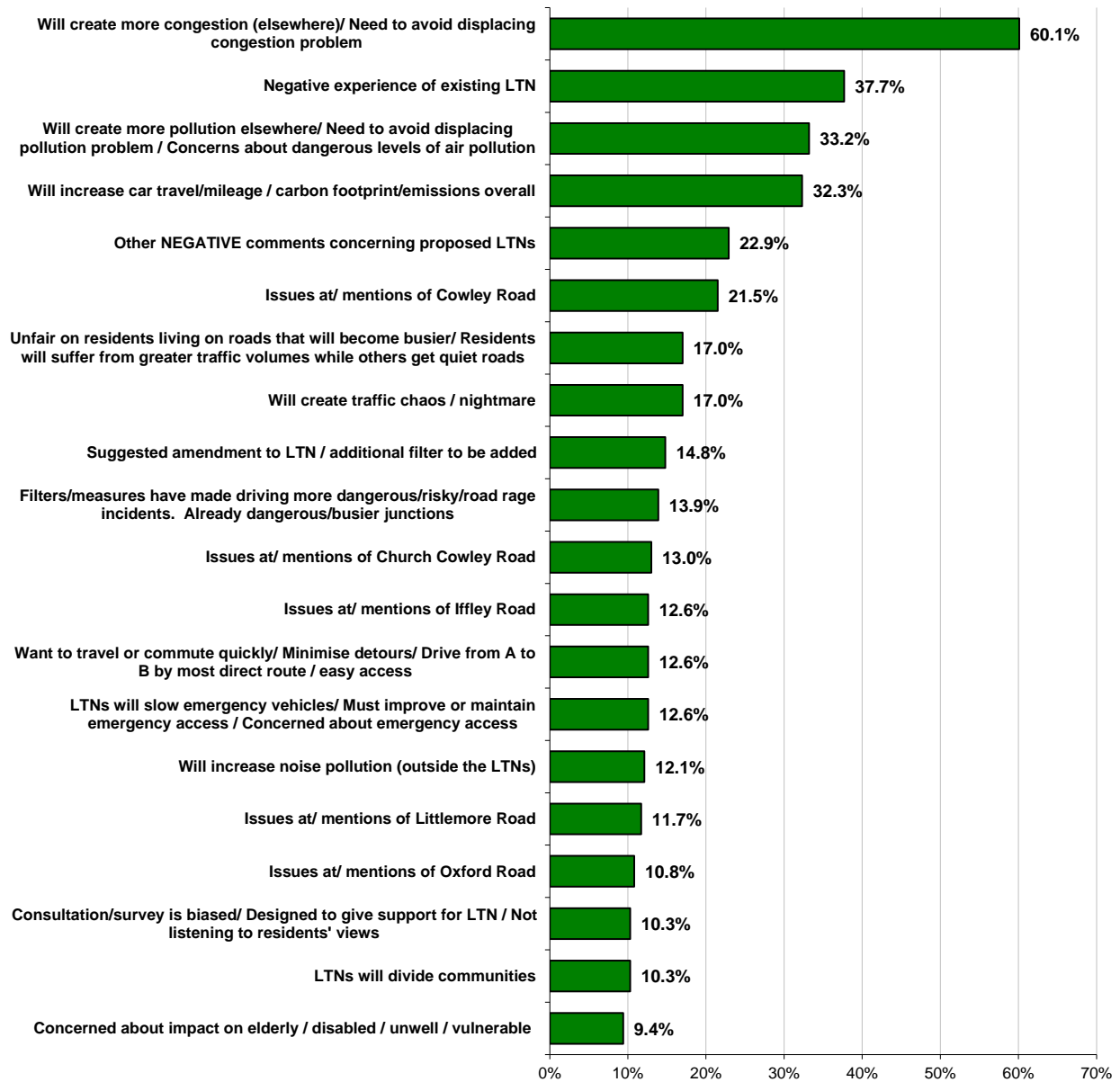
- *“The road previously was so unsafe for children. I am now happy for my children to cycle down the road. We have all changed our behaviour and are walking and cycling much more.” (Support – Temple Cowley)*
- *“It has immeasurably improved my children’s lives - they are now more independent, safer and 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 than cars.” (Support – Florence Park)*
 - *“I live right next to the Florence Park LTN, so it directly affects me. It has made it possible for 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 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 kid's and 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, where 14% made such comments, explained partly by the issues at the Bartholemew 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 Bartholemew 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 Bartholemew 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



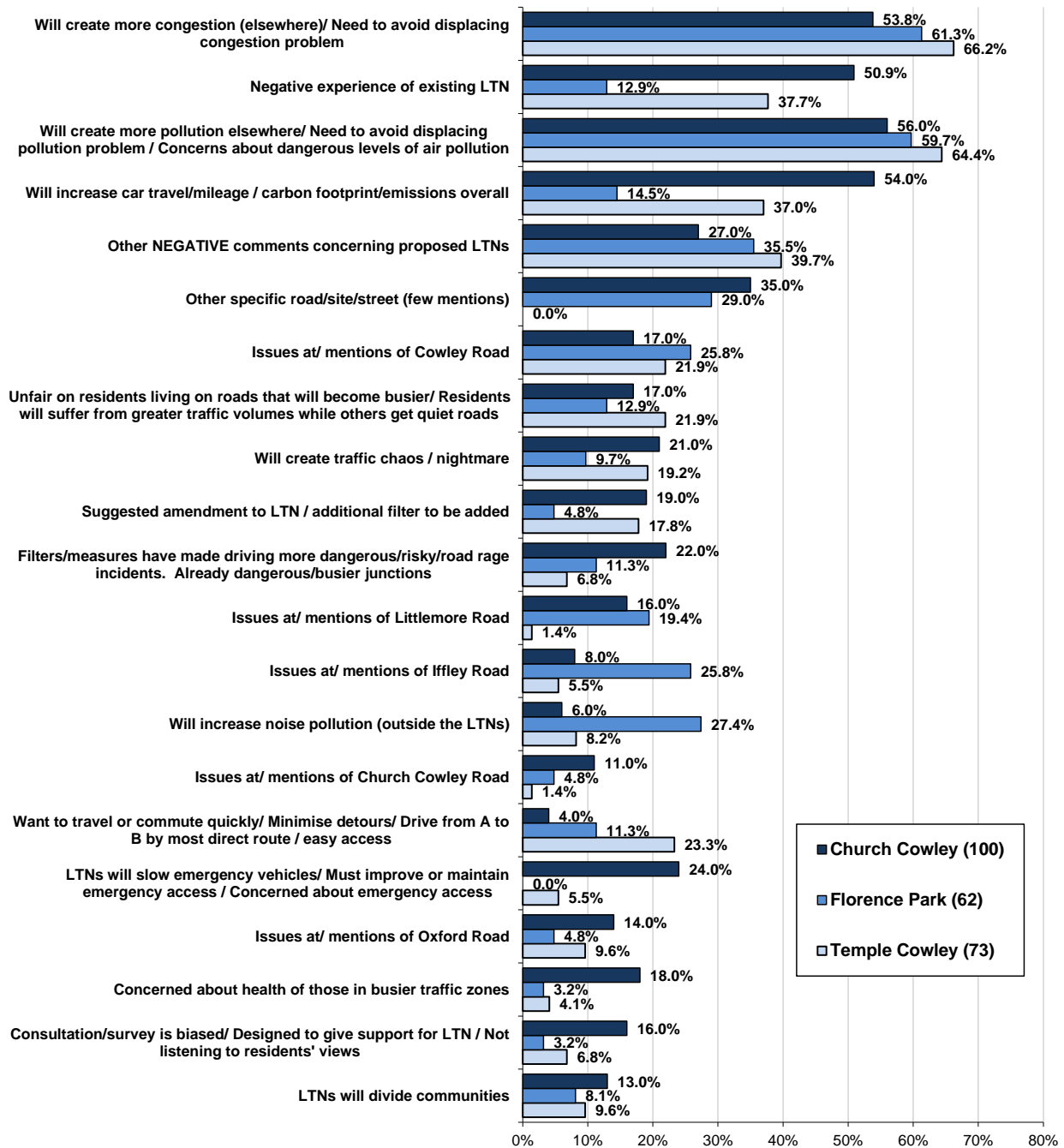
Source: Marketing Means 2022

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)

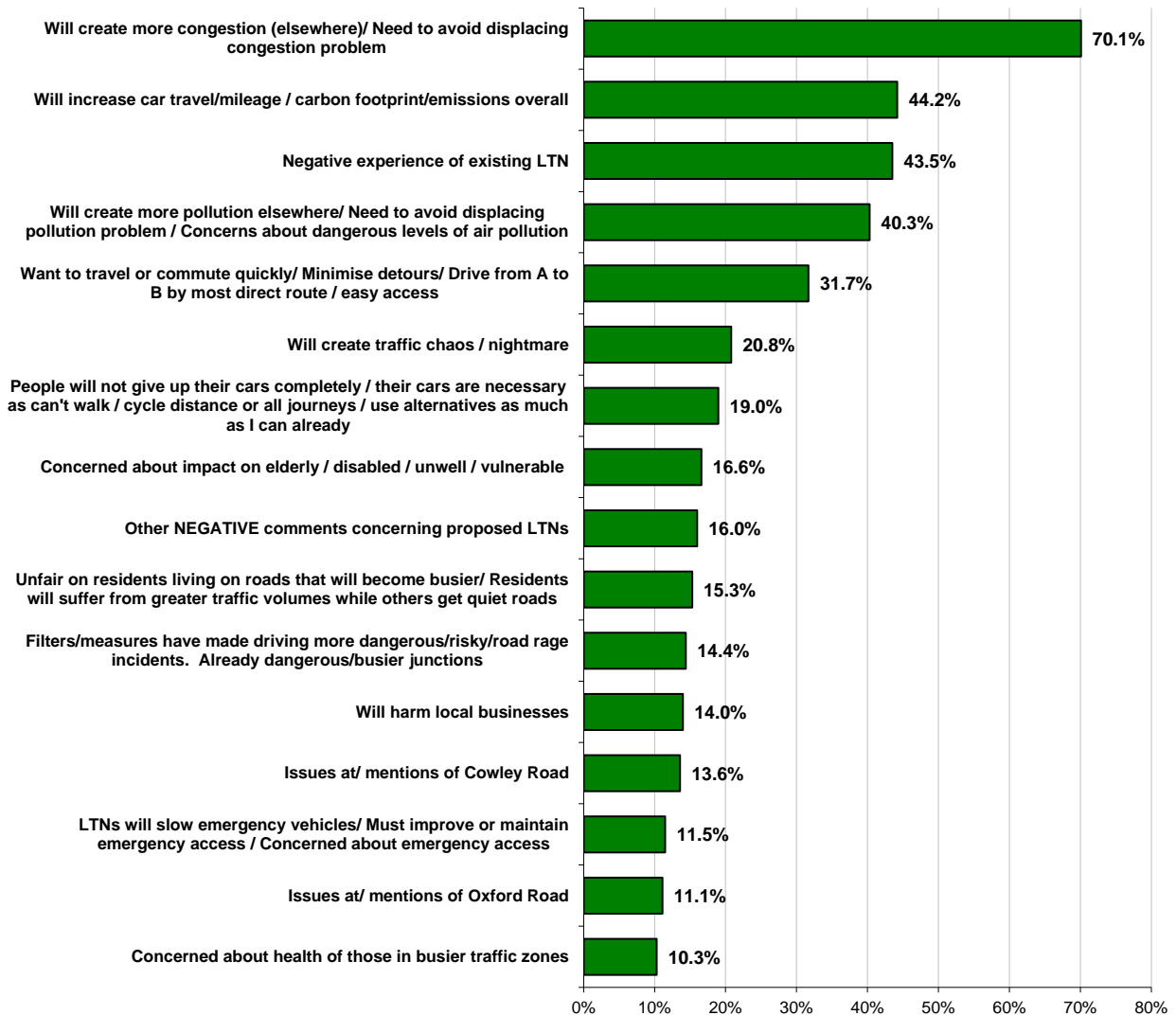
- **Creating more congestion elsewhere** was the most likely concern raised for all three LTNs given by 66% of those responding for Temple Cowley, 61% for Florence Park, and 54% at Church Cowley, but these were not significant differences.
 - *“I like being able to cycle to Temple Cowley without nearly 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 Bartholomew Road, 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 itmore 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 into 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 halfway 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 into 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

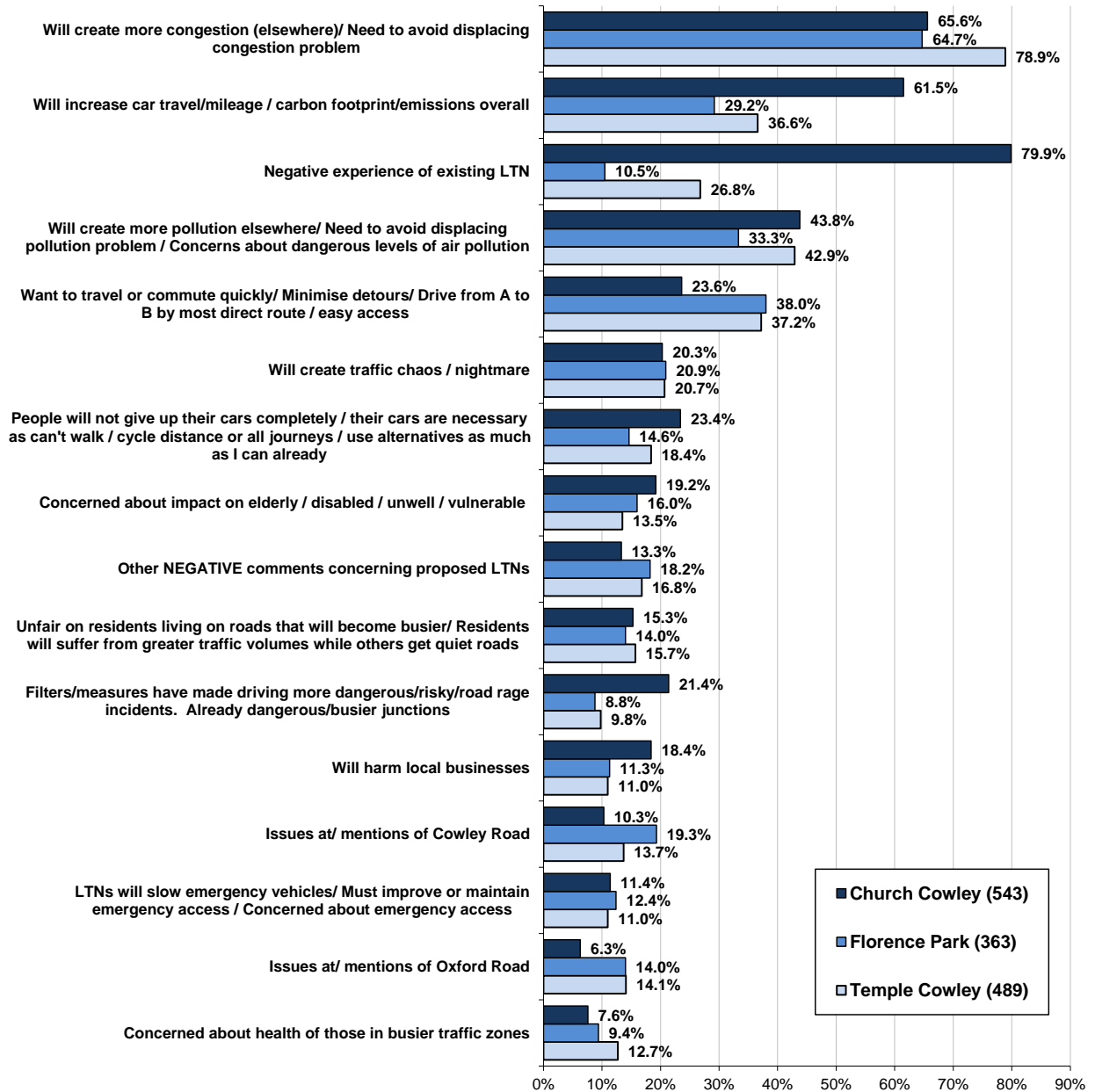
Base: All who made a comment objecting to the LTN proposals (1,334)

- 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 dangerous 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 Crescent 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 trialling 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% regarding Church Cowley, but only 29% regarding Florence Park and 37% regarding 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 roads LTNs 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 forgetting 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 from 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 taken 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). [https://mycouncil.oxfordshire.gov.uk/mgListPlans.aspx?&RPID=115&bcr=1bcr=1]

Analysis of Data from East Oxford LTN Public Consultation

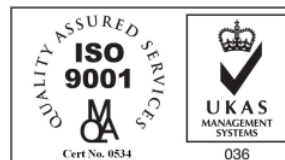
Report on consultation results

Summary Report v2.1. Appendix 1A

February 2022

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

For:



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.

Note that in line with data protection we have removed any information shared in these comments that is personally identifiable – typically this includes sharing of own or another’s full name, street address, or other contact means such as email address or telephone number. It also includes directly named groups where the group is promoted or criticised in a comment, and any expletive content. These are the comments received via the survey in response to the consultation and are individual’s own supplied views – which views are not necessarily shared by Oxfordshire County Council or any of its agents including councillors, officers and agencies employed by the council; or by groups referenced in the responses.

Support - Church Cowley	Improved air quality, better access for pedestrians and cyclists.
Support - Church Cowley	<p>The LTN is on my route to work, I have felt so much safer riding & walking to work. It’s a much more pleasant commute.</p> <p>My only issue is we do still have a lot of cars cutting through using Newman road to go through to Bartholomew Road to get to bbl. There has been some reduction though which has been good.</p>
Support - Church Cowley	<p>Littlemore Road is amazingly different. It used to be actually difficult to cross and now you see e.g. people in mobility scooters rolling down the street and kids on bikes. There's still a reasonable amount of traffic through the Bartholomew Road non-bus gate so it can be even better!</p> <p>Littlemore Road used to be fairly horrific to cycle down and we now use the [shop in a nearby LTN] significantly more than we did before. Cutting through Florence Park LTN and up Littlemore Road has also been a great quiet way home.</p> <p>There really is no "need" for Littlemore residents to drive down this road to the Temple Cowley Centre and I would love to see this kept.</p> <p>The Mayfair Road bollard probably is mis-placed and is causing some problems for Westbury Crescent.</p> <p>The Beauchamp Lane bollard is an absolute no brainer and should be kept regardless of the rest of the scheme.</p> <p>I walk my dog + cycle in this area and it's great to have it not choked with cars.</p> <p>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.</p> <p>Please keep them, this is a really positive move!</p>
Support - Church Cowley	<p>Since the LTN installation roads have been quieter and less polluted. Children have been able to play on the streets. I find it a lot safer to cycle and take more active travel options.</p> <p>I am writing to strongly support the LTN trial as traffic, pollution and speeding cars have dramatically reduced since the implementation of the trial. It is not much safer for me to cycle and walk around my neighbourhood. I am also a car user and have no issue with the extra few minutes needed to drive to the main road.</p> <p>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.</p>

Support - Church Cowley	Traffic is significantly down, and cycling has become possible; this is the way forward to a better future for us residents; considering the amount of council tax we pay, one must insist on this improvement of quality of life
Support - Church Cowley	Speeding cars stopped using Beauchamp Lane rabbit run.
Support - Church Cowley	It makes cycling to nursery with our two boys much safer, less stressful when outside of our house when with boys as considerably less traffic.
Support - Church Cowley	It is the way forward to a better city
Support - Church Cowley	Made cycling into Cowley feel much safer. Less traffic and more enjoyable. Less likely to drive
Support - Church Cowley	It's made my commute safer and more pleasant. I can ride to work without fear of being knocked off my bike or abused by car drivers shouting at me out of the window.
Support - Church Cowley	The LTN's mean that my road and nearby residential roads remain quiet and peaceful, it's easier and safer to walk and bike around them. I also think that the number of cars in Oxford is unsustainable and that we need to find ways to reduce pollution (though LTNs aren't a solution on their own to this)
Support - Church Cowley	These LTNs have transformed cycling and walking in this area. They make me feel safer travelling, make it quicker, reduce pollution, make residential areas quieter. This is a huge improvement. They help disabled and elderly people get around by reducing vehicular traffic on the residential roads, and children can play near their house.
Support - Church Cowley	Generally fed with lack of safe cycling space. In particular for Church Cowley, it has helped reduce motor traffic cutting through this area, which means the cycle path connecting along the ring road using Newman Rd and Long Lane is now much better, whereas before it was gridlocked and due to parked cars was frequently pushed out of the way and forced to use the footpath.
Support - Church Cowley	I have been observing the beneficial changes to the area since the introduction of the LTNs this year and very much want them to continue.
Support - Church Cowley	My in-laws live on Church Hill Road. The reduction in traffic volumes is remarkable and welcome
Support - Church Cowley	LTNs make areas better for local people.
Support - Church Cowley	better life for residents
Support - Church Cowley	I currently do not drive, but the roads are much quieter and safer, cars used to drive too quickly down narrow spaces
Support - Church Cowley	Almost no rat-run traffic, quieter on our road but safer for cycling and walking. It is good to see children and families being able to cycle and walk safely.
Support - Church Cowley	It has returned Mayfair Road to a safe quiet residential road rather than a road that cars dangerously speed down and is used as a rat run. Noise pollution has also reduced
Support - Church Cowley	I think they're great, the roads are quieter, safer, easier for walking or cycling, it lessens polluting car fumes and makes walking around the neighbourhood more pleasant. It encourages the use of public transport, or walking /cycling. It is also safer for pets and wildlife work less cars about. I fully support them and hope they stay.
Support - Church Cowley	It is now safe to walk children to school, without cars rushing past or parking on double yellows about Church Cowley St James School. Thank you for protecting the children and the air we all breathe.
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	I support the LTN as we need to take action to reduce the amount of cars of Oxford roads to reduce air pollution. This initiative has made my road much safer and reduced noise significantly. It has encouraged me to walk more and has therefore been positive for both my physical and mental well-being. Please keep the LTNs in place.
Support - Church Cowley	Safer for cyclists and pedestrians, lower traffic
Support - Church Cowley	I support active travel and I believe the LTN is in line with my views

Support - Church Cowley	It is reducing traffic
Support - Church Cowley	Oxford bus routes are great no need to take vehicles anywhere.
Support - Church Cowley	Quiet streets
Support - Church Cowley	To reduce car use
Support - Church Cowley	Keeps the roads quiet and reduces pollution. Makes cycling a lot more of an attractive option meaning less driving and more exercise. Causes no problems driving out of Oxford.
Support - Church Cowley	Reduced traffic. Safer cycling and walking. Slower traffic.
Support - Church Cowley	Much safer to cycle and walk. We leave the van at home more often now as a result.
Support - Church Cowley	Oxfordshire Cycling Network supports the Low Traffic Neighbourhood because it reduces traffic danger, reduces pollution and creates a place in which people can walk, wheel, cycle and socialise with each other more easily. It has seen an increase in active travel to schools and other destinations. The only claimed downside we are aware of is a claimed increase in traffic on Cowley Road, although this was already congested in 2019. In balance, other roads are now largely traffic free. Cowley Road should be addressed by a future traffic management scheme: Connecting Oxford and/or Cowley Road traffic restrictions.
Support - Church Cowley	I cycle quite frequently through East Oxford and Church Cowley, to reach the Leys Leisure Centre from where I live in North Oxford. Cycling up Beauchamp Lane (a narrow uphill section) and then crossing over to, and along, the formerly pretty busy Littlemore Road is much much better than it used to be. It feels much less hazardous because the motor traffic is so much less than before the LTN. It was noticeable that cargo bikes are more common than they were. The big drawback to this route is the very high volume of motor traffic along Between Towns Road, which bisects the two LTNs (Florence Park and Church Cowley). The need to cross this barrier prevents anxious or less-experienced cyclists from benefitting from the two LTNs. It's urgent that the crossing Rymers Lane<->Beauchamp Lane be made safe for inexperienced cyclists.
Support - Church Cowley	Despite living on a main road which has seen increased traffic due to the LTN introductions, I fully support the motivations behind the scheme and believe that we all should be travelling less by car, particularly for local journeys. Increased traffic on some main roads is a small price to pay, and hopefully will have the effect of discouraging people from travelling by car for journeys where alternatives are practical and easy.
Support - Church Cowley	It has transformed our mobility in our neighbourhood, making the streets safe enough for our daughters to be able to cycle to school. The ineffectual bus gate (as the camera has not been installed) on Bartholomew Road has unfortunately made that particular road a lot more unsafe and we avoid it as much as we can.
Support - Church Cowley	People need to adapt to a cyclist lifestyle!
Support - Church Cowley	Less traffic, quieter, better for cycling
Support - Church Cowley	I support the LTNs as they provide for a safer environment for walking and cycling in my neighbourhood.
Support - Church Cowley	I have changed my normal cycling routes for work, leisure and shopping to include the Church Cowley LTN. It is so much quieter with the traffic filters, with reduced traffic noise and less air pollution. I used to cycle along Barns Road but for most trips I now prefer to use Cowley Road/Littlemore Road. I'm strongly in favour of retaining all three Cowley LTNs.
Support - Church Cowley	It has massively improved traffic noise and pollution on my road. Improved road safety and made getting to school safer
Support - Church Cowley	I am a cyclist (who can't afford a car). The LTN has made a positive difference for me - it is easier and safer to cycle. I think it's good that the Council is supporting people like me. I can't afford to drive, and motorists have tended to treat cyclists as second-class citizens. So, anything we can do to rebalance the roads is very important and urgently needed.

Support - Church Cowley	generally, support, as residential streets should not be used as 'rat runs'. Some main roads are blocked and best be opened. i.e. Cowley Road Littlemore.
Support - Church Cowley	I love how much quieter it is now where I live and how much safer I feel walking my daughter to nursery.
Support - Church Cowley	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	I wanted to let you know that, in my view, 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. However, I do feel sorry for people living in Church Cowley Road, as the noise and pollution will have increased markedly in their road. Yes, at times I have to make detours if using the car, but it is a small price for the increase in my quality of life. Thank you for trialling it; I hope it becomes permanent. Thank you.
Support - Church Cowley	To stop speed crazy fools that simply don't give a damn To encourage a more congenial atmosphere where people are concerned in their neighbourhoods
Support - Church Cowley	Fully support schemes to support active travel.
Support - Church Cowley	Reducing traffic will make Church Cowley safer than at present for cyclists and pedestrians. The Climate Emergency requires that we make deep cuts in greenhouse gas emissions and transport is the major sector for emissions from the UK. The World Health Organisation estimates deaths from all sources of air pollution in the UK to be about 64,000 per year. This is all about making our neighbourhoods better places to live and increasing the sense of community.
Support - Church Cowley	Has greatly reduced traffic, particularly noticeable in fewer cars speeding through the narrow roads. Generally, much quieter.
Support - Church Cowley	Quality of life for residents will be improved.
Support - Church Cowley	The LTNs have made a massive improvement and need to be rolled out across the whole city. I have had to rethink some driving routes, but they have made cycling so much safer. It has been brilliant to see more children and families cycling as a result.
Support - Church Cowley	Massively reduced through traffic and opened up streets for safer cycling and walking.
Support - Church Cowley	We moved to the area last November just before the LTN's we're introduced. The roads are a lot quieter now and I feel safer walking with my two children around the area. It's also encouraged us to use our bikes more which is a big bonus and a great example for our children to grow up witnessing. We are a big fan.
Support - Church Cowley	Even though it makes my commute to work slightly longer I support the LTN in my area, particularly my street. It makes the neighbourhood feel much safer for children and animals and quieter making it a much nicer place to live. It has also reduced people loitering [and anti-social behaviour]! I try to come into my street via the north side of Westbury Crescent and I exit via the south in order to reduce traffic for the south side. I wonder if this might be a future solution. I am not so convinced by the decision to close the road linking Littlemore to Between Towns Road as this seems like a link road rather than primarily a residential road. I would like to have more time to help look after the planters, but I never have enough time as I work full time as a teacher. I feel like this might need more input from the council.
Support - Church Cowley	These experimental LTNs have reduced traffic flows and the areas adjacent have been transformed. in addition to health benefits and air pollution reduction reduced car use should reduce greenhouse gas emissions.

Support - Church Cowley	<p>I am a volunteer with OX4 Crew, a project based at Ark-T, that delivers meals by bicycle to the disadvantaged across OX4. My round is so much easier, healthier, and more pleasurable since the filters were put in. The air feels clearer, the danger from close passing cars and lorries is greatly reduced, birdsong can be heard, and I see more people walking and cycling on the streets. In short, it's a joy.</p> <p>Many of the recipients of the meals I deliver are isolating and/or very needy in other ways (eg. living with dementia, disabilities, in poverty). I meet people every week who haven't left the house in months and are very marginalised; many don't have access to the internet, and I may be the only person they see in their day. I think it is great that, if they are able to emerge from confinement, they can now enjoy the full benefits of a vastly improved environment which is so much better for their health and wellbeing.</p> <p>I'm sure that people living in these circumstances will not be the ones you are hearing from. I am therefore writing to ensure that their voices are heard in these debates.</p>
Support - Church Cowley	I cycle from Littlemore in the direction of Cowley centre quite frequently and it makes part of my journey less stressful
Support - Church Cowley	I am responding at this time as I am keen for the LTNs to continue. They are encouraging more people to cycle, enabling children to play more safely and make walking safer for older people, disabled people and parents pushing buggies. There are far fewer speeding cars than there were before the introduction of the LTN.
Support - Church Cowley	It has made the immediate and wider area around where I live much calmer. It is relaxed and quieter, you can have conversations with neighbours by the roadside without being interrupted by car noise, and children are more free to move around with bikes. Before the LTN blocks were installed, cars would use our road as a shortcut to the road to Littlemore roundabout and come round the corner in high speed (dangerous) with no regard to the character of the road, being a living neighbourhood area. also, the air quality seems to have improved due to the reduction of cars passing through. Wildlife is much more noticeable now as well, just by the reduction of noise pollution. So, all in all a very positive outcome so far, in my opinion. Thank you.
Support - Church Cowley	Less traffic. Easier for children to go to school alone as safer to cross roads.
Support - Church Cowley	<p>I believe the LTN has been effective in their goal to encourage more active travel and making residents reconsider what the best mode of transport is for their journey. We have found ourselves using the car for fewer journeys in the Cowley area as the journey time by bicycle becomes equivalent. As a bonus the Crowell road is significantly quieter, whereas before the filters were installed cars regularly sped over the 20mph limit. Whilst there is still the odd car speeding, the number of speeding cars seems to be fewer, so it is still an improvement.</p> <p>However, I do not think that the last 6 months have been a fair trial of the Church Cowley LTN due to the lack of enforcement camera on the Bartholomew Road bus gate. This filter is ignored by many vehicles that are not taxis or buses. This compromises the experiment as a large number of residences can still use this cut through for easy car access and not have journey time impacted, which then means measurements of the traffic evaporation effect (or increased congestion, were the LTN ineffective) cannot be fully correct. Additionally, whilst I am in full support of the LTN based on my experience of it, I am concerned how little data appears to have been collected as part of the experiment to allow the impact to be properly measured. I would support the trial being extended with the cameras in place to allow the LTN to be tested thoroughly.</p>
Support - Church Cowley	They make travel safer and easier
Support - Church Cowley	Air quality and safety of back roads - it's been so lovely without traffic using estates as a rat run
Support - Church Cowley	High volume of traffic in residential area, which is polluting atmosphere and posing danger to pedestrians, cyclists and indeed drivers who need to make manoeuvres e.g. emerge from driveways.

Support - Church Cowley	Working in a local school it has made the surrounding roads quieter, safer and the air better for breathing. Thank you for putting in the LTN. Please keep it for the children and their future.
Support - Church Cowley	Better for cycling. Address congestion/ climate emergency.
Support - Church Cowley	Thank you. The scheme should have been introduced 10 years ago. Finally, I can walk and cycle on from Littlemore to Cowley Centre without a fear of being run over by a car. It is more quiet as well. I wish you could also put some LTN or at least one-way system or speed bumps in Littlemore.
Support - Church Cowley	To demonstrate that I care for the environment in this area of Cowley and wish to promote the wellbeing and health of all residents in this area. Even over the last 3 days, walking around our local streets has become noticeably more enjoyable, thanks to the lower number of motorised vehicles of all types using them now. This, in the near future, should improve the air quality in these streets and encourage more local residents to walk and cycle around the neighbourhood. I am hopeful that my wife might take to cycling in this locality; in the past she has been reluctant to do this because of the number of vehicles driving along these streets (some breaking the speed limit) and the number of parked cars.
Support - Church Cowley	We have suffered horribly in about the last 5 years with through-cutting traffic amounting to about 1400 vehicles a day before covid in this street, speeding and noise and danger. We own a car but use it minimally and really avoid using it in the city. Instead we walk and cycle but cycling in the residential back streets has become more and more dangerous and daily I experience woeful driving practices in these streets - too fast, too close, pulling out in front of me, turning with me but in the drivers case into the lane on the other side of the road, putting me on my bike and other people in the other lane at risk, verbal abuse when indicating to turn right, and so on..... We want everyone to feel safe in the streets and for them to be healthy for all, low emissions, low noise, easy crossing, no parking on pavements. The implementation of the Cowley LTNs seems like a good way to start and we support further measures to reduce traffic on the main perimeter roads around LTNs and school streets for example. We have to make changes for the sake of the planet and peoples' health. Now. The implementation week has been a very tricky one because not enough road signs were put out enough in advance and with clear obvious messages to drivers or in prominent enough places. It is likely that drivers doing their normal routes don't see signs and take them in. They need to be really prominent. Also it appears that no letters have gone out to residents a week or two in advance of the start, so many are feeling like they weren't warned enough in advance. There is much support from immediate residents in my area but there are tricky areas within Church Cowley where some residents are less keen and concerned about dangers at some junctions which will need to be closely monitored in the next weeks, particularly Newman Rd and then adapted quickly if necessary but still avoiding making new through-cuts.
Support - Church Cowley	I often work in Church Cowley and fully support the introduction of LTNs. The roads around Church Cowley St James are particularly dangerous for children and families who want to travel either on foot or cycle. Introduction of an LTN would make a safer environment around Church Cowley and in other areas of England, LTNs have shown to be effective in reducing traffic overall in an area.
Support - Church Cowley	I'm concerned that there has been a lack of adequate signage both prior to and during the installation of the Church Cowley LTN to date. Drivers are ending up understandably irate and having to manoeuvre in tight spaces to find an alternative route. Could temporary diversion signs be used to help this in the short term, alongside really clear signage in advance of each traffic filter?

Support - Church Cowley	My area of Mayfair Road is a rat run between Iffley and Littlemore Road. Cars all along these road drive excessively fast. I fear for my kids and 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. My daughter was hit by a hit and run driver that was driving too fast down the road in Rose Hill. I expect that if more LTNs were in the area, this situation would not have happened.
Support - Church Cowley	The roads of Cowley and Littlemore and elsewhere in Oxford are choked with an unsustainable and unpleasant amount of motorised traffic and increasingly large private motorised vehicles filling the streets and often the paths of the area creating dangerous levels of air pollution and making it unpleasant to use other modes of transport. We need alternative spaces for folks getting around by foot, bike, wheelchair, and scooter etc and I think the LTN is a big and good step.
Support - Church Cowley	Excellent idea, 100% in favour. There are far too many cars on neighbourhood streets, on our street as, on many others, many or most of them are cutting through. Fewer cars (and slower, local people only, no crazies speeding through) will mean much safer, quieter, cleaner living conditions; NHS savings from fewer accidents, less pollution-related illness, people getting more exercise walking/cycling in pleasant surroundings, and general improvements to wellbeing; and will make our streets liveable, focused on the people who live there rather than the cars, which take up an absurd amount of precious space with their bleak grey parking and driving surfaces. A few minutes extra here and there for those who really must drive should be considered a reasonable cost of living in a human-centred neighbourhood. Implementation has started but little noticeable difference so far, very much hoping it will really change once everything is in place. Much more signage needed still, as well as finishing off the filters. Looking forward to seeing the planters in bloom too.
Support - Church Cowley	Traffic kills people, sometimes quickly sometimes slowly. More walking and bicycles please
Support - Church Cowley	My road is normally a rat run which is so busy with cars and sometimes large delivery vehicles that I can't get across it with my children. With the LTN we can much more safely and pleasantly cycle to school at Larkrise (which also means we connect and use the Florence Park LTN). I am hoping that air quality will improve, and that community spirit will thrive as people have safer, quieter places to talk and walk.
Support - Church Cowley	In support of the changes. It will make our roads safer for walking and cycling. We really hope they continue. Thank you!
Support - Church Cowley	LTNs make our Oxford streets liveable again. Children can play, people can meet, walk, cycle. All these things have gotten lost over the past few decades. Streets are no longer places for people — instead, they're owned by cars. I hope more LTNs will be considered in Oxford.

Support - Church Cowley	<p>Having read the articles in the local press, often written with a negative narrative, and the many angry comments that are made in response and hearing some other residents speak out against the scheme I believe it is important that other voices are heard.</p> <p>When the initial plans were circulated to local residents, I was fairly sceptical of the LTNs and felt that they would be highly inconvenient. I did not respond to any of the initial consultations but now that the schemes have been installed, I have been able to see the change that they have brought about.</p> <p>Quite simply the roads are significantly quieter and safer. Since the Co-op arrived on the corner of Bartholomew Road and Littlemore road the junction has become increasingly dangerous with many drivers entering and exiting at speed, or driving on the wrong side of the road, or swerving across into the parking area, or parking on the road causing further narrowing. With the filters now in place there are fewer cars using the roads, there is less noise pollution throughout the day and night, and it feels far safer to use the roads as a pedestrian and a cyclist. I feel that these differences will continue to be seen more overtly with the installation of the cameras on the bus gates. My partner, who drives to work daily as a teacher, is still able to exit and enter the area without issue and has less trouble parking on our own driveway as a result of the reduced traffic. I acknowledge that there may be those on side streets who have been inconvenienced more than we have, whose journey to and from their house may have changed but I feel this is perhaps a reaction to change, which may take some acclimatising, however I hope that their sense of inconvenience will abate over time.</p> <p>I've read many comments which suggest that consultation did not take place before the schemes were implemented and I refute this. As residents of the area, we received many letters and questionnaires about the scheme before it was installed. Equally I was aware of changes from reading local press. However there has to be physical limit to a consultation area and perhaps it is those from outside this area, who have used it as a route previously who are claiming consultation did not take place.</p>
Support - Church Cowley	<p>When cycling towards Oxford, I go via Littlemore Rd. I've observed far too many vehicles driving (& overtaking) at unsafe speeds, far in excess of the speed limit. Reducing that can only be a good thing. While it won't make me cycle any more (how could it, I cycle everywhere!), it will certainly give more vulnerable cyclists an environment in which they can get about with greater confidence.</p> <p>My only complaint is that Google Maps (and perhaps other routing services) still doesn't indicate the bus gate on Bartholomew Rd, or the access restrictions on Church Hill Rd. And Liddell road has been chopped in two--no through route for bicycles is possible. I'm sure plenty of motorists will be frustrated by their routing services directing them down streets that turn out to be closed to through traffic. This should all have been sorted out in due time for the trial to begin in order to minimise disruption and negative opinions about the trial.</p>
Support - Church Cowley	<p>I'm aware that the anti-LTN groups are very vocal and getting more and more organised. It's frustrating that I feel I have to fill in this consultation now – I would much rather wait and see how the LTN performs – but since anti-LTN campaigners are fighting it before they've even been installed, I feel the need to speak up for them now. I'm really glad of the opportunity to take my family out with far less fear of speeding traffic and pollution. I hope the perimeter roads don't suffer – this is, as far as I've seen, the only legitimate concern from those against (and indeed for) the LTNs. Other objections, that it will increase traffic and emissions, slow down emergency vehicles, etc. have been repeatedly debunked to my satisfaction.</p>

Support - Church Cowley	<p>Since the low traffic neighbourhood has been introduced it has considerably improved both my own and my household's well-being. It has made it easier and more pleasant to exercise locally, and to travel by foot rather than by car.</p> <p>They key reason I am submitting this, however, is because it has really improved my mother's confidence in travelling around the neighbourhood. She is wheelchair-bound, and uncertain navigating in the chair. The amount of traffic going along the road, and the speed at which cars travelled, led her to decide not to leave the home very much. The considerable reduction in traffic, and speed, has made it possible for her to go out on her own, in a way that she was reluctant to do before. It has really benefitted her and reduced her isolation.</p> <p>Please keep this in to support vulnerable members of the community - these changes have considerably benefitted many of them.</p>
Support - Church Cowley	<p>The street is much quieter. No dangerous driving into the blind corner on Westbury Crescent, less noise, less pollution. I haven't noticed any extra build up on main roads.</p> <p>I'm worried that opposition to this scheme are 'spamming' the opinion polls to try and get the LTNs removed.</p>
Support - Church Cowley	<p>There are many people that use my road as a rat run and driveway over the 20mph speed limit so having these ltns should stop this and make the roads safer for all.</p> <p>I would like to know when the cameras are going to be installed in Bartholomew Rd</p>
Support - Church Cowley	<p>I cycle regularly through Church Cowley and Florence Park (to get to work, and occasionally to go shopping at Cowley Centre) and the LTN has made my journeys safer, easier and far pleasanter.</p>
Support - Church Cowley	<p>We support because we are concerned with the sheer amount of traffic that use the area and the speed at which it travels.</p> <p>The environment impact this will have is also a massive plus. My child suffers from asthma so it will be interesting during June/July whether he gets issues.</p> <p>Many dispute that Church Cowley is not a 'rat-run', I disagree, many use the area as an opportunity to come off the ring road and enter Cowley to access East Oxford, Cowley Marsh, Blackbird Leys and beyond. We have also seen an increase in HGV's using Littlemore Road to access the John Allen centre and Templars Square.</p> <p>Since my original entry (this new one dated 21/04) my 11 year old, who is a student at Church Cowley school is also loving his new lease of life within the LTN, for the first time in his life he has been able to experience the freedom in the local area of using his bike to meet up with his friends, which some us 80's children took for granted. They are able, like all of us now able to move around the Cowley area free from traffic, noise, and pollution.</p> <p>Yes, some of the Cowley outer road network needs work, like Rose Hull roundabout and the junction of Newman Road. I also heard it discussed in a local Labour zoom call the idea of another bus gate on Littlemore Road. We would be fully supportive of this as a means of improving the transport network around the Cowley area.</p>
Support - Church Cowley	<p>100% support these. Far safer cycling and walking especially along Rymers Lane.</p> <p>Responding to both flopa and Church Cowley as live right on the boundary between them.</p> <p>100% support this. absurd that Beauchamp Lane has been used as a cut through until now, and the bottom of church hill rd was an absolute hazard to cross, with through traffic taking the blind corner at speed.</p>
Support - Church Cowley	<p>The neighbourhood streets have become significantly safer and quieter.</p>

Support - Church Cowley	<p>I'm concerned about media reports, especially in the Oxford mail, about anger over the LTNs. It is way too early to start evaluating these. It is very well documented that these schemes take time and that people need time to adapt. Drawing conclusion based on loud voices early on would be a huge disservice to the larger community. Moreover, to date, the media have mainly given voice to (older) men, whereas these measures affect everyone and in particular children and young people. It is very important to hear their voice and see their perspectives too.</p> <p>Councillors have for a long time been quick to please loud voices from a small section of the population who can't or do not want to imagine change and think being able to drive their cars through residential streets when and how they see fit is a fundamental human right. I urge the council to look at the large body of sound scientific evidence on LTNs and their implementation. At the same time, I sympathise with people who complain that they have not been informed properly and that signage has not been changed timely. It is crucial to make these changes, which some people inevitably will remain opposed to, as easy and transparent as possible. Please allow a long trial period, listen to everyone (including children and young people), not just the loud angry voices, and measure actual behaviour change, not just emotions.</p> <p>My reason for participating in this consultation is that I live in an Oxfordshire area that would hugely benefit from LTNs too. Moreover, for many years I have lived in LTNs abroad and know from experience that they work, deliveries and emergency services have no issues and once people get used to them, nobody wants to go back to add more traffic. I hope some of the rat runs in Kidlington can at some point be closed off too and this would all our many elderly residents and children alike to walk and cycle much more.</p>
Support - Church Cowley	<p>There seems to be vocal opposition to the LTNs, so I wanted to voice my full support to add balance. The LTN in our area has significantly reduced traffic on our street, especially traffic that is speeding. It has made the neighbourhood more pleasant.</p> <p>While I am very happy with the current locations of the roadblocks, I do wonder if the one at the end of Mayfair Rd should be moved to the corner of Church Hill Road and Kelburne Road. This would continue to prevent through traffic but would more equitably split the traffic accessing the area and stop everyone having to use Westbury Crescent.</p>
Support - Church Cowley	<p>My parents live in Gaisford Road and although it takes a longer way round for me to drive there, the roads around them are much quieter and safer. If I walk to them it is much pleasanter with safer quieter roads. Although the speed limit is 20 mph, most cars did not keep to this and with the parked cars on the road made it unsafe to cross the Littlemore Road. I live on the main Rosehill Road and have not noticed much difference on the main road for traffic. When I have had to travel, again not noticed much difference to the traffic, not the queues like I was expecting.</p>
Support - Church Cowley	<p>The bollards on Littlemore Road are just past the entrance onto Gaisford Road. When drivers see the bollards blocking their route along Littlemore Road, they turn left onto Gaisford Road and race, because they are frustrated, to the end of the street where they turn right onto Little Road. They then find their onward progression blocked by further bollards, turn round and left back onto Gaisford Road and race even faster back up to Littlemore Road. it is only a matter of time before someone, or an animal is injured by these racing cars. There needs to be clear large signage at the entrance to Gaisford Road letting drivers know Gaisford Road is a no through road.</p>
Support - Church Cowley	<p>I support the LTNs because I live in Bartholomew Road and speeding is a real problem. We have a school in the road with ineffective speed humps which when you compare them to Margaret Road in Headington I find it hard to believe that we still don't have an effective system in place to slow the traffic down especially past the school. I have lived in Bartholomew Road for 30 plus years and this has always been a problem. Something needs to be done.</p> <p>It has now been over 2 months (May2021) since the bus gate on Bartholomew Road was installed albeit without a camera. I now see more and more cars ignoring the bus gate and they travel at speed even more so now as less cars are parked due to the CPZ. The two speed humps by the school have always been largely ineffectual. If the camera is not going to be installed, then I see no point of the LTNs. We need something to be done regarding speed calming especially as we have a school in the Road.</p>

Support - Church Cowley	As a frequent visitor to Cowley for work and social reasons, I feel unsafe cycling there due to the large volume of traffic and inconsistent cycle lanes. I hope the low traffic neighbourhood will make it more safe for people to cycle and for children to be able to cycle unaccompanied.
Support - Church Cowley	I am supporting the initial trial period (six months) to be seen through to completion.
Support - Church Cowley	The Church Cowley Low Traffic Neighbourhood is a revelation to me. I knew some advantages that would apply in my own area of Florence Park, but I had not realised how transformative freeing up Littlemore Road as a safe path for cycling and walking would be. It creates a wonderful route for my family to cycle via the Long Lane underpass, to the leisure facilities in Blackbird Leys and at the Kassam stadium complex. This, above all, is the LTN filter I want to see stay.
Support - Church Cowley	I cycled past through all three LTNs on Saturday 20th March while on a journey. I was exceedingly impressed by how they have turned former busy rat-runs such as Littlemore Road and Rymers Lane into quiet streets, it was like Lockdown 1. (Between Towns R was busy but seemed no worse than usual). I saw three drivers who encountered the restrictions and had to reverse, so people are clearly still in the learning process. I helped a tradesman in a van find his way out from Clive Road, he was cutting through heading to Blackbird Leys without sat-nav so had clearly done this before. He asked what the barriers were, and I explained, and he said: "I can see this is great if you live here, but if you just want to drive through it's a pain." So that seems to be working exactly as planned.
Support - Church Cowley	The country and specifically the local area needs to get on board traveling by other means. The car is not the be all and end all. Any measures that restrict car use in favour of walking/cycling/public transport gets my full support. Please do not pander to people moaning about it hindering car journeys, that is the point. Please hold strong!!
Support - Church Cowley	Car and truck traffic has reduced noticeably in the local streets around the LTNs - not just where roads are blocked but it feels like people are making fewer car-based journeys in the local area. It has been a few weeks since Church Cowley LTNs were implemented and so hopefully most GPS/mapping software has reflected the changes, and freight should stop attempting to use inappropriate routes (e.g. B&M articulated trucks on Littlemore Road). It feels much safer and calmer cycling to school via Beauchamp Lane or Church Hill Road, and more of a pleasure walking the local streets.
Support - Church Cowley	My in-laws live on Church Hill Road. Since Monday 12th April when COVID restrictions were relaxed we've been able to visit them in their garden. It is remarkable what a more pleasant environment the road is without any through traffic. Previously it was very busy with, often speeding, traffic. Visiting them required us to drive, and we had to take a different route from before the LTN was installed so we approached from the "right" end of the road to reach their house. This was no hardship at all.
Support - Church Cowley	It is now possible to walk a class of children safely along the route. It makes it safer, healthier (air wise) and more pleasant. Please keep the LTN in place. Please. It is a major improvement for the local people, children, and natural world. Thank you for reading this and being brave. John
Support - Church Cowley	I am sick of cars speeding in my road and the connecting ones. I fear for pets and wildlife. I really miss Oxford when it was quieter in the 90s and early noughties. The traffic is insane everywhere nowadays. I would like to see if moving the barriers further down Mayfair Rd just past Kelburne Rd might help [local shops'] financial losses or whether it would defeat the purpose.

Support - Church Cowley	<p>During the pandemic I have been out and about most days delivering weekly church newsheets to those without internet access. The experience of walking around Church Cowley, Florence Park and Temple Cowley before and after ltn introduction confirms my expectation that the ltNs have potential to improve the quality of life for many residents. Littlemore Road and Crowell Road now feel safe to cross and pleasant to use. Previously there were regular speeding cars and large lorries which made it an unpleasant road to walk along. I now use the local [shop] as the junction is much easier to cross. The whole Ltn area now feels a more pleasant environment to live in.</p> <p>I support the way in which Littlemore Road is part of the LTN. I can already see the way this has the potential to be a safe and pleasant route for cyclists, mobility scooters, walkers etc. Without the camera in Bartholomew Road, it is a work in progress as motorists swing round the corner to travel down Bartholomew at speed and on through the bollards.</p> <p>I am concerned that money spent on the signage has been a partial waste as many of the signs have ended up in unsightly piles sometimes in a hazardous position on pavement or road. Motorists are still driving up towards planters blocking their route. Some frustration could perhaps have been avoided with more effective signage.</p> <p>I am making another response because of my concern about the nonappearance of cameras at the two sites within the LTNs. I am particularly aware of the Bartholomew Road area. My observation is that many motorists are ignoring the signs. I do not feel that this is giving an accurate picture of an LTN. It is not providing children at the nearby school with a positive model of a law-abiding community. On occasions I have seen particularly poor driving with cars taking corner by the Co-Op on wrong side of road and travelling at speed through traffic filters often trying to get through before approaching cars from the other direction.</p> <p>My impression is that the number of people cycling and using mobility scooters is increasing. It is certainly much more pleasant for walking with a quieter more relaxed atmosphere where conversations with those you meet in the street easier to sustain. The signage has improved greatly, and recent weeks have seen less cars coming unexpectedly upon the planters although this still seems to happen at times. Some of the planters have been a real asset to the area with colourful plants attracting bees and other insects. Others not so good...how is this organised? Do people just tend them if they feel like it?</p> <p>I am concerned that the end of the consultation will come along before the full implementation of the LTN with cameras in place has had time to take effect and be monitored. There doesn't seem to be any communication about what is happening.</p>
Support - Church Cowley	<p>As a cyclist and parent, I have seen a vast improvement in the local environment with no rat-run car traffic. Less noise, less air pollution and it is much safer for cycling and walking, for adults and children! It is really excellent, and I am very keen for the experiment to continue and become permanent.</p>
Support - Church Cowley	<p>I've been concerned about the quality of the air around the neighbourhood. The current climate situation is very upsetting and very small is being done in the matter. When first I came across LTN, it gave me a great feeling of hope in the people actually caring of our wellbeing, furthermore they even motivate me to take similar actions around my life. Thanks for them. Keep up the good work please.</p>
Support - Church Cowley	<p>Safer for cycling, not now a rat run for taxis, safer for children, less air and noise pollution.</p>
Support - Church Cowley	<p>The road seems much safer now and there is less high-speed traffic through the area.</p>
Support - Church Cowley	<p>The Church Cowley LTN in particular is an important enabler for a safe cycle route from Cowley to Littlemore and Blackbird Leys.</p> <p>I commute to Littlemore by bike and it has already started to make a difference even without the implementation finished (ANPR not in place for bus gate).</p> <p>Traffic volume is the most stated reason for people not choosing to cycle and if we want to encourage active travel we need to enable this by creating safe cycle routes.</p> <p>However I feel there is also a need to address public transport links to/from Littlemore, maybe the #16 bus could be increasing its frequency, and the pick-me-ups service reinstated so that more people in Littlemore feel they can stay connected to Cowley without use of a car.</p>

Support - Church Cowley	My life and my family's life has improved no end. There is far less traffic much less speeding better air quality it's safer to walk on paths and crossroads also much quieter and peaceful environment more people walking and cycling. Brilliant scheme! Ongoing, much quieter safer and pleasant road to live on now. Signs for camera are now up but camera isn't so there are still a lot of drivers using road as before. I am a driver and have no problem driving out to ring road and accessing other parts of Oxford this way. I think the experiment is working well and not making traffic worse in other areas and will be even better when traffic enforcement cameras are installed.
Support - Church Cowley	I am a car driver and cyclist. It has been inconvenient as a motorist, but I am happy deal with that inconvenience as it has made cycling much safer. I have taken my children to and from school more often by bike rather than car
Support - Church Cowley	Extremely heavy traffic on Howard Street with queuing traffic often the full length of the road.
Support - Church Cowley	I am very much in favour of a low traffic neighbourhood but unfortunately the siting of one of the two filters has resulted in an increase in traffic in the southern 'leg' of Westbury Crescent. The traffic is also travelling at higher speeds than before the LTN. The filter at the top of Churchill Road has stopped traffic taking a 'short-cut' from Church Cowley Road to the top of Rose Hill (and vice-versa) which frequently saw vehicles travelling at high speeds and 'cutting-the-corner' at the junction where north and south legs meet. It has resulted in a welcome reduction to traffic on the north 'leg' and also as its users are mainly residents the speeds have also reduced. Ideally, in my opinion, the other filter on Mayfair Road should be re-positioned at the end of Churchill Road (by Kelbourne Road) so that access from the A4158 is only for residents of Westbury Crescent, the top end of Churchill Road and Wykeham Crescent. It would appear that residents from Kelbourne Road, Mayfair Road, Fairlie Road and Hillsborough Road/Close are trying to make-up for time lost by having to make their journeys via Westbury Crescent (south) rather than Littlemore Road.
Support - Church Cowley	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 reduces traffic on Cricket Road and Rymers Lane, making the street safer for walking and cycling, especially around Florence Park.
Support - Church Cowley	The streets are much safer- fewer drivers and less speeding. Better for school run. Lots of opposition so wanted to voice support
Support - Church Cowley	Less traffic and cars speeding through. Better for cyclists and for children.
Support - Church Cowley	I feel safer as a pedestrian and cyclist on the road. The LTNs do not affect me when I drive in, out or around Oxford. There is less traffic in my area
Support - Church Cowley	There is definitely less traffic and noise, and safer for cyclists and pedestrians. It does not affect car travel times to other parts of Oxford.
Support - Church Cowley	The Mayfair Road LTN barrier has greatly improved our quality of life. Everything is now so much more peaceful than it was when we had cars screeching around the corner and racing along the street like there was no tomorrow in a bid to cut a few seconds off of their journey times..
Support - Church Cowley	The LTN pilots in Cowley are incredibly important for the long-term future of Oxford residents. I think the LTN is a vital initiative and strongly support the Council expanding LTNs across the city.
Support - Church Cowley	It has made a huge difference to residents. There was initial chaos and there is still the occasional ambulance or police car that needs to turn around. But on the whole it has made our area safer and calmer. 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. I did notice more traffic in Church Cowley Road, and I think without disincentives (i.e. costs) for car ownership that won't go away naturally.

Support - Church Cowley	<p>Although I live on a main road and am therefore suffering the consequences of increased traffic, I fully support the LTN because it is only by forcing us car users to change our habits that we will reduce carbon emissions, improve air quality, and make streets safer for children and cyclists. I am sure the scheme can be tweaked but please do not give way to the inevitable backlash from drivers. One request is that your road planners come up with an ingenious way to make the junction of Newman Road and Oxford Road (Littlemore) less hair-raising</p>
Support - Church Cowley	<p>As a resident of Littlemore, we have obviously been impacted by the LTNs. Despite that we wanted to register our huge support for them. They have made our walk to our local Primary school and nursery a pleasant, calm, and safer journey. We can now talk as we walk and we enjoy listening to the birds and spotting little things that we would have missed before when cars raced past, particularly on Cowley/Crowell Road.</p> <p>I voted for Labour in the recent election and I now hope that I can now count on your support in the permanent introduction of the LTNs in this area.</p> <p>Please support them. It was good to see the local Police team down outside Cowley St James School today reminding people that the LTN was in operation and should not be driven through. It obviously adds a little time to car journeys when we drive, but we consider it so worth it, for the benefits during many times we walk and cycle around this area, which we are much more likely to do now.</p> <p>I have never been prouder of this area and the City and County council for taking a brave and bold step to improve the local area and more importantly reduce our carbon reduction on this area and Oxfordshire.</p>
Support - Church Cowley	<p>I support the proposal because my children walk/cycle to schools through the LTN down to Florence Park.</p> <p>The road have become safer for them to do so.</p> <p>However the I think that other measures on the Newman Road and Oxford Road Little more should be considered as well.</p> <p>In my opinion it would work better if the roads became a one-way system. So that you would have to come off the roundabout and into Newman Road and on to the due carriage way from Oxford Road Littlemore. This would cut down the gridlock that is caused at the moment and it would slow the traffic down.</p>
Support - Church Cowley	<p>Brilliant for residents. As someone who lives on a residential street that cars use to avoid Cowley Road or Iffley Road I think it's fantastic.</p> <p>I wish we had something like this on my street.</p> <p>I say this as a driver, cyclist, pedestrian, and user of public transport</p>
Support - Church Cowley	<p>It has much safer for my toddler to walk around in our neighbourhood because there has been noticeably less traffic and less speeding, particularly on Crescent Road. My journeys on foot and by bike have also been more enjoyable.</p>
Support - Church Cowley	<p>I have cycled from Headington to work in Littlemore for over 20 years. I find that even roads with traffic calming measures on the route into Oxford, can at times be fast, aggressive or both, either at busy periods, or when there is little traffic to limit speeds. For instance, it is not unusual for vehicles using cut-throughs, to not give way at roundabouts or hit 40mph in 20mph zones. This scheme (and the related ones in adjacent areas, will help with finding routes that are not shared.</p>
Support - Church Cowley	<p>Traffic volumes are down, roads are quieter, area is more pleasant to be in.</p> <p>HOWEVER.</p> <p>There appears to be no enforcement of the LTN gate on Bartholomew Road so it is pointless. The narrow junction at Newman Road/Rose Hill junction needs to be widened again so traffic turning left out of Newman Road can come along side traffic stuck trying to turn right to ease the flow now more traffic is going through this junction</p>

Support - Church Cowley	<p>I am delighted with how the roads around Church Cowley are now since the introduction of the LTNs. It has made the walk to school with my daughter so much more pleasant. We can actually talk to each other now as the road is no longer a stream of cars. It's also much easier to cross the road with the pram as we don't have to wait so long for a gap in the traffic as there is so much less.</p> <p>I have walked or cycled more whereas previously I may have driven to places like Florence Park or the Venue.</p> <p>On the few occasions I have wanted to get to the other side of Cowley by car, I have felt the extra journey has been worth it for the rest of the time.</p> <p>I was concerned about the junction at the top of Newman Road and whether there would be a lot more cars wanting to turn right. It would be very useful if there was a filter lane for people wanting to turn left, so they are not stuck behind cars struggling to turn right.</p> <p>Also, it would be really helpful if the lines for the lanes on the Littlemore Roundabout on the ring road were looked at and redrawn as you have to cross lanes if you want to ever get off the roundabout which can cause collisions.</p>
Support - Church Cowley	<p>Far less traffic on Cowley Road in Littlemore and many of the adjoining streets. No more massive trucks / car transporters etc using this road as a through route. No more furious road rage incidents with vehicles jammed up at the traffic calming measures and people screaming abuse at each other. Can actually cross the road easily. Children going to and from school via Giles Road can now cross the street far more safely. No more pollution with exhaust fumes trapped in the narrow sections of this street.</p> <p>Cycling to Temple Cowley shopping centre (and into the city) is now much safer and easier. My wife has bought a bicycle for the first time in 30 years. Obviously journeys to other areas of the city using a car now take much longer. Because of this we have stopped using the car for all journeys except those where a carriage of items is involved. We plan ahead and allow a lot more time if using the car locally.</p>
Support - Church Cowley	<p>Much quieter roads around here. Public transport (bus) arrives on time and is much quicker. Have used bicycle much more, going down Littlemore Road and the backstreets behind Cowley Road.</p>
Support - Church Cowley	<p>It has made my street much safer and quieter, we had tonnes of heavy fast flowing traffic day and night down a very small lane which made crossing near impossible in the mornings and dangerous as all cars use it as a rat run to beat the traffic lights in the adjoining main roads. I fully support the LTNs we have walked to Florence Park which is lovely and quiet and perfect with children crossing roads and on bikes. Walking to school is noticeably safer also.</p>
Support - Church Cowley	<p>The LTNs improve the ability of my staff to travel actively to and from work. They also reduce reliance on cars for short journeys improving health and reducing climate emissions</p>
Support - Church Cowley	<p>Our area is quieter, the air feels fresher, and it appears to be safer.</p> <p>My only concern is that a camera has not been installed on Bartholomew Road.</p> <p>Too many cars still speed down the road, ignoring the bus gate.</p> <p>Travel for me has meant using slightly different routes, if I'm driving, with little difference in overall journey time. I also have not noticed any other roads being busier, bar maybe Cowley Road as it approaches Between Town Roads going South.</p> <p>I seems that most complaints in [press] are from people who used to use our area as rat run, rather than residents.</p>
Support - Church Cowley	<p>I cycle through Church Cowley frequently. Please could you get a camera installed on the Bartholomew Road bus gate ASAP. Even though the road is quieter now lots of drivers are ignoring the bus gate and driving through it. Between Towns Road / Church Cowley Road desperately need remodelling with continuous safe segregated cycle tracks, a safe cycle crossing from Beauchamp Lane to Rymers Lane and narrower traffic lanes to reduce speed.</p>
Support - Church Cowley	<p>The combination of the several LTN areas helps people such as myself to be able to cycle across the city and feel safer doing so, thereby not needing to travel by car. I now cycle to Summertown and Wolvercote several times per week for classes. I understand that some people will need to drive, however I support actions such as this to encourage those who can, to feel safe choosing a more active mode of transport.</p>

Support - Church Cowley	Littlemore has now become somewhere safe where I can walk with my children. A place to live instead of a place to drive through. I feel significantly safer on the streets now. Supporting ltns because they make our areas much nicer places to live
Support - Church Cowley	Quieter, safer roads. Great.
Support - Church Cowley	I commute daily to the centre of Oxford and pass through two of the LTNs (Church Cowley and Florence Park). I normally commute by bike but also walk or drive on occasions. The LTNs have made the commute immeasurably safer when I cycle or walk. Junctions that were once difficult and dangerous to navigate are now safe. When I drive in there has been no noticeable difference in traffic levels on the main routes. As the routes are now safer, I find myself more likely to cycle than drive. It is imperative that the council makes the LTNs a permanent fixture and I hope extends their use to other areas of the city so that they can feel the benefit as well.
Support - Church Cowley	I'm supporting the LTNs on Cowley Rd (Littlemore) and Beauchamp lane and Bartholomew Rd. As a former resident on Cowley Rd (Littlemore) the noise and speed of the traffic at the roundabout with Long Lane was irritating and dangerous for crossing the road. The reduction in through traffic as a result of the LTN has made walking and cycling in that area far more pleasant and I would imagine quieter for those living on the corner. I have also noticed the speed of vehicles travelling in the area seems to have reduced. It's 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. I had also regularly used the short cut from Iffley rd to Barns rd via Bartholomew rd to return to my home. Since regularly taking the Between Towns road to get home I have only experienced a 2 to 4min increase in my journey time and have not experienced any significant delays as a result of potentially larger volumes of traffic taking this route due to the LTNs.
Support - Church Cowley	I strongly support the County Council's aim of reducing vehicular traffic, especially on residential roads, and this seems to me a good start to the process.
Support - Church Cowley	I live on Cowley road, Littlemore, which used to be extremely busy and could be quite dangerous. The LTNs introduction has made the traffic past my house far calmer. It makes it easier for me to get on and off my drive, I've also felt happy cycling with a kid down the road (something I would have not done previously). It is a minor inconvenience that I can't access some roads as easily, but this is entirely worth it for a more pleasant area - which encourages walking and cycling.
Support - Church Cowley	I strongly support the use of ltns to reduce the number of cars going through Cowley and the pollution and noise caused by them.
Support - Church Cowley	I'm desperate for traffic through put to be reduced
Support - Church Cowley	Safer environment for kids and residents.
Support - Church Cowley	I support measures to reduce motor traffic, making it easier and safer for pedestrians and cyclists. I also think this will be important in improving air quality, reducing pollution, and encouraging healthier lifestyles including making the most of local businesses and amenities.
Support - Church Cowley	This is so much safer for cyclists and pedestrians. I can cross the road by the Co-op Shop without having to dodge speeding cars. Walking in my area is nicer without the traffic and the fumes. It feels much more like a community as pedestrians can interact. The one problem is Newman Road. This has become the main route in and out of this part of Cowley and it was recently narrowed to make it safer for cyclists. Unfortunately, the system designed for cyclists doesn't work and the significantly increased traffic is causing problems of congestion and safety.
Support - Church Cowley	The decrease in traffic has made a huge difference to the area. The benefits are, noticeable cleaner air, feel so much safer as a pedestrian, being able to cross the road here without fear from the large number of drivers who go over the 30mph limit, there are no crossing her. There is no room for cycle lanes along the road as it's too narrow, remember this road was a connection to a village from Oxford, it wasn't made for the volume of traffic that has been using it for years. This summer is the first in 20 years or more that we are able to enjoy using the garden without choking on car fumes.

Support - Church Cowley	I appreciate these key connective cycle routes being kept free of high traffic. I go shopping through this area and appreciate the quiet route away from the main roads. It's been such a motivator for me to take the bike rather than drive to my weekly shop.
Support - Church Cowley	I strongly support because if nothing is done and the current rate of traffic increases there will be gridlock. Busses already find it difficult to go down Cowley Road.
Support - Church Cowley	It's stopped the rat run to rose hill
Support - Church Cowley	I think these are fantastic and really hope they stay! They make it incredibly safe to walk and cycle through the area, reduce traffic, road noise and emissions, making it safer for everyone involved. There's already evidence that shows they reduce traffic collisions and injuries, but also will prevent emission-related health injuries. Almost everywhere within Oxford is reachable by bike or walking and I think these LTNs support and encourage more environmentally sustainable forms of transport. I am massively in favour of these and hope the trail goes well and they can become permanent. Thank you for trialling them and fingers crossed others see the benefits they create.
Support - Church Cowley	I am a student, who regularly cycles when home in Oxford, and am strongly in support of measures that curtail the aggressive and dangerous driving I regularly encounter. Literally any measures. I don't feel I deserve to be driven at, shouted at or punishment passed -- it makes me feel like [expletive removed], and literally anything to alleviate this experience at any point during any of my journeys feels worthwhile.
Support - Church Cowley	I support the new LTN scheme, having noticed that the roads are much quieter and safer for cycling and walking. I live in Church Cowley and work at the JR Hospital, and despite the LTN adding an extra 2-3 minutes to my car journey, I am still very much in favour of the changes; I now go via the ring road, which I think is much better for our neighbourhoods. However, my main concern with traffic/commuting in general in Oxford is that there is a lack of public transport. It is really difficult to get to the JR from Church Cowley and Rose Hill by bus, taking 45+mins by bus, which effectively forces me to commute by car. On the whole, I support the new LTNs, but feel that that the bigger focus should really be on improving public transport and getting cars off the roads (rather than diverting them onto the main roads).
Support - Church Cowley	I fully support the implementation of the LTNs which have reduced the level of noisy and dangerous 'rat-run' type traffic. The planters on Church Hill and Mayfair Road have massively improved the quality of the neighbourhood and have made the streets feel much more walkable and safer. I commute by both bicycle and car and the LTNs have improved both of these experiences. Riding a bicycle in particular feels a lot more safe and I can see how these schemes will encourage more to cycle where they can feel safe on the roads.
Support - Church Cowley	It has made a fantastic difference to traffic in the area, is quieter at night and it is now possible to walk around the area, cross the road to the Coop and drive out of the Close on the way to work in Thame safely Love not having traffic on the main road we feed into from the Close Have managed ok without my once usual route home from work off the ring road via Sandy Lane and Bartholomew Road The only issue is some slight congestion on Newman Road at times and definitely the safety still of turning right from the end of Newman Road. I write this as Oxford Road Littlemore is closed for installation of the traffic calming measures, so traffic is now extra busy on Newman Road and particularly at the end of the working day but in fact just after the LTN was set up there was MUCH less traffic on Newman Road and much less traffic coming up from the Littlemore under the bridge in my opinion for the times I drive it. The LTN has definitely reduced us hugely getting in car to go local shopping etc. If we want to go to [Templars Shopping Park]. we will walk where we might had taken the car down on occasion. The delivery drivers all seem to find their way to us without any issues. We love it and want it to stay. There are many more people walking and on bikes in the area ...love it!

Support - Church Cowley	Safer to travel and walk.
Support - Church 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	From my households' point of view this is an outstanding success. Without the traffic screaming up Churchill Road then cutting the corner into Westbury the street has become much safer.
Support - Church Cowley	The LTNs have transformed my neighbourhood 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. My 5 year old can now cycle to school confidently and the streets feel much more like they are designed for people, not just people in cars. 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 Bartholomew 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 - Florence Park	I cycle through this area.
Support - Florence Park	I really noticed during my walks to Florence parks how quieter the road was, it was less stressful and lovely to walk to the park. I support measures aimed at reducing car use (hence noise, congestion, and air pollution), at making streets safer and at encouraging active travel and use of public transport.
Support - Florence Park	Safer, faster cycling; safer walking; less pollution, less noise, less congestion. It makes it possible for children to safely cycle to school, and walk to the park etc.
Support - Florence Park	Reduce congestions, air pollution and road danger, and facilitates modal shift. Please do more of this sort of thing.
Support - Florence Park	LTNs should be the standard for neighbourhoods, and these retrofitted LTNs address a town planning mistake made many years ago. Also, while Oxford likes to profile itself as a cycling city, too many people are relying on private motorised transport. The LTNs make cycling easier and safer for more people and the reduced capacity for motorised traffic will discourage people from using their car. The only real risk of imposing these restrictions on people, is that if people are so attached to their cars (or in case of businesses, attached to car users), they may leave the city instead of adjusting to it...
Support - Florence Park	It is a lot more peaceful to cycle through with no through traffic.
Support - Florence Park	It is much safer for children
Support - Florence Park	Brilliant for getting to town on a scooter safely. And lovely for walking
Support - Florence Park	Since the LTN trial started the residential streets are safer and cleaner for pedestrians and cyclists, making the neighbourhood much more pleasant. I'm particularly pleased to see Littlehay Road free from being a rat-run.
Support - Florence Park	Traffic flow needs to be brought under control, as too many short journeys are made just for convenience which is harmful to the environment and dangerous for residents and visitors to the area. The LTN scheme has improved the standard of life for those within the Florence park, temple Cowley, church Cowley areas but unfortunately, has pushed more traffic onto the main arteries such as Oxford Rd. There has, in the time that these schemes have been running, no sign of the promised traffic evaporation on these main roads. The traffic flow management at the junction of Oxford Rd and Between Towns Road, and the junction of [Barracks Lane?] and Holloway both need readdressing to relieve the backup of traffic on Oxford Rd and Hollow Way. A better filter system needs to be in place plus better signage could be used to encourage through traffic via a less congested route.
Support - Florence Park	It provides a safer commute for me and partner for cycling to work.
Support - Florence Park	It's a fantastic start and we need many more of these to slow traffic, prevent rat-running and give space and clean air to residents

Support - Florence Park	Making the roads safer and more pleasant to use as a pedestrian or cyclist
Support - Florence Park	Quieter streets for walking and cycling. Safer for children
Support - Florence Park	My child and I are now able to use bikes for school and work, instead of having to use the bus. Our neighbourhood is safer and cleaner, and neighbours can talk to each other/play games.
Support - Florence Park	Prior to this ltn closure we endured disgusting displays of aggressive high-speed driving showing total disregard for the 20mph limit and the safety of residents and general pedestrians and cyclists not to mention motorists adhering to the limit. The levels of noise due to the aggressive driving of performance vehicles [deleted], motorcycles and scooters meant it was unpleasant in the daytime and sleep at night in the front bedroom with windows open was almost impossible. negotiating to reverse onto the drive meant vehicles an ordinarily adequate distance away would be bearing down due to their speed followed by verbal abuse. Following the closure, we have seen all this diminish greatly but the lack of anpr so far has meant occasional vehicles abusing the restrictions and it's not unknown to see them at speed gesturing abusively out of their windows although rarer these days. Additionally, the delivery scooters still race through at speed. These restrictions have indeed made this a liveable neighbourhood and the backlash from some people against them demonstrates perfectly the aggressive disrespect that we have endured and no doubt will again should they be removed. I believe if the ltn was to be removed the retaliation for them to come will make the behaviour prior to the ltn pale in comparison to what will be to come. it's miraculous that no one has been knocked down prior to the ltn, to the best of my knowledge, although a car has been rolled and another put through the fence of restore. all in a 20mph limit! but i am certain there's far worse to come should the ltn be removed. thank you for trailing this scheme and please know it has been a resounding success at least in this instance, but from a broader perspective I have been very aware that the awful driving we used to see has not been transferred to other streets and there has been a general calming of traffic flow in the whole area which in turn has made the area in general far safer for cyclists and pedestrians! Thank you! Kevin
Support - Florence Park	Speeders, council vehicles, police blue lighting our road, rat run traffic, pollution, noise make life a misery
Support - Florence Park	In no particular order: 1. It reduces noise pollution; 2. It reduces air pollution; 3. It improves safety; 4. It reduces fossil fuel usage; 5. It forces people to consider using less destructive forms of transport.
Support - Florence Park	These schemes are vital for reducing air pollution, improving health and, most importantly of all, tackling climate change. They need to be accompanied by further thinking around access for the elderly/disabled, better bike lines, improved provision of public transport, assistance for those who can't afford to buy bicycles etc. But the direction indicated by the LTNs is the right one for cleaner, greener living.
Support - Florence Park	I love the LTN's! I have just bought a house on Clive Road near Florence Park and the fact it has an LTN was a significant reason why I chose it, because it is quiet. I've lived previously in Iffley Village for many years and am moving now to Florence Park. The quieter roads because of the LTNs in Florence Park are a significant draw - less pollution, less noise, safer, better for the environment, healthier, and encouraging us to use bikes. I work in Botley so cycle to work too and sometimes drive if I'm on a long shift. I am a FIRM supporter of the LTNs and really hope they all stay, particularly the ones in Florence park and the one on Clive Road. It feels really important to me.
Support - Florence Park	An area I cycle through where LTNs have made it easier to cycle
Support - Florence Park	<ol style="list-style-type: none"> 1. To reduce number of residents unnecessarily killed by traffic and pollution 2. It makes the area a nicer more human place to live 3. It helps the environment and our need to tackle global warming

Support - Florence Park	'- I'm an avid cyclist, and the LTNs have made cycling from Littlemore towards Cowley and central Oxford a lot more pleasant! - I occasionally rent a car via a car club, and the only effect the LTNs had on me in that regards was that I found I had to think a bit harder about how to reach a main road from where the car is parked. Still, this was simply an exercise in using a little bit of local knowledge, so no concerns from me.
Support - Florence Park	I want Council to take some sort of measures to reduce car traffic in Oxford. LTNs are worth trying. If they don't work, then they can be removed at the end of the trial period.
Support - Florence Park	Net impact of traffic reaction creating a more pleasurable neighbourhood.
Support - Florence Park	I drive to work three times a week and cycle to town at other times. The impact of the LTN's on my journey is minimal. I support them as they should encourage people to stop using their cars for short journeys within Oxford. Children being driven to school is a major source of disruption, we need to encourage cycling by making it safer with bike lanes and removing parking on busy roads.
Support - Florence Park	Ltn's encourage use of alternative transport and create healthier environments for living. All positive for the future for all of us.
Support - Florence Park	Traffic is out of control in this neighbourhood, both the traffic that is moving and the cars that park. The area simply cannot sustain more automobile-centred practices. The only solution to the dire condition of automotive behaviour is to reduce access by cars to neighbourhoods. There is no "carrot" that will get people out o their cars. The city has to use the stick.
Support - Florence Park	Much quieter streets, safer for me to cycle and walk with my daughter. Bit harder to get out by car but worth it. What would really help us improving pedestrian /cycling infrastructure on Church Cowley Road too particularly crossing with Henley Avenue.
Support - Florence Park	Fewer cars down residential streets; cleaner air; safer for pedestrians and cyclists; encourage use of public transport.
Support - Florence Park	These are an excellent step towards reducing car journeys in residential areas.
Support - Florence Park	Safer for Children and pedestrians
Support - Florence Park	This LTN has made cycling to and from shops at Cowley more pleasant. Concerned, however, that the ANPR cameras for the bus gate on Cornwallis Road hasn't been installed so cars are still driving through. Also, please can we have the St. Mary's LTN installed ASAP? We are getting even more traffic than usual up Howard Street because of the Florence Park LTN
Support - Florence Park	Reduction of traffic in area but want to know whether it has contributed to overall use of cars in the area
Support - Florence Park	It has made the estate quieter and safer.
Support - Florence Park	Makes cycling and walking much more attractive and less intimidating
Support - Florence Park	The streets are much safer for cycling with my 1 year old on the bike after introduction of the LTN and I strongly support keeping it. We have cycled much more as a result of the safer streets.
Support - Florence Park	It has transformed how my family travel in the area making it safe and enjoyable to cycle to and from friends and for shopping. It is also enabling many others to do the same whilst cleaning air and helping climate change
Support - Florence Park	Oxford is a small city well suited to cycling or walking, but far too many people drive when they don't need to - as a daily driver who should walk more, I include myself in this. Although it will take time for our habits to adjust to new measures and restrictions, in the long run, low traffic neighbourhoods are better for the people who live there, the city in general (as they reduce car numbers throughout) and the environment. Even people who have essential reasons to drive will benefit in the long run, as there will be fewer people clogging up the city centre roads using their cars for short trips.

Support - Florence Park	<p>I believe that discouraging the use of cars is important and LTNs are one part of this. These schemes need to be supported with plans to encourage use of alternatives in particular buses eg lower fares, new/improved routes to key destinations (eg business parks, leisure facilities around Kassam).</p> <p>There has been a noticeable reduction in the traffic within the LTN zone. For example, crossing Cornwallis Road on the way to/from school has been a lot easier so I would be more confident allowing my son to walk to school on his own in the coming years. As the bus gate camera on Cornwallis Road has not been installed yet it is difficult to completely assess the impact of the complete plan.</p> <p>The period of the trial covered coming out of lockdown with a noticeable increase in traffic across the city and a dramatic reduction in bus use. Therefore, it is difficult to isolate the cause of any effects on perimeter roads. If the trial continues then it can also be evaluated in more 'normal' times with hopefully a revival in bus use. There can be work done to mitigate the effects on perimeter roads though e.g. pedestrian crossings on Church Cowley Road, alterations to key junctions such as Iffley Road/Church Cowley Road.</p>
Support - Florence Park	<p>The LTN has made no difference as far as I can tell to surrounding traffic, and it is clear from the total emptiness of the streets during school hols that the traffic is caused by every parent driving. The LTNs have made walking around the flo park area a pleasure, and I no longer fear for my safety on the bike. Post Covid I made a decision to travel by bike wherever possible, and schemes like this make it more likely that people can do so - especially parents and kids on the school run</p>
Support - Florence Park	<p>I lived in Rymers Lane (Florence Park) for 7 years, and I have had an allotment on Cricket Road (East Ward Allotments) for 20 years.</p> <p>The LTN is necessary to stop speeding motorists using this road as a rat run. With the LTN, it's safer - less traffic and slower traffic too, and it's better for cycling (should be signed as cycle route - a 'quiet way' avoiding the busy Cowley Road, etc).</p>
Support - Florence Park	<p>Roads in Florence Park are quieter, making them safer for cyclists and children. I have even seen children playing the roads since LTNs. However, I am aware that some locals are suffering because of increased traffic on arterial roads; more must be done to address this issue.</p>
Support - Florence Park	<p>We've been asked to comment on the LTNs. While I think the communications about the project and its implementation have been poor in some cases, I broadly support the notion of lower traffic neighbourhoods</p>
Support - Florence Park	<p>The LTN is great! When visiting friends or attending events in Cowley I always try to cycle or walk via the LTN as far as possible as it is so much more pleasant due to the much reduced traffic. It feels a lot safer as a cyclist, and you there is much less noise and air pollution. Before the LTN was set up, I was often worried about being hit by a speeding car when cycling here, but this has been much less of an issue with the LTN in place.</p>
Support - Florence Park	<p>As a resident I hope that it will encourage use of greener transport (walking, cycling) so there is less pollution from traffic, and also to make roads safer for cyclists and pedestrians.</p>
Support - Florence Park	<p>Reduced traffic for children getting to school. Reduced traffic for myself when walking the dog and generally a much safer, cleaner and healthier place to live with the LTN in place.</p>
Support - Florence Park	<p>Much better living environment with less traffic danger and necessary to move towards environmentally sustainable lifestyle</p>
Support - Florence Park	<p>Safer for children walking to school</p>
Support - Florence Park	<p>The area has become so much nicer since the experimental LTNs were introduced. No queueing or speeding traffic; safer to cycle and walk.</p>
Support - Florence Park	<p>It seems much better and safer in the local environment. I think it's good that it encourages walking and cycling for local journeys</p>

Support - Florence Park	<p>Given the current climate emergency we must try and do something to encourage a modal shift away from personal motor vehicles. In Oxford, as I'm sure you're acutely aware, cycling can be a daunting prospect owing to the shared space with motor vehicles. This is not without foundation as there have been a number of serious, and sadly fatal, accidents involving cyclists and motor vehicles on Oxford's roads. So, to encourage this modal shift we must create safe spaces for cycling and walking away from competition with motor vehicles.</p> <p>This is exactly what has happened within the LTN. I live on Rymers Lane and the number of people cycling and walking in the area has increased markedly. What is particularly important is there has been a noticeable increase in school children walking and cycling. Something that is often overlooked is that we are in the midst of another crisis which perhaps does not receive as much press attention, childhood obesity. Policy makers must make decisions for future generations who may not yet have a voice in addition to current constituents of voting age. The direct benefit of being able to walk and cycle to school safely in terms of their immediate health is complimented by encouraging these travel habits early in life. If you're habitually exposed to driving everywhere as a child, then that forms your viewpoint concerning what is normal. By challenging this viewpoint early in life, we stand a chance of future generations developing new ideas about transport rather than having to challenge entrenched ideas later in life.</p> <p>So quite aside from the climate argument, I think these schemes are valuable enough from a public health standpoint to justify their continuation.</p> <p>There is still an issue with dangerous driving and speeding in the residential streets here, but the problem is much reduced even without the installation of the enforcement cameras.</p> <p>But in summary, during my time living in Florence Park, this measure has by far had the greatest positive impact on my family and friend's wellbeing. Years of tinkering at the margins to appease motorists had largely achieved nothing. I am a motorist myself, but find I am using my car far less frequently now I have a viable alternative, in fact I am considering whether I need a vehicle at all, which is a position I didn't expect to find myself in.</p> <p>I would ask however that each of the LTN schemes is considered on its individual merits rather than being considered as a single entity. Whilst I appreciate there was very strong support for the Florence Park LTN I understand support for the others was not so unequivocal. It doesn't seem appropriate to consider three different distinct areas as a single unit, either for or against, as these are distinct areas with their own demographics.</p>
Support - Florence Park	It's definitely reduced traffic in Florence Park and made it much more pleasant for walking and cycling. It's had no negative effects for us, only positive. I am a bit concerned that traffic has been pushed further out instead of reducing overall, but in Florence Park there have been huge benefits.
Support - Florence Park	The LTN made Rymers Lane so much more children, family and pedestrian friendly. It makes the walk to Florence Park much less stressful! I think that one thing to consider changing would be to suggest to the direct inhabitants' ideas for how they can use their newly free street, as it did feel a little bit "dead" in parts. Thank you for all your work on the LTNs and cycleways!
Support - Florence Park	The scheme has made the Florence Park area a better and more peaceful place to live. There is less dangerous and too fast driving in this residential area. It is better for cycling. I commute to work by car several times a week and have noticed no additional traffic on the surrounding streets.
Support - Florence Park	They have made a positive improvement with roads that were previously dangerous now safe (particularly Rymers Lane and Littlehay Road). People are able to cycle and crossroads much more safely.

Support - Florence Park	Van and fast cars have stopped cutting through from Oxford Road to Rhymers Lane and I am happy about that. It feels a lot safer walking along Littlehay Road to get to Florence Park, although motorbikes and scooters still go through the barriers, so it pays to remain alert. The traffic on the Oxford road has increased so it takes longer when I have to drive to the other part of the estate. However, this only adds on 5 minutes to the journey. It would be interesting to see what would happen if the barriers were moved to the Oxford Road end of Littlehay, and we could access Florence Park estate and get to the ring road via Church Cowley Road.
Support - Florence Park	LTNs are a vital part of removing unnecessary motor traffic from Oxford, enabling more benevolent alternatives, and reducing pollution and congestion.
Support - Florence Park	less traffic in the area, safer to cycle in the area, less car speeding in the area,
Support - Florence Park	I support as this has led to more peace, safety and people enjoying walking cycling etc this has also led me to use the car much less, and when I use it, I do not mind the extra time in traffic. However, we need public transport to be more subsidised so traffic decreases on main roads...
Support - Florence Park	The LTN has hugely increased the quality of our lives in Florence Park. We are now able to go on walks and bike rides with our children without constantly having to worry about the many cars that previously ran through our streets. As a consequence, we use our cars much less than we use to before, because the LTN makes it both less convenient to go by car and more enjoyable to use our bikes. Please let us keep them!!
Support - Florence Park	It makes the road safer for families and residents. It helps keep our air cleaner. Please install the camera at the Cornwallis bus gate!!
Support - Florence Park	As has been re-enforced this week with COP26 we need to make dramatic changes to the way we live to reduce emissions. A LTN seems a small but important step in the right direction, with many additional benefits for people. Humans are inherently lazy, so we need a nudge in the right direction to encourage sustainable behaviours.
Support - Florence Park	Amazing, so much safer and quieter. Feel much better kids cycling.
Support - Florence Park	I am happy that there is less traffic in the neighbourhood and anything that can be done to encourage more walking and/or cycling gets my vote.
Support - Florence Park	The LTN has been transformative for local residents. Pavements are often too narrow and in places have lorries parked on them and overgrown hedges making them unusable with buggies and for wheelchair users. The crossing on the corner with Rymers lane was extremely dangerous and a real worry to lots of parents we saw and our neighbours. It is much safer now. Our road is also quieter, with less cars racing down it throughout the night as happened previously. It's encouraged me to walk and cycle for local trips, for example to the local Sainsbury's I no longer drive. I've seen more kids cycling, and wheelchair users using the road safely to get about. It's been easier to safely chat to neighbours and their kids in the street.
Support - Florence Park	It has created safer cycling and walking routes especially for young families
Support - Florence Park	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. Contrary to the arguments of many of the louder, car loving neighbours, the traffic on Between Towns Road seems not to have changed. I cycle on it at rush hour daily and see no difference. The LTNs are for these people a lightning rod - something to blame for their traffic jams/ congestion (rather than the cars in front of them).
Support - Florence Park	Reduced traffic on residential streets. Safe route to school for children. Forcing people to re-think how they travel and consider alternatives to the car
Support - Florence Park	I cycle regularly through the area, and have a young child, so it is very important to us to keep it! The quiet roads have been wonderful.
Support - Florence Park	Excellent initiative which encourages travel by alternative means to driving. Environmentally positive.
Support - Florence Park	It is imperative to limit the volume of traffic in Oxford City

Support - Florence Park	I lived in the area recently and hated the excessive traffic flow. I often tried to think of schemes to reduce it without diverting to other rat runs. It must be very inconvenient for people who live right next to the blocks, could there be an exemption for locals if the schemes are camera controlled?
Support - Florence Park	Cricket road is now a fantastic way to cross Oxford, so I can go to the swimming pool peacefully
Support - Florence Park	This is long overdue. These residential roads were never designed for the level of traffic they've been seeing in the last decade, but with Satnav's assuming all roads are equal, drivers have been cutting through, often at speed, to avoid traffic lights, and even the pavements had become unsafe.
Support - Florence Park	The addition of the LTNs has had a beneficial impact on traffic volume and speeds and has made it considerably safer for people (including school children) to crossroads, walk, and cycle in the area. Although I have seen objections raised citing increased antisocial behaviour since the introduction of the LTNs and the opening of the Rymers Lane homeless hostel, I have not witnessed nor experienced any such increase. As a woman, I feel no less safe walking alone at night in the area. As a driver I am not significantly impacted by the restrictions, but as a parent and cyclist I have experienced benefits and would urge the council instead of incurring the cost of reversal to focus on further improvements such as better street lighting, CCTV, double yellow lines on one side of Church Cowley Road, and pavements which are safely usable by wheelchair users and those with reduced vision instead of the uneven lumpy trip hazards we have now.
Support - Florence Park	The LTN has made cycling to Cowley Centre much more pleasant. We now are happy for our 12 yr. old daughter to cycle there alone which we weren't before. My wife who drives to work 2 days per week and used to 'rat run' through Florence Park says her driving time has not significantly increased.
Support - Florence Park	Easier. and safer to bike for nervous riders
Support - Florence Park	These have made my children's cycle to school safer by a vast amount. They have radically improved the whole area and my only concern is we are still waiting cameras. These are the best intervention I have seen from OCC in all my years 13+ of living in Oxford. I truly believe these will save lives and enhance communities
Support - Florence Park	It encourages cycling, which I see as a positive towards combatting CO2 and particulate matter emissions
Support - Florence Park	Because it creates a safer route to cycle through the area
Support - Florence Park	Air quality, noise emissions, cycle safety
Support - Florence Park	Massive support - safer, more quiet streets, less pollution, better quality of life. I have seen more children cycling around and to school. It took a bit of time to use to it for some of the drivers, but I can only see positives. Great improvement for local community.
Support - Florence Park	Discouraging car use in the city is very important
Support - Florence Park	Oxford suffers from too much traffic, much of it generated by short journeys which could be performed by public transport, walking, or cycling, or by drivers from outside the area using residential streets as short cuts, frequently at speeds which are too fast for the safety of residents, particularly children. Keeping through traffic to major roads could lead eventually to a reduction in traffic by causing frustration and delay for drivers.
Support - Florence Park	The LtNs encourage safer active travel. My children and I enjoy cycling to school and our safer street.
Support - Florence Park	Better for cycling; safer for children walking. It improves the urban environment.
Support - Florence Park	I strongly support the LTN. So much safer for children and quieter for residents.
Support - Florence Park	With there being a school and a nursery on that stretch of road, it's unquestionably safer now.

Support - Florence Park	I cycle to work from Marston to Littlemore, 5 days a week and the low traffic neighbourhood 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 school children 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. I am in favour of reducing the number of cars on the road. However, the cycling infrastructure needs to be put in place to make it easier for reluctant/less experienced cyclists to feel safe on our roads.
Support - Florence Park	Love cycling with kids here
Support - Florence Park	Traffic is much better on side roads. Please get rid of more traffic on the main roads by barring private cars from the centre of Oxford altogether, and converting roads to bus and cycle lanes
Support - Florence Park	I am keen for the LTNs to be implemented to make it safer for me to cycle around the area with my children.
Support - Florence Park	It has reduced the amount of traffic on cricket road, making it much cleaner and safer for children in the park.
Support - Florence Park	The amount of traffic is hugely reduced, making active much safer for all the family. It is vital that these LTNs are successful so that they can be rolled out in other parts of this overcrowded polluted city
Support - Florence Park	good effort in reducing future traffic and emissions
Support - Florence Park	The street is more quiet and safer for children to play.
Support - Florence Park	It has created a safe route for cycling into Oxford City.
Support - Florence Park	The area is done here safer for young and old, Children are walking to school. No cars speeding along the streets. Air quality much improved.
Support - Florence Park	I am A health coach working in Florence Park, Blackbird Leys and Temple Cowley area. I fully support any initiative to make cycling more accessible and safer in the hope that it becomes the 1st choice of transport across the city.
Support - Florence Park	The Florence Park is a residential estate with kerb parking. I live close to Littlehay Road has benefitted enormously from the trialled LTN scheme as it is often congested with folk using this road as a shortcut to the Iffley Road. There have been a number of traffic incidents on the corner of Littlehay and Rymers lane as this is also an important walking route for children to school. Littlehay road is not wide enough to support two-way traffic so there is always standing traffic. The houses are not sufficiently set back away from the road and so a lot of the traffic fumes come into gardens and through windows, causing potential health issues in the local community. The LTNs have offered children and all residents to cycle and walk safely to school and to and from Florence Park, which has two large entrances close to Littlehay Road. It has encouraged me to think more carefully about using my car and to walk and cycle wherever possible. A more affordable bus service would help to support this scheme and I am in full support of the continuation of the LTNs
Support - Florence Park	We need healthier and safer roads. To do this we (including me) need to reduce our car use. It needs a "top down" approach to help people change their behaviour. This is one layer of a good plan.
Support - Florence Park	We look forward to the traffic reduction and the increase in safety for cyclists and pedestrians which the LTNs will create. The climate emergency means we must reduce traffic to reduce emissions throughout Oxford. The WHO indicates that deaths from air pollution from all sources in the UK are approximately 64,000 per year. Our Council needs to radically reduce air pollution and hence the deaths and ill health it causes. I cycle through the area frequently and it is now a joy. Rymers Lane used to be particularly hazardous. I used to have to play dodge with cars at the pinch points. It was never clear who had priority. Cornwallis Road too is much more peaceful now. Please get the cameras on the bus gate ASAP.

Support - Florence Park	I do understand that traffic has got worse on roads surrounding the estate now that it cannot drive through it. However, as a resident the estate is much more pleasant and safer because of the LTN.
Support - Florence Park	I regularly cycle through this area with my toddler, and we would both feel much safer under the new arrangements.
Support - Florence Park	I support the LTNs as it makes my journey into Oxford city centre safer. I have been a lifelong Oxford resident and very rarely drive into the city centre. The cycle journey is approx. 20mins and cycling along residential streets feels far safer than Oxford/ Cowley road
Support - Florence Park	Interventions to reduce the impact of high levels of traffic on residents' health and wellbeing are absolutely critical. I don't think LTNs are sufficient because they don't adequately reduce the overall volume of traffic in the city, and they don't protect people living on, or using, perimeter roads from danger, noise, and air pollution, but they are a decent first step.
Support - Florence Park	I feel safer on my bike when cycling to work.
Support - Florence Park	<p>The LTNs make it so much safer for our children to cycle to clubs and to see friends. Our 12 year old now cycles alone - in the dark - to one activity. Please keep (and extend) these amazing schemes.</p> <p>The new LTNs have made it so much more attractive to cycle, e.g. for me to cycle from off the Cowley Road to the Kassam Stadium for vaccines, we can cycle through the Florence Park and then the Church Cowley LTN areas. The difference in traffic (and therefore fear of, and actual, close misses with bad drivers) is amazing.</p> <p>Thanks to everyone who helped bring the LTNs into existence. Keep up the good work for active travel and improved quality of life and air quality in Oxford!</p>
Support - Florence Park	Can cycle with my daughter safely to her friends in Littlemore (needs both Florence Park and Church Cowley LTNs). The LTNs have got dozens of children cycling to Larkrise primary who weren't previously.
Support - Florence Park	Fantastic walking and cycling. Reduced pollution and increased pedestrians and cyclist safety
Support - Florence Park	i love the LTN
Support - Florence Park	Much quieter and safer to cycle with children
Support - Florence Park	The Florence Park LTN makes it much safer, less stressful and more enjoyable for me and my daughter to cycle to school or visit the park or friends by foot/bike
Support - Florence Park	Less traffic noise & pollution in the neighbourhood. Safer to walk & cycle, especially for kids.
Support - Florence Park	Calmer, safer, quieter streets for my family and community
Support - Florence Park	I feel that the LTNs make the area safer for cyclists and pedestrians, so I do support it. Living on Church Cowley Road though I am also concerned about the volume of traffic.
Support - Florence Park	I think it is great to reduce unnecessary traffic within residential neighbourhoods. Safer for children, quieter and less pollution.
Support - Florence Park	Much safer cycling routes for my children
Support - Florence Park	I travel between houses to carry out my business and the LTN has made this easier and safer to do.
Support - Florence Park	I totally support the LTN and believe they have reduced traffic and improved the environment and the safety and well-being of local residents
Support - Florence Park	extends the benefits of Elder Stubbs allotment and Florence Park into the surrounding streets.
Support - Florence Park	I've cycled through this LTN and I always feel much safer than I did previously. It's not necessary to take the car for the journeys that this LTN links and therefore keeping the LTN is a good way to encourage greener travel.

Support - Florence Park	I support the LTN's as they create a much safer place for active travel. People walking and cycling have a safe route without the constant stream of cars racing past them. For myself and my family we have been able to avoid using a car as it feels safe enough to walk to school and on our local journeys. I have heard of many local families who are doing the same and so many children are arriving to school by bike now that the school has run out of bike racks! Supporting people to minimise their car use is fundamental given the impact that cars have on climate change and air pollution. Thank you for putting in this trial of the LTN's and I very much hope that they will be made permanent which I see as a bold public health initiative and saving lives.
Support - Florence Park	This LTN has had a number of significant benefits for our area: 1) Traffic and associated traffic noise has decreased leading to a more peaceful neighbourhood. 2) The decrease in traffic has meant a decrease in the number of rapidly speeding cars travelling down passed the park and on Cricket Road. These speeding cars made cycling down this road feel extremely dangerous and unsafe. 3) The decrease in traffic has made cycling much, much safer both for regular traffic as well as the school kids. These benefits outweigh any of the theoretical costs associated with more cumbersome driving routes. If Oxford wants to truly be the "Cycling City" it claims to be, more of these should be added to the secondary travelling routes through the city. This should be done with changes to the main thoroughfares (Cowley + Iffley roads) to make sure that the rerouted traffic flows more smoothly (i.e., remove the parking from them to allow busses easier access, etc).
Support - Florence Park	The LTN alleviates traffic in suburban and school areas which allows my kids to ride to school safely. Before the LTN it was dangerous, especially with speeding cars on Cornwallis Rd.
Support - Florence Park	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. Previously, many of these motorists were driving much too fast and often with loud, antisocial exhaust pipes - this kind of traffic has mostly stopped, though I do think the addition some traffic calming measures along Ridgefield Road wouldn't go amiss. I work at the Oxford Science Park in Littlemore and commute by bicycle daily. The LTNs around Florence Park and Temple Cowley have improved this journey enormously, with a massive reduction in fast cars doing dangerous overtakes, etc. I've also noticed a lot more cyclists using this route (Rymers Lane > Beauchamp Lane > Littlemore Road) as a way of commuting to the science park. 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	More pleasant for cycling and quieter
Support - Florence Park	I live on the Ridgefield Road and I cycle to the city centre daily. The LTNs around the Florence Park made the area much nicer place to cycle and to live, with noticeably less cars passing by on daily basis. I am very much in favour of leaving them as a permanent feature of the neighbourhood.
Support - Florence Park	I support the proposals. The quieter roads have made a cycle journey I make regularly much less dangerous and far more pleasant. I believe car usage should be moderate, and this proposal is in keeping with that belief. It will make our roads safer and encourage people to make sensible choices when choosing their mode of transport for a journey.
Support - Florence Park	Quiet, less speeding vehicle, safer for people accessing the park
Support - Florence Park	I think that the pilot scheme has created a safer and more pleasant neighbourhood, reducing the speed and volume of traffic and thereby encouraging walking and cycling.

Support - Florence Park	<p>As a resident of Florence Park these LTNs have improved my life in many ways.</p> <p>There is noticeably less noise pollution in the area, especially from Cornwallis road. I feel much safer and more confident to ride my bike across the area too.</p> <p>In the morning there is also less traffic chaos and danger at the Larkrise end of Campbell Road.</p> <p>When I drive, I find there is barely any differences to my journeys or journey times.</p> <p>I would strongly support the LTNs remaining, so I and my neighbours continue to benefit, and many in other areas in Oxford already do from schemes to stop through traffic.</p>
Support - Florence Park	<p>Much safer roads for walking and cycling - especially for my eldest child who can now cycle to school by himself. The junction of the Rhymers Lane and Cornwallis Road is significantly safer - it was a very dangerous junction before the LTN was installed both for cyclist 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 Rhymers Lane with my kids as it felt too dangerous, but I do use it now to get into and out of town. I know many neighbours are using their cars less because of the LTNs on short journeys e.g. dropping kids at clubs by bike rather than car which is positive in terms of air pollution and climate change. I also see more kids cycling or scooting to school - so getting more active. I don't have any problems when I do need to use the car - it takes a few minutes longer to access Cowley Road by car, but it isn't a huge problem.</p>
Support - Florence Park	<p>Charles street urgently needs its own LTN because of angry traffic spilling out of the newly controlled streets in Flo park. It really is a dangerous situation</p>
Support - Florence Park	<p>Low traffic would make the area less polluted, more family friendly, generally more pleasant. Please need to reduce their reliance on cars and it seems like a good place to start.</p>
Support - Florence Park	<p>I want to understand if you have specifically considered the impact of the scheme on adjacent roads, such as Campbell Road and Lytton Road and if so what the Outcome of your assessment was. I am specifically interested in whether it was considered the effect might be increased usage by motor vehicles of all types in these adjacent roads.</p>
Support - Florence Park	<p>Lots of high speed through traffic on our street, mostly private vehicles, but in the past also council ones.</p> <p>I have a small child and I would love for her to be able to walk to the park or school unsupervised as I did when I was only a little older than she is now.</p> <p>But sometimes the speed of the traffic or volume (during rush hour) is prohibitive.</p>
Support - Florence Park	<p>It makes Little Hay Road and therefore the route to Florence Park much safer and more attractive as a pedestrian. I have seen people speeding down Little Hay on a regular basis. I look forward to benefiting from the reduced air pollution and I hope this will continue to be monitored by the Council. 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 drivers, in part, perhaps, because of the restricted traffic on surrounding streets. I think 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.</p>
Support - Florence Park	<p>I have always been a cyclist but having quiet roads to walk around my neighbourhood is making a huge positive difference to my family.</p>
Support - Florence Park	<p>I am so delighted by the LTNs that are in the process of being put in in Florence Park. I have two young children and our school run has been transformed. It feels so much safer walking to school without aggressive drivers making it hard for us to cross the road and without the constant noise and pollution. As I walk around the area, I have had so many conversations with others on the school run who have told me they now feel safe to walk and cycle and have been leaving their car at home.</p> <p>Thank you so much to all who have been involved in making this trial possible. I strongly support it and hope that it will become permanent.</p>

Support - Florence Park	<p>Have had a very positive experience so far. I've started cycling our son to nursery in the morning, which has been great. Have also driven about once a day and haven't experienced any major traffic issues so far, and the slightly longer route has only added a few minutes to our commute. Haven't really been out and about on the estate with our toddler, so can't comment on the impact on walkability with kids, but I'm hopeful it'll be more pleasant with less through-traffic. Will report back again further into the trial, but strongly support the changes so far.</p> <p>A very positive experience so far. Have mostly been cycling since the LTN came into force (taking our toddler in a trailer) and have been avoiding driving at rush hour when possible.</p> <p>Rush hour traffic in Oxford in general is terrible at the moment - Cowley traffic isn't great, and Headington (where I work, and my son goes to nursery) seems even worse. I totally avoid the main roads when on the bike, and the LTNs really help avoiding traffic - you can cycle almost traffic free to Headington, Cowley Road and Blackbird Leys now, which is a real positive.</p> <p>Traffic outside of rush hour is ok, so going to [shops] in the evenings, driving into the country on weekends, etc is all fine.</p> <p>The Labour council candidate gave us an info sheet with suggested changes to the LTN - I agree with most these proposed changes.</p> <p>Supporting this proposal due to positive experience of the LTN as a resident.</p>
Support - Florence Park	<p>It is safer for children to walk to school.</p> <p>It is also easier to cycle in the area</p> <p>Less noise, and traffic.</p> <p>Less fast cars driving past.</p>
Support - Florence Park	<p>I am very much in favour of the Florence Park LTN. I believe even in these early days of the trial, we are seeing a significant reduction in traffic throughout Florence Park. I'm sure we will learn a lot through the initial trial and may find that certain tweaks are needed but think this likely relates more to the other LTNs (Church Cowley and Temple Cowley as opposed to Florence Park). I am genuinely excited by the future that the Florence Park LTN could deliver in terms of local traffic reduction, safer roads, cleaner environment, healthier transport options, and increased sense of community.</p> <p>I would add that I am however somewhat dismayed at the polarised views that are causing tensions in social media, local print media etc. I would strongly urge the County Council to stand firm and allow the trial to complete its course rather than provide any knee-jerk reaction to bedding in issues and those opposing the schemes.</p>
Support - Florence Park	<p>These are amazing. Cycling my kids to school has become so much safer. Also, because there is less traffic and noise, I am finding it easier to say hi to people and to cross the street safely and enjoy socially distanced conversation. Even though I don't live here, it feels like a proper neighbourhood already. It's just smaller things like hearing the birds sing and not being anxious.</p> <p>Every weekday my kids would cycle and have to turn from Campbell Road onto Cornwallis road. because of parked cars and aggressive through traffic this was an extremely stressful situation. There are still some cars ignoring the signs, but it is so much better.</p> <p>I can't think of anything that OCC has done in so many years that has made a real difference to my life. Maybe fixing the towpath, but in general I think these are the best things I've ever seen the council do in the 10+ years I have lived in Oxford. Please, please, please, please, please keep them implemented</p>
Support - Florence Park	<p>I'm immediately seeing the benefits on Rymers Lane, despite the lack of signposting that means a few cars/trucks are still going down there and u-turning. I'm dismayed by the handful of vocal motorists who point to teething problems in another area as reason to abandon the whole thing prematurely.</p>
Support - Florence Park	<p>I feel strongly that LTNs are the first step in a systemic policy response to crucial issues on sustainable living, both with regards to the environment as well as health care. I want to convey my support for this policy initiative so that it will be followed by other, more far-reaching policies that promote active travel.</p>

Support - Florence Park	LTNs are a great idea and make cycling/commuting safer. Roads are more quiet and pleasant.
Support - Florence Park	I feel very strongly that I register my support and keep engaged and informed. This is a once in a lifetime opportunity to reclaim our streets for residents, pedestrians, and cyclists.
Support - Florence Park	Very pleased with the LTN. My son now goes to school on his own and loves his new found independence. There was a coordinated campaign to remove them cooked up by some locals before the scheme was implemented so want to speak up for the majority! Much quieter, much safer, am now walking and cycling more. It's fabulous.
Support - Florence Park	I think there is a need to reduce traffic levels in Cowley and this is a worthwhile experiment.
Support - Florence Park	Through traffic in this area was a major problem, from the perspective of health, safety, transport efficiency, and the environment.
Support - Florence Park	stop rat running
Support - Florence Park	The local drivers are very aggressive and will ignore peoples/cyclists' rights of way. For example, forcing you to dive out of the way while cycling past parked cars. In Iffley which has been low traffic for ages, this is rarely the case. The amount of people ignoring the no cars sign (delivery drivers, motoring schools, cars, shows a complete lack of respect for locals' lives). We have a large amount of speeding traffic in the Neighbourhood, and this reduces the amount of roads you're likely to encounter those vehicles on.
Support - Florence Park	The roads are dominated by cars and it's not often safe for school kids particularly on Rymers Lane. So many cars speed along the side roads with no care or attention for others. It's the only way to keep kids, pedestrians, and cyclists safe
Support - Florence Park	I strongly support the LTNs because they will reduce traffic, especially speedy through traffic, in my neighbourhood, making it safer and more pleasant to walk and ride for adults and children alike. I strongly support the broader plans to reduce traffic through Oxford city centre and think these should all be part of a joined-up plan. I am also concerned because a loud minority--to judge from survey results so far--hope to curtail or terminate the project, and I want to make sure that the satisfied majority is heard on the issue.
Support - Florence Park	I cycle around Cowley all the time, as that is how I get around and I live there. It often feels dangerous. The low-traffic neighbourhoods feel much safer.
Support - Florence Park	Improved environmental conditions. Safer neighbourhood for pedestrians, young families, cyclists. Quieter more peaceful neighbourhoods.
Support - Florence Park	I cycle a lot with my children (4 & 8). The change around Florence Park is extraordinary. The rat runs are gone, the traffic is so much less, and it tends to be more accommodating. The entire area is transformed. I really hope you will go ahead with the one planned for our area.
Support - Florence Park	I think that you are hearing only from the objectors - not the overwhelming majority who agree with the measures!
Support - Florence Park	Reduced traffic means it is a lot safer to walk and cycle with my children to school. It is having a good impact on pollution levels too and reducing rat running through Florence Park. We need actions like this to force behaviour change to reduce car use and associated emissions to improve air quality.
Support - Florence Park	Because this makes a huge difference to the local area and, in particular, the school run that I do with my children by bicycle or on foot. And because I know that there is some very vocal opposition, and I want the strong support that there is to be heard too.
Support - Florence Park	The LTN has immediately made a significant improvement to travelling through the Florence Park area by bicycle. The traffic on Cricket Road/Rymers Lane was a disincentive to cycling and it's now a pleasure to use. I am far more likely to choose to travel to Cowley by bicycle and to make trips to Florence Park with the LTN. On the few trips I have made by car, it is already noticeably better having far fewer vehicle movements into and out of roads in LTN (and the others) making the arterial routes feel safer. I hope the council will allow LTNs in other areas to be in place before a final decision on the LTNs, since clearly any traffic displacement to arterial roads will be affected by and hopefully reduced by other measures to prevent through traffic using existing cut throughs.

Support - Florence Park	<ul style="list-style-type: none"> - Walking routes in our area are safer and quieter, in particular the route we take with our daughter every day to Florence Park playground and nursery, the Rymer's Lane junction and crossing the road into the park. I feel happier allowing my 3 yr. old daughter to walk, ride or scoot in the neighbourhood with lower traffic volumes (and as below - it's not just about volume, it's also about speed and driving style, which has been changed completely by the LTN as people are using the roads for access not for rat-running, the latter of which seems to be associated with careless driving at excess speed). - Incidence of dangerous driving and speeding traffic is much reduced. Littlehay Road is in theory 20mph road but previously cars frequently exceed this. As there is parking on both sides of the road and a relatively high traffic volume (pre-LTN) this meant that vehicles frequently came head-to-head at speed, causing them to weave in and out of parked cars or stop suddenly. This has resulted in numerous accidents (Rymers Lane and Maidcroft Road junctions particularly) and has resulted in my own parked vehicle being hit and damaged twice by-passing traffic in the first 2 months of 2021 before the LTN. - Lower noise pollution at night means that we can now sleep with our window open, improving indoor air quality and ventilation. This might sound like a small thing, but in 1930s houses condensation and mould forms easily, which can have big health implications - being able to keep the house ventilated prevents this.
Support - Florence Park	It has made the area safer, quieter, more pleasant to cycle through. It has encouraged me to cycle rather than drive through the area.

Support - Florence Park	<p>I'm fully in favour of these schemes, the benefits hugely outweigh the negatives and to continue on our current trajectory in terms of the number of cars on our roads will only lead to one outcome, gridlock everywhere and an associated toll on our health.</p> <p>I am a car user and acutely aware of the impact I'm having on the environment and others so try to keep my usage to a minimum. I've always wanted to cycle more, but most roads in Oxford are not very friendly for novice cyclists. 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.</p> <p>Only a couple of weeks in and I've already noticed far more pupils riding to school without having to weave through static cars clogging up the road. Previously most had taken to riding on the pavement, presumably as they didn't feel safe on the roads. A secondary, but important benefit is for those pupils who chose to walk, they are no longer breathing in exhaust fumes the length of Rymers Lane and Cricket Road and are unimpeded by sharing the space with cyclists. There is an established link between respiratory disease and exhaust fumes (particularly PM 2.5 particles) so anything to avoid people being exposed to this regularly at a young age, avoiding potential health issues at a later stage, is surely worth it the minor inconvenience.</p> <p>The UK is also in the midst of an obesity crisis. According to NHS statistics from 2020, the majority of adults are overweight or obese, 67% of men and 60% of women. In addition, 20% of year 6 children are classified as obese. This is a ticking time bomb for future health provision and steps need to be taken to address them now, rather than treating the disastrous symptoms in 20 or 30 years. The earlier any measure is implemented to address this, the more its impact will be magnified in future. I appreciate it's difficult to rally support for predicted outcomes that you cannot easily quantify, which is why it's so important that the health benefits of this not just for this generation, but for future generations are emphasised.</p> <p>I hope that once the trial period is complete, that all of the separate LTNs are judged on their own benefits rather than treated as a single scheme. The support from them varied by area, which is understandable as the geography and demographics of each area are diverse, but it would be a terrible shame if the support from a single area were enough to undermine the entire broader scheme.</p> <p>There will always be vociferous noise from a minority when the supremacy of the motorcar is challenged. When you look objectively at what is being asked of them, essentially a minor inconvenience if they chose to use a car to reach certain destinations, the almost hysterical hyperbole is frankly, embarrassing. I hope the cooler heads will prevail.</p>
Support - Florence Park	I think it's important to show how much the residents that actually live in these streets support this scheme - as far as I can tell the people who are in opposition are the people who use these roads as rat runs on their way into work/school/town. The LTN has made our road so much nicer to live on, simply because people are not driving along it at 30mph or more. Please keep it in place!
Support - Florence Park	LTNs make the streets quieter and the area more liveable. It allows people to get to know their neighbours more and so the area is safer. The air quality is better. Street life is improved. It is more human centred.
Support - Florence Park	It has made our walk to the park and for grocery shopping feel much safer without cars treating the neighbourhood as a highway.
Support - Florence Park	<p>The LTNs make it feel much safer and more enjoyable to walk and cycle in the residential areas. As someone who's been cycling through these areas for a long time, a way to make cars less dominant and encourage others to walk and cycle has been vital.</p> <p>I would suggest that some more signage clearly describing which roads they won't be able to go down, would be very beneficial as lots of cars still pass the signage and have to turn around.</p> <p>I would love to see more of these in residential areas around Oxford and other towns.</p>

Support - Florence Park	<p>Thank you so much for supporting the implementation of LTNs in Cowley, Oxford. My family and I love the extra freedom they have given us to explore our nearby neighbourhoods on foot and bicycle.</p> <p>These schemes are bound to be controversial, but please please please stick with the trial, it will take time for people to get over the initial shock of no longer being able to drive through certain roads. I'm also really excited about the longer term plans to reduce our reliance on the motor car as the primary transport option - I feel Oxford is ideally placed to take a leading role in showing other UK towns and cities how to properly address the climate emergency, road safety, not to mention a growing childhood obesity crisis, simply by nudging people into changing their driving habits.</p> <p>Once again, thanks for the LTNs - we love them!</p>
Support - Florence Park	<p>Pleased to see the reduction of traffic and young people able to arrive and depart from school (St. Gregory the Great) without having to manage large traffic queues. Parking on both sides of the road outside Florence Park used to cause regular traffic jams. Some drivers have complained about having to take diversions to reach delivery addresses, but the available routes are not too much longer and can be learned quickly.</p>
Support - Florence Park	<p>There is an urgent need to reduce motor traffic in our neighbourhood AND overall to make it safer and more pleasant for people to choose active travel instead of driving. I have already noticed a huge difference with many more people choosing to walk or cycle, especially children on their way to/from school.</p> <p>We need to address the climate emergency and public health impact of lack of activity and pollution, and I believe the LTNs are a great starting point.</p> <p>However with the slow implementation (missing bollards, delayed ANPR) I believe the trial has not even properly started and should probably be extended.</p> <p>On top of the LTNs there is still a need to reduce traffic speed inside and outside the LTNs, speed limits are not enforced and cycling along Rymers Lane is still dangerous to children because the 20mph speed limit is not adhered to by many motorists and not enforced - and the existing chicanes clearly have no impact.</p>
Support - Florence Park	<p>Cycling has become far safer. I am a regular cyclist around this area and the danger from speeding cars using this area as a rat run has been substantially reduced.</p>
Support - Florence Park	<p>Less through traffic, making the roads quiet and safer.</p>
Support - Florence Park	<p>Support - it is an interesting idea and worth trying. However, I would like to suggest shifting the bollards on Littlehay to the Cowley Road side, and moving the Clive Road bollards to Havelock Road.</p> <p>The roads are currently segmented from Florence Park, which requires a difficult turn onto the busy Cowley Road. Shifting it would group the roads with the rest of community.</p> <p>Also, given how people are ignoring the blockade on Clive Road currently, many are using that route anyway.</p>
Support - Florence Park	<p>I was against at first because I thought I wouldn't be able to drive to my house anymore. Turns out someone had given me bad information and so far, it's been very good - no constant speeding anymore on our road and it doesn't take me much longer to drive where I need to as my job requires driving.</p>

Support - Florence Park	<p>It's only been a month, but the improvement has been immediate. Cycling and walking is much more pleasant and feels safe now and that seems to be reflected in the notably increased numbers of people here doing both.</p> <p>The incidence of speeding down Rymers Lane has almost been eliminated. I say almost as it does still occur unfortunately, but it is much reduced.</p> <p>It hasn't had much impact when I do need to use my car, journeys sometime take a few minutes longer, but it seems like a small price to pay.</p>
Support - Florence Park	I support the LTN as it has produced a safer, cleaner environment for both residents and visitors to the area. Unfortunately, the full benefits are not been enjoyed as cars continue to access the area via Cornwallis and Clive Roads.
Support - Florence Park	<p>I fully support the LTNs, and I am of the opinion they should have been implemented a long time ago. The LTNs are a post-hoc fix for the poor urban planning in the past that made residential roads attractive alternative routes to the main collector roads. The quieter residential roads will make active travel more attractive while the diversions will discourage car travel.</p> <p>Unfortunately, the latter is a form of negative reinforcement, which will raise negative sentiments towards the LTNs. Additionally, the network of collector roads was already struggling with the volumes of traffic before the pandemic, so if the bottlenecks are not properly addressed, increased congestion will further encourage these sentiments. While this scheme is in place, it is more important than ever to facilitate and promote alternative means of transport.</p>
Support - Florence Park	So much less traffic on my road. Feel a lot safer cycling.
Support - Florence Park	I think it is important that as many people as possible take part in this consultation and that while I thin LTNs are a positive step, they do also need to be implemented and communicated properly.
Support - Florence Park	Roads are safer - children can play on the street - and I feel that I can start cycling again, when I was too scared to before.
Support - Florence Park	<p>I have a family (partner and 2 children under 6) and we travel everywhere by bike. We are currently car-free and trying to stay this way for as long as possible. Our school run across the Cowley and Iffley Roads should be lovely, but it is frequently terrifying with cars speeding and ignoring us - the same is true of our trips to Florence Park, South Park, the Kidneys, etc.. I encourage my children to bike on the pavement where possible, but it's not good for pedestrians and it's awkward for the children too. They should be able to cycle on the road safely! The few areas where the LTN have been enacted are *brilliant*. I can relax and let the children ride without having to supervise every single move they make, and frankly I just wish that more of East Oxford were limited only to pedestrians and bikes. If the speeding racers going up and down Morrell Avenue and Cowley Road could be slowed / stopped our lives would be immeasurably improved.</p> <p>I and my family (husband and two children, aged 4 and 6) cycle pretty much every day - because it's more convenient than driving, healthier, and immeasurably better for the environment. We cycle across East Oxford to take the children to school every day, we cycle to Oxford train station as part of our commute to work, and we cycle around East Oxford (and sometimes through Oxford up to Summertown / Jericho) for extracurricular activities. The rollout of safer cycle routes will transform our lives - no exaggeration. We have had so many terrifying near misses with cars driving too fast, parked in the wrong place, ignoring crossings, etc. We have to weave on and off pavements to avoid dangerous spots - and I know this is not good for pedestrians, but frankly, my six year old peddling slowly on a bike is less likely to hurt a pedestrian than a car is to hurt us on our bikes. The LTN around Florence Park was a revelation: knowing that cars aren't going to be speeding through meant I could let my children cycle on the road with much less anxiety, and we have loved visiting the park more regularly as a result. A Cowley Rd LTN would be life-changing, and I can absolutely guarantee that it will mean we visit our local shops and cafes more, not less.</p>

Support - Florence Park	I cycle and walk through the Florence Park CPZ regularly to get to/from shops at Templars Square or to other destinations further out. The reduction in car traffic is noticeable and has made journeys significantly more pleasant and the lack of through traffic on Rymers Lane is particularly appreciated.
Support - Florence Park	Reason: Better air quality, safer driving (rat runs allow formula one style!), safer cycling, safer walking especially with a pram. I also hope less wear on road surface will free up funds for pavement improvement (both surface quality and width) Concerns even though I support: However, I am concerned that disabled people are adequately consulted and provided for in these initiatives. Also want to see that ltns will not move the traffic problems onto Cowley and Iffley i.e. that there is investment to disincentivise traffic there too. Additional requests: please can we have trial ltns for Magdalen Road and Howard Street in East Oxford? The latter in particular is choked with traffic from c3.20pm onwards
Support - Florence Park	I often walk and cycle through the new LTN around Florence park. I think it's a really good first step to make the city more pedestrian and bike friendly.
Support - Florence Park	As a cyclist one feels way safer compared to before. Furthermore, Florence park got very quiet and everyone in the park benefits from that.

Support - Florence Park	<p>I believe I am personally benefiting from the LTNs, in the form of quieter roads. I hope that - as in other towns - the LTNs are also leading to a decrease in traffic overall. I generally support the experiment, but I do have some caveats and concerns:</p> <p>1) I don't want to live on a quieter street while many of my neighbours are still stuck living on busy and polluted roads. That isn't fair. 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, here: https://oxlivsts.org.uk/connecting-oxford/plus/</p> <p>2) Some of our neighbours have raised genuine concerns about the specific positioning and set-up of some of the LTNs with regard to local access, for example in relation to disabled access or waste/recycling lorries. There are also questions around providing financial support for those who for health reasons need to frequently use taxis, which has now become more expensive thanks to the LTNs. Please take these concerns seriously, listen to the people concerned and make any necessary adjustments that can be made without affecting the overall efficacy of the LTNs.</p> <p>3) As Oxford comes out of lockdown - and especially these early stages when many people may not yet feel safe getting on a bus - we can expect traffic across the city to rise sharply. This is already happening on roads like Church Cowley Road, to the great detriment of people living there. It is of course very hard to determine how much impact - if any - the LTNs have had on this, as they have probably reduced some local traffic (by making walking and cycling easier and safer) but may have also redirected some extra traffic onto the through roads. Please make sure you are doing all you can to try to quantify and measure these effects and provide information to help us all understand the impacts of the LTNs. This also makes it doubly important that wider actions like point 1 (above) go ahead, as LTNs will not be enough to cope with the post-lockdown increase on their own.</p> <p>4) There has been a major delay in getting the bus gate cameras and final bollards installed in the Florence Park LTNs. Please make sure that any monitoring/consultancy period starts from the point at which everything was properly installed, so we can accurately assess the full impact of the scheme.</p> <p>My support for LTNs is contingent on all of the above actions happening too - it's no good having a scheme that just benefits a few of us, we need quieter, safer streets for everyone in the city, and the significant reduction in greenhouse gas emissions that would come with it.</p> <p>I also want to note that it feels as though this scheme overall has not had the funding or resources it needed, especially on the communications side. Please make sure that future changes to our transport infrastructure are properly resourced.</p>
Support - Florence Park	<p>With the Cowley Road Tesco closed until December I have been going to the big Sainsburys at Cowley Centre. The LTN has made it so much nicer and safer to walk or cycle without the rat running cars. It has also made traffic slightly less busy on Howard Street. What I'd really love though is for the LTNs to be extended to cover all of Cowley. Being on the edge means we get to see the wonderful quiet neighbourhood beside us but not behind us. Please keep the Florence Park LTN and make more.</p>
Support - Florence Park	<p>To provide low traffic safe neighbourhoods. To encourage people to think about how they can use alternatives to ownership and use of a car/van. Encourage an environment where alternatives to individual ownership of vehicles is looked at creatively. Using car clubs for example to improve access to and different provision of vehicles. Vans, camper vans, trailers etc. Bike hire, bike trailer hire, cycle maintenance schemes etc.</p> <p>The scheme has been in place for the spring and early summer. The local roads have become quieter, and the visibility of pedestrian's cyclists' wheelchairs and mobility scooters has increased. All the gates work apart from the Henley Rd end of Cornwallis Rd. I support this scheme continuing as part of a wider effort to decrease the use of vehicles in the city.</p>

Support - Florence Park	<p>It improves the quality of life for residents in the area by reducing the amount of "rat-running" traffic.</p> <p>The air quality is better as there is less air pollution from petrol/diesel vehicles, and less noise pollution which will have lots of physical and mental health benefits for residents.</p> <p>It feels safer to use the roads as a pedestrian and cyclist, and encouraging more people to use active transport will also bring health benefits to neighbour residents.</p> <p>Any reduction in non-active transport, replacing car journeys with walking or cycling, will also help to meet carbon reduction targets, but we are so far away from where we need to be with that A LOT more needs to be done to discourage car use - even electric cars, as this just shifts the energy problem upstream to power stations.</p>
Support - Florence Park	<p>I love the ltNs in Cornwallis road and Rymers lane. They have really improved my neighbourhood. It is so much quieter and safer. We used to get so much traffic. I am a wheelchair user and find the roads so much safer and more pleasant. My dad sometimes visits me from another town, and he does not find it difficult to slightly adjust his route. I really hope they stay.</p>
Support - Florence Park	<p>I got a letter through my door [deleted] asking me to say no to the low traffic areas, but 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 than cars.</p>
Support - Florence Park	<p>I support the proposals, but I do not drive and instead I walk often.</p> <p>However I think they should be relaxed when roadworks are on the surrounding roads. Otherwise, there is very heavy traffic which is exacerbated by the LTNs and impacts buses as well as private traffic. We live on the border of the LTN so our only route out of the property (Oxford road) had heavy traffic during the roadworks which significantly prolonged our journeys when we did take them in a car.</p> <p>As a pedestrian, the traffic has also made it difficult to cross the road easily during rush hour times and can add several minutes on to my journey/a longer walk to make what should be a very short (30 second) road crossing.</p> <p>However, I am supportive, just with some awareness/flexibility of the impact of planned roadworks.</p>
Support - Florence Park	<p>It makes my cycle journeys around East Oxford much more pleasant. Although traffic on perimeter roads is bad and that must be tackled, I'm not convinced the LTN's are the main cause. However, if they turn out to be big contributors, I would have concerns about the LTN's.</p>
Support - Florence Park	<p>Fantastic to have the bike route next to Florence Park (Rymers Lane/Cricket Road) not completely crammed with cars (particularly at school pick up/drop off times) making it dangerous to cycle.</p> <p>Make sure the ANPR cameras go in ASAP as cars just constantly ignore those filters and they effectively don't exist. So, you're not getting good data on the traffic changes of the LTNs until the cameras are in and people realise, they have to stop cutting through.</p>
Support - Florence Park	<p>Support this idea and want to show this to the council</p>
Support - Florence Park	<p>I fully support discouraging drivers (& I say this as a driver).</p> <p>I really appreciate the quieter roads.</p>
Support - Florence Park	<p>Roads are safer</p>
Support - Florence Park	<p>Whilst the cameras aren't yet installed it has already reduced through traffic and it seems at least that more people are using alternatives. There is a knock-on impact on other roads in the areas, it would be great if a campaign could be run to encourage people to not sit with their engines idling in traffic. Reduced traffic and less through traffic. There is more cycling as a result</p>

Support - Florence Park	<p>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. I have cycled that route to work for over twenty years and it was getting increasingly unpleasant dodging the oncoming cars. Now it is wonderful.</p> <p>I think any congestion caused in other places will eventually work itself out as people find alternatives This is a generational change that will make life better in the long run. Well done for taking it on.</p>
Support - Florence Park	<p>I am writing to express further support for the Florence Park LTN in particular and for the LTNs across Oxford.</p> <p>I live in the long-established LTN in Donnington and I often travel to or through Florence Park on foot or by bike. Since the introduction of the LTN, my journeys have become safer and quicker because of the reduction in motor traffic. I have visited the shops in Cowley centre more often and I have visited Blackbird Leys more often. The particular filters which have made a difference are Littlemore Road/Beauchamp Lane and Rymers Lane.</p>
Support - Florence Park	<p>I strongly support the LTNs. Cycling and walking around these three areas has been transformed - it feels so much safer and quieter.</p> <p>We urgently need the ANPR cameras though, so we can see how well the full scheme works.</p>
Support - Florence Park	<p>The LTN makes it much safer, healthier, and more pleasant for families to commute to school/nursery by bicycle or on foot. The previous high levels of motorised traffic made cycling with children much riskier, and air pollution was bad for all concerned. In the long term, I hope that it will encourage more current motorists to travel by sustainable means of transport such as bicycle.</p>
Support - Florence Park	<p>I walk my five year old to school through the Florence Park LTN, and often to the park itself. This journey has become so much easier and safer for him, on foot, on his bike, or on his scooter, since the dramatic reduction of traffic.</p> <p>While I have seen a slight increase in wait times by car at either end of Church Cowley Road as a result, and more need to do U-turns, depending on which way I'm facing when parked, this is minor, and I would rather have more safety for vulnerable road users than a slightly more convenient car journey.</p>
Support - Florence Park	<p>It seems to me to be a necessary first step towards changing the transport habits of people so that they use public transport, bikes and walking more often. I also find it has made my, and other local streets much safer, and hence encouraged more opportunity to stop and talk to others, build community etc.</p>
Support - Florence Park	<p>I am finally able to safely cycle with my small children along our local streets, and to cross the roads near the park. It's much quieter and the air feels cleaner without so many cars.</p>
Support - Florence Park	<p>I think the experimental LTNs are an important way to find out the effects of reducing the dominance of motorised traffic on the majority of Oxford's roads. The LTNs are a first step. I don't think they are enough by themselves - the benefits of clean air, peace, safety for cyclists and pedestrians etc that have been brought to the areas within the LTNs need to be extended beyond them to the rest of the city (e.g. through Connecting Oxford Plus).</p> <p>I live on a perimeter road where the air quality has recently deteriorated, and I desperately want it to be improved for the children on the street, my elderly neighbours, my pregnant neighbour - for all of us. It's a matter of urgency.</p> <p>I think it's unfortunate that LTN introduction coincided with roadworks, schools going back, covid restrictions lifting so many people think LTNs are solely responsible for the increased traffic on other roads. It's really important that they are allowed to run for the full 6 months or more so we can find out what difference they make.</p>

Support - Florence Park	<p>I support the LTNs.</p> <p>I believe that the area around Florence Park is considerably better and safer now without cars rushing through it to get to/from Iffley Road/Oxford Road.</p> <p>It has made the route to my house longer from the ring road, but I have also found myself using my car less and walking/cycling more.</p>
Support - Florence Park	<p>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.</p>
Support - Florence Park	<p>This has been such a positive change. My kids can cycle to school safely!</p>
Support - Florence Park	<p>I strongly support the introduction of the LTNs in Cowley: they encourage modal shift from cars to cycling and walking, thus helping towards climate change and air pollution targets. They improve local air quality and road safety for local residents. They improve the public realm for locals, including the ability of local businesses to trade.</p>
Support - Florence Park	<p>I've really enjoyed the LTNs since they were implemented and would like to see them become permanent and extended to other areas. I have increased my journeys by walking and cycling in the LTN areas because they feel safer and are more pleasant.</p>
Support - Florence Park	<p>I work at St Gregory the Great School. I know there is a lot of objection to this scheme because of the delay to staff getting to and leaving work.</p> <p>However, for the extra 10 minutes travel time each day, the benefits to the roads surrounding the school are infinite.</p> <p>I now park about 15 minutes' walk away and find the walk beneficial to me and what a lovely walk along quiet roads.</p> <p>The health benefits to the residents will be slow to materialise but must be paramount to you continuing this scheme.</p> <p>Kind regards</p>
Support - Florence Park	<p>I live right next to the Florence Park LTN, so it directly affects me. It has made it possible for me to cycle comfortably to the Templars Square shopping centre in Cowley, most importantly to the Sainsbury's there. It has made it possible for me to cycle safely with my 8yo daughter to there, or to her friends in Florence Park, and even to friends in Littlemore and Blackbird Leys.</p>
Support - Florence Park	<p>I make my way to Florence park occasionally by car and frequently cargo bike with my children. I think it's much safer than it was before which is a relief when travelling with young kids. I feel much safer.as a cyclist when I take my kids into the area on a cargo bike.</p>
Support - Florence Park	<p>Since the low traffic neighbourhoods in Cowley went in (particularly the Florence Park one), there has been a huge increase in children walking and cycling to Larkrise School, which my children attend.</p> <p>When my kids want to visit their friends in the Florence Park area, I can now let them cycle on their own because the roads are so much safer than they used to be. These LTN schemes, together with the Larkrise School Street scheme, are giving our children freedom and independence, as well as helping them stay fit.</p> <p>I expect the effect will be even greater once the LTN is properly finished, with the introduction of ANPR on Cornwallis Road. Currently drivers are ignoring the no motor vehicles sign there completely.</p>
Support - Florence Park	<p>As a business we periodically operate in the Florence Park area.</p> <p>The people in this area deserve the opportunity to have a quite safe area to live in.</p> <p>Like most other business who operate in the area, we have no specific route into the area as by default we are itinerant. Therefore, any rerouting for access is of little or no consequence.</p>
Support - Florence Park	<p>It reduced school and general traffic and made the road better for cycling. However, cars still regularly turn around and block Rymers Ln around the planter, especially Southern end - this should be further discouraged as it's even more dangerous than driving through and blocks the road for cyclists/pedestrians on regular basis.</p>

Support - Florence Park	The through traffic has reduced massively, meaning a significant and noticeable reduction in air pollution, road noise and increase in my feeling of safety getting to the park for a walk.
Support - Florence Park	In light of the pandemic and the climate crisis, I believe it is right and vital for the Council to be implementing traffic calming measures in residential neighbourhoods. As a frequent cyclist, I feel much safer cycling through LTNs than I do on normal roads in Oxford. As LTNs become normalised, I strongly feel that residents will be more motivated to cycle.
Support - Florence Park	Walking to Florence park, I feel so much safer. I'm concerned about the extra pollution near my home from Oxford road so would like this monitored still. But it's so nice to walk with a pram to the park and not have speeding traffic coming around blind corners!
Support - Florence Park	As a resident in the Temple Cowley LTN with children going to school at St Frideswides in the Florence Park LTM, the LTN does mean longer car journeys BUT this is insignificant when my children can FINALLY cycle to school safely around Bartholomew Road and along Rymers Lane. Please keep the restrictions in place for the sake of our children. Thank you! My only concern is that the gates on Bartholomew Road in front of St James Primary School need to be policed or have a camera because selfish drivers are still cutting through and putting children's lives at risk, especially as they cut the corner in front of the Coop at the junction with Littlemore Road.
Support - Florence Park	I regularly travel by bike or foot to see friends in this area. Limiting traffic would be good for both my visit and for the local residents
Support - Florence Park	It has made such an amazingly positive improvement to so many lives around here. 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	I am supporting LTNs because I am a cyclist
Support - Florence Park	I regularly cycle through this area and appreciate the low traffic. It encourages me to do my weekly shopping by bike rather than drive. People should not use residential roads as a cut through.
Support - Florence Park	I fully support the LTNs in my road near Florence Park the cars used to drive through Littlehay Road to cut through from Cowley Road to Iffley Road and they were causing a huge safety issues to our kids and even to us as adults it was dangerous to cross the road before the introduction of the LTN. Littlehay Road is a residential road were many families live and is not designed like main roads Cowley Road or Iffley road to accommodate a huge number of traffic. on top of this the noise until early hours in morning was very loud and bad and the air pollution before the LTN was just too much I could not open my bedroom window before the LTN. As a resident/landlord [deleted] I am happy to defend the LTN in my road and talking to my neighbours the majority share similar views please let us know how we can help to keep the LTN near Florence park for ever. many thanks for your support and kind regards
Support - Florence Park	Walking and cycling from where we live through to parks and shops in the Cowley area is so much nicer now the LTNs are in place. It feels safer and more enjoyable
Support - Florence Park	The LTN has been great for us on Littlehay Road. Traffic and noise have been reduced and walking and cycling are more pleasant. When using the car, I don't find the changed routes I need to take significantly inconvenient. However, I think the long-term future of the LTNs is going to depend on improving things for residents of the perimeter roads who really do seem to be suffering an increase in traffic.
Support - Florence Park	I was originally on the fence about the LTN in light of the time it would add on to car journeys. However, I am now a strong supporter. The neighbourhood is more pleasant to live in. I am more comfortable with my children cycling in the area. Walking to school is more pleasant. I understand that there are problems with increased traffic on other arteries. As a resident, however, the LTN is great.

Support - Florence Park	I support the LTNs as the traffic is greatly reduced on Littlehay road and Clive Road. The noise of cars is less, and I feel much safer cycling and walking around the area. There are also a lot of local children and I was previously concerned for their safety with the high volume (and speed) of the traffic, the LTNs have greatly improved this. I also appreciate the flowers and greenery planted in the LTNs adding to the greenery of the neighbourhood.
Support - Florence Park	We have recently moved to Rymers lane and have 2 small children under 5 years. We have always had 2 cars in our family but because we feel the streets are so much safer and quieter for cycling now, we have decided to sell one of our cars and cycle as much as possible. My partner will now commute by bicycle
Support - Florence Park	This has made it much safer to cycle in the area which has allowed me to join a fitness group in Cowley that I can now cycle to, increasing my fitness.
Support - Florence Park	Although I don't live in the area I regularly travel round the area and have found that that the LTZ has made a vast improvement to travel through it as it is far safer to cycle.
Support - Florence Park	I want to let my support for the LTNs be known as they have dramatically improved the liveability and vitality of the local neighbourhood. Kids are able to play outside on the street, and the roads are peaceful in the evenings. People are encouraged to take up cycling, and I'm convinced that the air seems cleaner. It would be very sad to see them taken away at the end of the trial period, so I want to submit a response to let the council know how great I think the LTNs are.
Support - Florence Park	Our son lives in Littlehay Road. The LTN has massively contributed to cyclist road safety and clean air
Support - Florence Park	The streets have become noticeably quieter and pedestrian/cyclist friendlier. Consequently, more social interactions happen on the street resulting in neighbours talking more to each other and I also have chatted more to passers-by. At night the noise which used to affect my quality of sleep has disappeared and I feel healthier. Talking to neighbours it is clear that they enjoy better quality sleep as well. I don't have a car and rely on deliveries which have continued without problems. The reduced traffic has slightly changed the atmosphere in the street making it feel more like a human scale neighbourhood rather than a main traffic road. The LTN has improved my quality of life.
Support - Florence Park	Really appreciate the reduced traffic when walking around Oxford
Support - Florence Park	As this is a residential area, the roads are not sufficiently wide to allow for two-way traffic. That, alongside residents parking on both sides of the road have meant that there is always sitting traffic waiting to pass along the road. The roads are often used as a shortcut between the Iffley and Cowley Roads, and drivers often do not adhere to the speed limit in the evenings/early mornings and weekends when the roads are not so congested. This has led to a number of traffic incidences at the junction and increased danger to children in the area. The LTNs have made an enormous difference to the level of safety for pedestrians and cyclists on Littlehay Road / Rymers Lane as well as improved air quality. It has been encouraging to see more people walking / cycling the short distances between places and I definitely think twice before going out in the car, as we all should. As Oxford is an historic city, it has not been able to put into place sufficient infrastructure to cope with the growing population and the influx of visitors, especially in the summer. The LTNs help to preserve traffic free spaces for residents of the city. This positive act has a knock-on effect of more neighbourly care as groups and individuals' plant and maintain the planters, i notice greater interaction between residents as all residents can move more easily and safely between roads. Thank you for putting this in place. The greater issue of traffic within the city is necessarily being addressed by all of us who might otherwise nip into the car to do small errands and that is a good thing. I would love to see the LTNs continue, with the large planters at the other end of Littlehay Road and Clive Road, by the Cowley Road end, so that our roads are more closely linked with the rest of the estate. It would be great to see the LTNs followed up with cheaper public transport to dovetail this fantastic initiative, especially for those needing to move from one end of the city to the other without needing to change buses in town, the continued greening of our urban spaces (which is fantastic for our mental health), and for Oxford to be a model for other cities to follow.

Support - Florence Park	I think these schemes are vitally important to help manage the climate crisis, reduce reliance on cars, and improve quality of life for residents. these are excellent schemes that prioritize the needs of people and the environment.
Support - Florence Park	Safer to walk and cycle. Less pollution. More active travel.
Support - Florence Park	<p>They simply mean I now have a pleasant and crucially much much safer route to cycle to work as I pass through Florence Park and Temple Cowley.</p> <p>They've made the whole area far far far nicer. I see people walking and cycling who never did before. Children cycling with their parents on the road in a way no parent would have allowed before cause of how dangerous it was.</p> <p>The routes were full of congested rat runners at rush hour and constant traffic and a lot of speeding along the main routes when they weren't congested. They were dangerous and horrible.</p>
Support - Florence Park	I cycle very frequently on the affected roads, including for grocery shopping with heavy cargo, and it has greatly improved the experience.
Support - Florence Park	The LTN on cricket road has significantly reduced the amount of traffic on cricket road and especially stopped all speeding which was becoming dangerous to cyclists and pedestrians. It has greatly improved the safety of the neighbourhood and encouraged us to cycle more.
Support - Florence Park	<p>The Florence Park area is now significantly safer for pedestrians and cyclists (I am particularly thinking of my young children here).</p> <p>The local environment is quieter and less polluted.</p> <p>I have spoken to several people who have changed their travel habits (e.g. walking instead of driving) because of the restrictions.</p>
Support - Florence Park	We urgently need more Low Traffic Neighbourhoods across all of Oxfordshire. The current policy of the council to support high motor traffic infected areas is not viable.
Support - Florence Park	We need to reduce through traffic & this is the most feasible idea we've come up with.
Support - Florence Park	<p>The minor roads are much safer to walk and cycle now. I feel more confident on my bike cycling to work, it is quieter and the cars around drive slower. Because I now commute down Rymers Lane, I am no longer blocking traffic on the narrow Oxford Road/Cowley Road.</p> <p>As a family we now walk to Florence Park along the LTNs, it is quieter and a pleasant walk to spend money at the cafe there.</p> <p>I fully support the LTNs, they are fantastic. It's great to see a huge range of people on their bikes that I didn't see before, including kids and families using the roads.</p>
Support - Florence Park	I fully support making Florence Park including Cricket Road, Cornwallis Road and Rymers Lane low-traffic as it makes cycling around the area hugely safer and makes the roads bearable in the rush-hour and around school times.

Support - Florence Park	<p>We have lived on Rymers Lane for about 15 years. Over that period, we have noticed a significant increase in traffic using the estate roads to get between Oxford road, Iffley rd/Henley ave and Between Towns Roads. Not only had the amount of traffic increased but also the speed of the traffic using the roads.</p> <p>After we had children, we really became much more aware how dangerous the roads were. We were unable to let the kid's cross the road on their own safely. They had to cycle on the pavement not the roads and the junction of Littlehay/Rymers and Cornwallis was horrific for all the kids passing over it to get to school.</p> <p>Before the installation of the filters we also had cars queued up from St Greg's to the top of Rymers lane every morning waiting to drop their kids at school - the cars fumes were really not something you want your kids breathing in every morning.</p> <p>But wow! The filters have transformed our road and our lives really. We have practically no speeding now, the number of cars cutting through the estate has reduced significantly and my kids can actually feel safe crossing the road - and I know that they can cycle to school all the way now without the threat of getting knocked off.</p> <p>From my desk at home that looks out on Rymers Lane, I have noticed many more kids using Rymers lane to cycle to school compared to before the filters - both primary and secondary. There have been lots more adults using Rymers as a safe commuting route.</p> <p>There have been moments where it would be handy to nip down Cricket rd or Littlehay in the car, but that minor inconvenience is hugely outweighed by the benefits these filters are bringing us and now our whole family cycles everywhere!</p> <p>I feel like we are now at a point where the climate crisis has to mean that bold decisions are now the only option. And I understand for some this is creating a lot of anger and inconvenience, but I want my kids to be able have a decent chance of a healthy future and if being inconvenienced gives the next generation a decent crack at having a normal future then we should absolutely do it.</p> <p>I also would like the city and county council to do more to enable people to use their cars less. Outside of the LTNs taking my kids on bikes into the city centre is a pretty scary experience and involves a lot of pavement cycling currently (buses are nearly £10 return for us - hence why people drive to the very cheap Westgate carpark) - that should not be the case.</p> <p>I hope this opinion is useful. We are really hoping that these filters stay in place. We need to keep moving forward to make this city a healthier, less polluted place to live.</p> <p>Thank you</p>
Support - Florence Park	Massive improvement to cycling and pedestrian safety within low traffic area
Support - Florence Park	<p>It has made such a pleasant difference in my personal life and my environment. Rymers lane was used by drivers to avoid going on to the main roads and parents used it to drop and pick up their children. We had races at the late nights, with cars speeding through the Lane. It used to be impossible to cross the road safely to go to the park.</p> <p>It is the first time after 25 years that I now have the confidence to use my bike for shorter journeys around my area, and also have blissful quite nights.</p>
Support - Temple Cowley	<p>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. I like walking to Temple Cowley shopping centre and being able to hold a conversation with my wife on the walk, I also like not nearly being hit by speeding motorists trying to cross over (walking) Beauchamp Ln as they attempt to dodge the lights on Between Town Rd. I like being able to cross Bartholomew Rd from Littlemore Rd much more safely due to the traffic reduction.</p>
Support - Temple Cowley	LTNs make the roads safer, quieter, and cleaner.
Support - Temple Cowley	Temple Road has become quieter, safer and a generally nicer place to live. Traffic used to pass through much faster than the speed limit and cars were regularly damaged.

Support - Temple Cowley	<p>Temple Cowley provides a much needed quiet road cycle path from Temple Cowley area to the start of the shops on Cowley Road by connecting to the Barracks Lane cycle path. I am a long-time user of Temple Road for my commute (on bike). 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.</p> <p>Since the LTN has been implemented, this problem has completely disappeared. As the traffic using the road is now access only, the drivers are typically more considerate, as less determined to make progress at the expense of other road users. This is particularly important as the road lies on a hill, and it provides a safe and relatively relaxed alternative to cycling up the hill on Oxford Road, where drivers can often be impatient.</p> <p>I have heard suggestions that Crescent Road could be retained as an LTN whilst Temple Road opened. I do not support this idea, as then Temple Road would still be a throughway between Oxford Road and Holloway, avoiding two sets of traffic lights and therefore likely to be abused. I do not want to see a resumption of previous behaviour described above. Temple Road should be retained as an LTN also.</p>
Support - Temple Cowley	I am riding my bicycle everyday
Support - Temple Cowley	It seems to have reduced motor traffic in certain residential areas and made me more thoughtful about my route when driving
Support - Temple Cowley	We must have more safe cycle routes and fewer rat runs
Support - Temple Cowley	Roads are safer for kids due to low traffic. Roads are not congested due to parking by non-resident.
Support - Temple Cowley	Helps keep children and cyclists safer and a nicer more peaceful environment
Support - Temple Cowley	Residential area much safer, quieter, and lower pollution. Traffic has been re-diverted to main roads
Support - Temple Cowley	Quietness and safety after LTN
Support - Temple Cowley	I think they have reduced the use of 'rat runs' and made the side streets safer and more pleasant. I haven't noticed an increase in traffic on the main roads
Support - Temple Cowley	On the whole I am supportive. The benefits to me as a cyclist outweigh this disadvantage to me as a car driver.
Support - Temple Cowley	<p>Feel safer cycling and walking in area especially with grandchildren.</p> <p>It's better for everyone (especially those looking after children) not to have angry, fast drivers speeding up/down to the ring Rd/ Oxford Rd to and from London.</p> <p>More people walking and saying hello to each other and their neighbours.</p> <p>The Rd has more of a community feel and just a Rd people use to pass through on their way somewhere else.</p>
Support - Temple Cowley	I support LTNs as a wider initiative to work toward a reduction in unnecessary car travel and an increase the adoption of public transport and other forms of sustainable transport
Support - Temple Cowley	Our road is much quieter and traffic is slower moving.
Support - Temple Cowley	<p>Support, but with concerns. Generally better to direct traffic onto main roads such as Hollow Way rather than residential side streets. I signed up for traffic because I bought a house on Hollow Way, people in back streets didn't. Some inconvenience a price worth paying to encourage fewer people to use cars.</p> <p>One concern is that it has been introduced at a time when more people are using cars because of the pandemic and are still reluctant to use public transport. Another concern is the sheer amount of bad feeling and division which has emerged, maybe also a consequence of stress from the pandemic.</p>

Support - Temple Cowley	Supporting: I frequently shop in Cowley Centre and travel there by either car or by bike. The LTN makes travelling there by bike a much safer experience. It's one of the factors that influences my chosen mode of travel - along with the weather, how much I'm transporting, and whether I have the kids with me. So, the scheme makes me *less likely* to use my car for this trip and *more likely* to cycle.
Support - Temple Cowley	There have been far fewer car accidents on crescent road, and it feels safer.
Support - Temple Cowley	I live on Temple road and out has transformed the road. We used to have cars driving 40mph down the road, and gridlock during school hours. Both are history.
Support - Temple Cowley	Keeping the residential streets clear of speeding cars, cutting through to save going along the main roads. Making the space safe for cyclists and walkers. Reducing air and noise pollution. Encouraging people not to use cars for short journeys.
Support - Temple Cowley	Less traffic on roads that I frequently cycle, making cycling safer
Support - Temple Cowley	Great improvements in feeling safe as a pedestrian and cyclist. Less noise, fewer snarl ups on crescent road, no aggressive drivers. Please keep the LTNs. I do drive a car, and they've made me think much more the necessity of using it. Moreover, I always used to cut through Florence Park, but am happy to go round, albeit more slowly sometimes, if I need to go that way. I've started using the ring road more.
Support - Temple Cowley	Prevents cut throughs allowing residents to benefit from safer active travel and cleaner air. Encourages active travel, move away from climate damaging cars, local shopping and leisure and allows for a more equitable society by allowing children, vision impaired, elderly, differently abled individuals that do not drive have to access more of their surroundings.
Support - Temple Cowley	I think it has made a huge difference to the traffic in the area as a whole, as Crescent Road is a much safer road to use as a cyclist for example. I think in general these schemes improve the areas they are bought in to.
Support - Temple Cowley	Quality of live in Temple Cowley vastly improved. Air quality, ability to walk and cycle safely.
Support - Temple Cowley	'- narrow residential roads are not used as short cuts anymore - saver cycling
Support - Temple Cowley	They are safer and quieter for locals with minimal impact for vehicle access by locals.
Support - Temple Cowley	Lower traffic and less noise where we live
Support - Temple Cowley	It has made a huge difference to our neighbourhood (Crescent Road) as we are no longer experiencing the huge amounts of traffic (taxi!!) that were using Crescent Road as a short cut to Cowley Road. 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. More needs to be done to get people off the roads. The LTNs are not perfect but they are a start. Please please keep them!!
Support - Temple Cowley	I am a resident of Temple Cowley LTN. The implementation of this trial has been transformational for me and my family. Previously, there was a lot of traffic and speeding vehicles. It was intimidating to even walk down the road with small children. I hadn't actually realised how much this was affecting us. We walk around a neighbourhood much more. We do use our car less. We used to drive regularly to Florence Park - because it was easier. Now we walk and my daughter can go on her balance bike. My son has some complex health issues (affecting his heart and muscular skeletal system), he's still small, but if the scheme stays in place, I know it will be really beneficial for him because gentle exercise (like walking) is going to be really important for maintaining his fitness. My husband drives to work in Begbroke but doesn't mind taking the car the long way round. Please keep this scheme. The benefits for local residents are huge. From my experience, I think this can be part of a process of encouraging behaviour change in Oxford and a low carbon future for our town.

Support - Temple Cowley	The LTNs make the back roads much nicer and safer for cyclists
Support - Temple Cowley	These LTNs have made me feel safer crossing the road, have drastically reduced noise on our road, and I have noticed a reduction in anti-social behaviour on our road too (specifically drug dealing out of cars). The level of traffic is more suited to a residential area - before we were a racetrack for people wanting a shortcut. In general, the area feels much safer for pedestrians and cyclists (I have taken up cycling since the LTNs were installed) and the planters have made the area more attractive too.
Support - Temple Cowley	As a resident of the area, I have really loved the peace that the LTNs have provided on streets that were formally rat runs. I now commute by bike rather than car thanks to the quieter roads.
Support - Temple Cowley	Safer to cycle to work
Support - Temple Cowley	Reduced vehicle traffic, increased cycling & walking, safer neighbourhood, stronger community.
Support - Temple Cowley	As a resident, it is wonderful to no longer have cars driving along the road at 40 mph and getting impatient when they can't. As a user of Cowley Road and Garsington Road, yes, it takes longer if I need to go somewhere by car but I either allow myself extra time to get to where I'm going or I walk/cycle.
Support - Temple Cowley	In my opinion the closure of Temple Road and Salegate Lane has made my children's walk to school safer as their walking route from Fern Hill Road to Oxford Spires Academy is now much quieter. I also regularly walk and cycle that route myself on my way into Oxford, I feel safer on my bike. I'm also a driver and don't like the Holloway gridlock any more than anyone else but overall, I think opening streets to walkers and cyclists is fantastic.
Support - Temple Cowley	Arterial routes remain unsafe for cycling, but off those routes (in the LTN) it is now much, much safer for children to walk to school/library, and to cycle; it is more pleasant and slightly safer for adults. Hollow Way is choked with motor traffic at certain times of day, but it always was - pre-LTN frequently in both directions. Actual enforcement of the urban clearway restrictions would help to improve flow and might reduce motorists' frustrations - illegally parked vehicles effectively reduce it to single-track with passing places between Barracks Lane and Fern Hill Road.
Support - Temple Cowley	Main roads should be busy, residential areas should be quiet and safe
Support - Temple Cowley	I like the quieter side roads that allow me to cycle and walk with fewer concerns about traffic
Support - Temple Cowley	As a cyclist, it is safer for me and my children on the roads that were used as shortcuts.
Support - Temple Cowley	The road is a little bit safer than it was without the restrictions. Only thing needed is cameras on the bus gate. I have not experienced any traffic issues or grid locks opposing people are pretending exist in the neighbourhood.
Support - Temple Cowley	Nicer neighbourhoods
Support - Temple Cowley	I think LTN's are essential if we want to improve the lives of residence living in Oxford. There are far too many unnecessary journeys made by car in our city!
Support - Temple Cowley	Too many cars on the roads, LTNs don't cause traffic, overuse of cars by people who could use alternative transport are the traffic. The roads are full of potholes, mainly because of the excess traffic. We need better infrastructure for buses and bikes.
Support - Temple Cowley	Much safer for children, no logjams of traffic, no motorists fighting to get passed each other and swearing, less pollution, no cars driving on pavements, no noise late at night, no cars speeding dangerously.
Support - Temple Cowley	LTN has significantly improved my quality of life (improved asthma). Also, I have found I can now cycle more regularly with my son on my bike (as it feels safer). I am looking to buy a cargo bike and potentially go 'car free' as I find I don't drive much anymore.
Support - Temple Cowley	We need to reduce the number of journeys made by car.
Support - Temple Cowley	Great

Support - Temple Cowley	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	I fully support the LTN in Temple Cowley, and in neighbouring areas.
Support - Temple Cowley	Reduction in danger to cyclists and pedestrians, esp. for children; reduction in pollution, noise & nuisance to residents; providing push to lower car use for short journeys, and highlights need for more provision for active travel and public transport; putting through traffic where it belongs, residential streets should not be ad hoc bypasses - congestion needs better solutions.
Support - Temple Cowley	Reduction of "rat-running" traffic in narrow residential streets
Support - Temple Cowley	My kids can now cycle to school at Oxford Spires much more safely using Crescent Road. Previously they did not cycle as there was too much traffic. They are also able to cycle safely to Florence Park using the new LTNs. I also use the LTNs as cycle routes and am very happy with how much safer it feels. I think the change has made the LTN areas safer and healthier, my kids can cycle to school safely. There are too many unnecessary journeys within Oxford and hopefully the LTNs will eventually lead to a reduction in journeys by car and more active travel in the city, as this is where we need to get to.
Support - Temple Cowley	They have reduced traffic in the neighbourhood, meant that Crescent Road and Temple Road are no longer rat runs, and made the environment safer and cleaner.
Support - Temple Cowley	It's fantastic. Cycling is much safer, children are safe in their residential streets and vehicular traffic flows better because it's moved to roads with proper traffic controls and safety features!
Support - Temple Cowley	Very stressful living in a residential area with a rat run outside your door from 730 till 7pm Frequent road rage, difficulty parking, constant problems getting in and out of own car due to traffic plus of course pollution
Support - Temple Cowley	Got a flyer opposing them, but generally supportive of measures that encourage cycling over driving in oxford
Support - Temple Cowley	The LTN has greatly improved my local neighbourhood, removed noisy traffic. I see much less criminal activity around (speeding/car drug deals etc) and the streets are safer for children and pets. I am a professional gardener and use a van daily, but the new road layout doesn't really affect my travel times to jobs much at all.
Support - Temple Cowley	Since having the LTN our streets are quieter and safer. There are fewer cars stopping our area from being as polluted. I am totally disgusted at the way the some of this community have responded to the LTN - some houses having 3-4 cars opposing it. Just awful the selfish nature of people when we are trying to make positive changes for our environment.
Support - Temple Cowley	The LTN has dramatically improved the experience of living on our road! Less collisions with parked cars, far less noisy and much safer. We absolutely love it! I also think it has improved the overall experience of driving around Cowley and think if it encourages more people to walk not drive that is a good thing esp. for the environment!!!! Thank you for putting them in! Also, the flowers in the boxes are a wonderful touch and I hope they are maintained.
Support - Temple 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	The LTNs have made Temple Cowley so much more liveable for the local residents of these roads. The slight inconvenience is worth it for the reduction in pollution, noise, and dangerous driving. I believe they are working to change people's behaviour and reduce car use, but they need to be backed up by better cycle lanes and investment in existing roads.
Support - Temple Cowley	I use a route through Temple Cowley and Florence Park (and then over Donnington Bridge and down the river) to get to the city centre so as to avoid Morrell Avenue and The Plain. Before the LTNs, the most dangerous parts of the route were Temple Road (used as a cut-through by many speeding motor vehicles from Oxford Road to Hollow Way) and Florence Park (a cut-through with double parking on most of its roads turned it into a single-track road with speeding cars naturally pushed into the middle of the road with not enough space to pass). With the LTNs in place, there are now only two short pinch points - the short stretch of Oxford Road near the Police Station and the turnout of Florence Park onto Iffley Road. But overall, it's many times better as a result of the LTN.

Support - Temple Cowley	I support the scheme because since implemented it has made my cycling so much safer. My normal way towards Temple Cowley is Hollow Way, Crescent Road, Junction Road, Temple Road and Oxford Road. Having to deal with zooming cars cutting through it was always a nightmare, especially at the junction between Temple Road and Salegate Ln (where you normally had more fast cars coming from Hollow Way) That route is also used by loads of children from nearby schools, there's the library as well so why would you wouldn't want to protect the most vulnerable from rushed motorists anyway? The problem is not the LTNs, it's the overwhelming amount of cars on the roads that cause delays and blockages. Thank you
Support - Temple Cowley	the LTN has made our neighbourhood safer for kids getting to school
Support - Temple Cowley	I am fully in support of well-designed urban LTNs to make more liveable spaces for residents.
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. Many congratulations and please expand the scheme even further.
Support - Temple Cowley	The road is much safer for my children, much quieter, and a more pleasant place to live. I also feel able to park my car on crescent road (prior to the LTN my car was damaged twice by fast-driving vehicles).
Support - Temple Cowley	I think the LTNs are fantastic. My children have been able to cycle to school safely and it has created a more peaceful and friendly 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	Our quality of life and safety for our children has improved massively. No more road rage and fights on the road by drivers of vehicles trying to squeeze in on parts of the road that are narrower
Support - Temple Cowley	Crescent Road has been a dangerous rat run for many years. People used the pavement to pass. I have grandchildren here regularly and it is unsafe for children. I lost a cat on the road. Speeds are ridiculous. I totally support LTN's for community and climate reasons.
Support - Temple Cowley	The streets are much more safe to cycle and walk on and the air is less polluted and has encouraged more cycling.
Support - Temple Cowley	Traffic on Cowley Road seems limited to commuting periods, not all day every day. The streets near my house seem much safer because far fewer cars are speeding on them.
Support - Temple Cowley	Crescent Road was a classic rat run with a huge volume of traffic, often speeding. HGVs would cause the house to vibrate. The air quality has improved and the whole environment is much safer for the local people. The only negative aspect is that mopeds and motorbikes ignore the filters and their numbers have significantly increased.
Support - Temple Cowley	it has worked well and reduced through traffic
Support - Temple Cowley	LTNs have significantly improved the area, here are some of the many reasons why: 1) Safety has dramatically improved by removing; congestion, dangerous driving (speeding) and inappropriate access by lorries. 2) Accidents. I have witnessed several close accidents involving children and pets. One year a car crashed into my front garden. 3) Air pollution levels have dropped, and the air is noticeably cleaner. 4) Noise levels have been vastly improved. Some motorists used Crescent Road to race their cars late at night, revving engines. 5) Arguments between angry motorists used to be a daily occurrence, typically with horns blaring and swearing. 7) Potential structural damage to houses through tremors caused by heavy vehicles has more or less been removed. 6) Travel on the roads has improved for vehicles. I no longer have to negotiate blocked roads and make difficult manoeuvres. Note, I am a daily car driver travelling all ways through the city, sometimes it is frustrating negotiating the roads but there are far wider issues to address and singling out LTN's to vent frustration misses the point.
Support - Temple Cowley	Crescent Road has been much quieter and safer without the vast volume of cars that used to use it as a cut-through.
Support - Temple Cowley	I fully support the Low Traffic Neighbourhood

Support - Temple Cowley	I used to live in, and regularly return to, Temple Cowley and Florence Park, and honestly if the LTNs had been in place 3 years ago I'd never have left. The residential streets feel safer and more spacious, and I regularly drive along between towns road/out to the ring road and don't feel the traffic is any worse. From an environmental perspective I think it's so important to prioritise active travel and discourage car use, I would love to see more LTNs!
Support - Temple Cowley	It is stopped all the traffic using our roads as a shortcut.
Support - Temple Cowley	Scheme has transformed the neighbourhood and massively changed the amount we drive. Previously road was clogged with awful traffic every day. Made worse by the previous traffic calming measures which created multiple bottlenecks along the road. Kids now cycle on their own within the neighbourhood and we've sold our second car and now use an electric cargo bike for all journeys within the ring road - local shopping, trips into town, school runs. E-Bike has done more than 1200km since buying in February
Support - Temple Cowley	I have a v young child and feel the street is much safer with the LTN as less cars and 'boy racers' are rushing through and speeding. I feel more confident about her walking and one day using a scooter or bicycle and I myself am gathering the courage to cycle with her on my bicycle. There is also less noise and air pollution which makes it safer to live here.
Support - Temple Cowley	Massive reduction in through traffic, nuisance drivers safer for myself and my children to walk and cycle. The street is more peaceful and there is less late-night crime. It has massively improved the area I live in
Support - Temple Cowley	Safe, quiet, cleaner air
Support - Temple Cowley	The LTNS have led to behavioural change in our family and others on our street, with increasing numbers of people choosing alternatives to car travel. They have made our immediate area safer to walk and cycle around. There is more of a sense of community than previously with more people talking to neighbours.
Support - Temple Cowley	Crescent Road use to be a rat run. Too many cars and very large trucks and vehicles using it as a short cut. It was noisy, with thousands of cars driving up a neighbourhood street every single day. The large trucks made our house shake as they went over the speed bump too fast, it was unsafe for children walking as cars would often go on the pavements and had high pollution from the vehicle fumes. Since the LTN has come into place we have noticed a huge positive difference. A member of our family suffers from breathing problems and they have been immensely improved since the LTN. I feel it's safe for my children to walk on the pavements now. We can find parking spaces too, which were difficult to find before. It is a lot quieter - day and night - and feels more like a neighbourhood street and community. I whole-heartedly support the UTN. Thank you.
Support - Temple Cowley	Our LTNs have transformed the area, and the whole of East Oxford. They are the only pragmatic way to build a safe environment for active travel and the basis for an inclusive modern Oxford. Drive-everywhere, park-everywhere culture has gotten us into a mess. We are all to blame for that - and now the consequences are now laid bare. Our system does not provide for, let alone encourage, active travel. Up to now we built an Oxford that forced those who might cycle or walk into their cars. I have numerous examples of able, fit people leaving the bike in the shed for fears around personal safety. This status quo cannot continue. WE must not optimise our city for car-travel, we especially must not sacrifice all other infrastructure for the sake of a slightly better rush hour. We cannot continue to deny our children a safe walk to school. We need drastic action, but from what I gather- on a minimal budget. What can be simpler than a plant pot in a road? It costs us privileged motorists a little bit of inconvenience. But it gives everyone a safe space to move. To exercise. To become a community and most importantly: help all those that can to stop using their vehicle. The LTNs are nothing to do with rat runs. Nothing to do with one group of people or another. It is recognising that our City is doomed to become a sprawling heaving mass of cars - a race to the toxic bottom unless someone, somehow draws a line in the sand and stops it. Our city is a place for us. We have the right to be healthy and safe, and we must not yield every square inch to cars. LTNs are the answer, and also just the start. Please deliver them fully and move onto Connecting Oxford Plus.

Support - Temple Cowley	The road became much quieter without rat run. I appreciate that the main road traffic is worse as consequence which is inconvenient however I'm glad that this measure is making myself to walk/cycle more.
Support - Temple Cowley	Safer, quieter, and cleaner for people on foot, bikes, buggies, and wheelchairs in residential areas
Support - Temple Cowley	<p>As residents of crescent road, located near the filter we have seen a huge improvement in the traffic conditions on the road. Additionally, to this, we stopped using our car to drop our son at nursery in Headington, as our easiest route has been blocked by the filter and we have started cycling him in. It was always easy to do we just needed a nudge to actually do this. Our 7 year old also cycles to school on the other side of Florence park, and the route is much safer for her to use.</p> <p>I want to clarify that our car use has been inconvenienced by the filters, all of them, not simply the one on our road but we realise it was a shove we needed to stop using our car for these shorter journeys.</p> <p>The LTN have pushed us from using our car to travel short distances (within the LTN come) daily to using our bikes. This has been the case for myself, my husband and both our children (ages 7 and 5). We all feel safe on our bikes in these areas and have regained confidence with cycling and have reimagined our commuter lifestyle. 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.</p> <p>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.</p> <p>The LTN has brought a deeper sense of community to the street also, as we have enjoyed planting and meeting at the LTNs with neighbours. We have grand plans of street parties and other community minded events which feel more possible with the LTNs in place.</p> <p>We really praise the boldness of the council in implementing the LTN strategy. We only hope that it can be retained, especially now as folks have gotten used to not using the road. We only hope that the broader strategy can be implemented, to alleviate the traffic on the main arteries.</p>
Support - Temple Cowley	The roads near us were used for shortcuts by motorists and the flow of traffic was constant. Many parents were driving their children to the nearby school and creating bottlenecks and driving on pavements. My only comment is that the gate/restriction on Temple Road Should be located next to the junction with Crescent Road, as most of the residents driving out of our area are going up towards the ring road and are creating unnecessary congestion on Oxford Road.
Support - Temple Cowley	Our road used to be constantly used as a shortcut/thoroughfare between Hollow Way and Cowley Rd - drivers would speed up and down at all hours of the day and way too fast. This is both dangerous and antisocial.
Support - Temple Cowley	It makes life safer and the air cleaner and is also good for business; we need more LTNs!!
Support - Temple Cowley	Some [one] put a leaflet through my door with details of this survey stating how bad LTNs were. I thought I'd fill it in to negate [deleted]. I'm in full support. The climate crisis is real, pollution is real and LTN one of many solutions. Keep up the good work

Support - Temple Cowley	<p>As a regular cyclist living very near the Temple Cowley area, I have been really pleased at the massive reduction of vehicle traffic through Crescent Road, Temple Road etc., making it much safer for cyclists and pedestrians.</p> <p>My one concern is there needs to be much better enforcement of the Urban Clearway in Hollow Way (at peak hour periods). Illegally parked cars cause massive tail backs especially of south-travelling vehicles, with huge delays especially to bus services (U5 and 10 routes). And Just one illegally parked car in the parking bay at the northern end of the narrow part of Hollow Way, can cause a massive tail-back across the Horspath Road junction as far back as Cowley Barracks, which in turn leads to a lot of rat-running through Cranmer Road, Wilkins Road and Fernhill Road.</p>
Support - Temple Cowley	They have improved the overall air quality and road safety. While I have experienced more road noise at my house as there is more traffic on Cowley / Oxford Road, I still support the scheme as I believe the overall impact is positive.
Support - Temple Cowley	Less noise, better for environment, safer cycling and walking for all residents
Support - Temple Cowley	It will make my children's school area much safer and our morning/afternoon walks to/from school a lot more enjoyable. Temple and Junction Roads (and Holloway, though Holloway is not altered) are quite unsafe given the amount of speeding cars and impatient drivers on the roads alongside the vast number of children and families that use these roads to walk or ride to school. There are no crosswalks on Temple or Holloway Roads where my family must cross, and I walk with my 4 children which can be very unsafe as we have witnessed another student being hit by a car recently in this area. Although there are some people not in support, this LTN and zone is very much needed.
Support - Temple Cowley	I think LTNs are good for the environment, encourage nudging out of doing short journeys by car, make it safer for children, reduce car ownership, cleaner air.
Support - Temple Cowley	I live on Crescent Road and without the LTN it is unsafe and a rat run. Because the LTNs make it safer as a pedestrian and cyclist.
Support - Temple Cowley	<p>The planters have not yet arrived at the top of Crescent Road, but we are already experiencing the benefits of those in the Florence Park area. The number of cars and most particularly enormous lorries going through the street has massively reduced. As a street we are incredibly excited about ours going in on Thursday 18th and think that these are awesome (well - that's the general feeling on the street WhatsApp). I hope very much that they stay.</p> <p>Thank you! These really could make a wonderful impact on this area and hopefully, in the longer term will encourage people to make shorter journeys by bike or on foot.</p>
Support - Temple Cowley	<p>It will reduce air pollution in the area, which will have a positive impact on health.</p> <p>It will reduce the danger of injury by collision posed by motor vehicles to pedestrians and cyclists, particularly children. This is exacerbated by the tendency to exceed sensible speeds for narrow streets.</p> <p>It will encourage more active travel by local residents, reducing inactivity levels thus improving health.</p> <p>It should cause more urgent consideration of wider problems of traffic congestion in Oxford, by removing the sticking plaster of using residential areas as high-speed rat-runs.</p>
Support - Temple Cowley	There has been substantial negative reporting in [local press] yet on our local WhatsApp group (100+ households) support is overwhelming. Just in the last two days the roads have been quieter, our children have felt safer and, though we rely on our car, journeys have only been slightly affected. The scheme is brilliant, and we hope it stays!
Support - Temple Cowley	They will have a beneficial effect on health and wellbeing, reduce noise and traffic pollution and help control unsafe driving. Initial annoyance and inconvenience are to be expected and the point is to change behaviours by making some short road trips inconvenient.
Support - Temple Cowley	I think LTNs are a net positive for the area and the environment.

Support - Temple Cowley	I have lived on Crescent Road for just over five years. During that time, the traffic has always been an issue. When my daughter was younger, it was very difficult to walk her to school because of the high volumes of traffic and the speed at which people drive. The traffic calming measures in place, i.e. the narrow points which make it difficult to pass made the situation worse, because drivers would get so frustrated that they would frequently mount the kerb, even when you were walking on the pavement. On several occasions I have had to jump out of the way of cars, and I see road rage incidents weekly. The road is constantly used as a rat run by both cars and HGVs which simply shouldn't be using small residential streets. The road isn't suitable to the amount of traffic which uses it daily. so, the LTN is long overdue and has already made a huge difference to our quality of life. I am looking forward to the summer when we will actually be able to have our windows open at the front of the house for the first time!
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. The school run is transformed. There are no longer streams of cars turning and waiting on double yellow lines outside St Christopher's school and fighting for space to pass each other. I feel my children are safer, as are all the children attending the school. As well as using local streets on foot and as a cyclist, I drive a car. Before the filters went in, it was very common to have impatient, short-cutting drivers behaving aggressively while I was parking or helping my children in and out of the car. I have found driving and parking much easier since the introduction of the filters.
Support - Temple Cowley	Reduced through traffic on the local streets
Support - Temple Cowley	The area now on Littlemore Rd feels, sounds and looks safer, more welcoming, cleaner and like a residential area rather than a extension of the ring road. So happy now to cycle with my daughter in the road. I want to say thank you for being brave for putting in the LTN. It has made the area so much better. Thank you. I'm so proud to be part of this area now.
Support - Temple Cowley	The introduction of the LTN is the best thing that could happen to Crescent Road and surroundings. Fewer speeding cars who use it as a shortcut/rat run between Cowley Road and Hollow Way. It's better for the environment and the roads are only used by those who live here or have business here. Evaluations from other UK cities demonstrate the benefits so I hope people will eventually adapt to the changes and hopefully some will stop making some unnecessary trips with their cars altogether. There seems to be, what is at least perceived as fierce opposition to the LTNs, but the consultation results were clearly in favour. And many of those protesting against LTNs confuse civil liberties with personal comfort. None of the roads have actually become inaccessible, it just needs some adaptation. And sometimes changing routines or old habits can do wonders.
Support - Temple Cowley	I support the LTN because it is in line with UK carbon neutral goals for 2030 and provides a much safer environment for the community. It has already made a huge difference to how the neighbourhood feels and is encouraging us to walk and use our bikes more for short journeys.
Support - Temple Cowley	These are great. Crescent road has closed down this rat run. it is so much safer to cycle down without the worry of a car knocking you over from behind or taxis zooming past. Crescent road is so much quieter and less noise pollution during the day and night. just a much nicer play to live now. one problem - taxi's, delivery drivers and sometimes a normal motorist move the non-permanent middle part of the barrier - this needs to be fixed asap. also there appears no block on temple road. The Florence Park one has made that area so much quieter and nicer..
Support - Temple Cowley	The introduction of the LTN has improved my health and well-being and encouraged me to walk and cycle more and drive less.
Support - Temple Cowley	It reduces traffic in secondary roads, which in turn reduces pollution and related unnecessary deaths or disease.

Support - Temple Cowley	I fully support the proposal on the grounds of health -less pollution and safety -fewer accidents. My only concern is that the existing barriers are simply road signs that are constantly removed by motorists who continue to speed up and down Crescent Road.
Support - Temple Cowley	There is an urgent need to address traffic volumes in Oxford and I am hoping the LTNs are part of the answer. Traffic volumes and lack of enforcement of speeding and parking are one of the key reasons why people are put off from cycling and walking. Making safer environment for active travel should be a key priority. There is no way Oxford can reach its climate goals if it allows to accommodate motor traffic to the extent it has in the past.
Support - Temple Cowley	I support the LTNs and would like to see them in the area where I live. They seem to make for a better, safer living environment and lower car traffic overall.
Support - Temple Cowley	It has made a major difference to through traffic, no longer have car at speed or roadblock with traffic trying to get through, it is a much calmer environment with less fumes, Unfortunately my journey home takes a few minutes longer as I am now pushed onto the ring road. A small price to pay for a safer road
Support - Temple Cowley	I strongly support the LTN in Temple Cowley. I regularly drive a car and cycle in this area. 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. It is also a pleasure to ride on Beauchamp Lane. This lane always been a nightmare, having to stop while climbing when a car was encountered. As a motorise I never used the residential area to go to the swimming pool. I do not see an issue with the LTN.
Support - Temple Cowley	I am very keen to see less use of cars for short journeys by encouraging sustainable transport and discouraging car use. I also want to reduce pollution in Oxford for health reasons.
Support - Temple Cowley	The LTN barriers have noticeably decreased traffic on Crescent and Temple Road, and they are both significantly more pedestrian friendly as a result. Crescent Road is less noisy too.
Support - Temple Cowley	It's made the road much quieter and more usable residentially, and I've noticed no real downsides. I think it's a great change - I am an occasional car user, but it's important for the roads to be safe for pedestrians/others in residential areas, and I think this LTN helps with that.
Support - Temple Cowley	Because so much Traffic and busy road
Support - Temple Cowley	As the population grows and urbanises in the UK we need to fundamentally change the way we travel around large towns and cities, as well as change the priority that is given to cars in residential areas - surely residents should be given priority to walk and cycle around their neighbourhoods over those that simply drive through. We also need to make sure residents living on roads around LTNs do not suffer with more pollution and traffic on the roads they live on, so bus gates and traffic calming measures also need to be introduced in these areas alongside LTNs.
Support - Temple Cowley	I feel strongly that we need policies throughout Oxford that support walking and cycling and reduce car use. This is both to make out streets more liveable and address climate change. Unfortunately, the small scale of the experimental low traffic neighbourhoods means that that car drivers are still seeking to complete their journeys by car rather than adopt other means. The solution to this problem is to extend road closures to cover a much larger area, eg the whole of Cowley and East Oxford. I also hope that the whole of Headington (where I live) can be made a Low Traffic neighbourhood.

Support - Temple Cowley	Transformed the local neighbourhood and made it safer for walking around with young child because we no longer have vehicles driving very fast on route through, vehicles mounting the pavement at speed has almost completely stopped too. There is no good reason why residents should be put at risk in the way we have been by people driving through, and no other solution had been found for this problem. Added benefit is reduction in noise levels. I've noticed an increase in number of cyclists.
Support - Temple Cowley	<p>I absolutely support this initiative in the hope it will make Temple Road, Crescent Road, and surrounding roads and areas safer to walk and cycle in, that there will be less traffic (especially speeding cars and vans - there are a lot of those in these roads), less noise and less pollution. I live in Temple Road and cycle and walk all the time in the local area as I don't have a car and don't drive. Once Covid is more contained, I intend to start re-using the buses again, but will still be walking and cycling in the area more than using the bus.</p> <p>As a resident, I am aware of many disabled and elderly people in our area, and the introduction of LTNs will help their daily lives considerably.</p> <p>Temple Road and Crescent Road have already become safer as a result of the LTNs. There is less fast traffic cutting through both roads now and no heavy traffic, i.e. lorries, etc. The environment is now much more pleasant, feels healthier and generally of better quality because of the reduced traffic.</p> <p>Unfortunately, there were essential gas works being carried out on the corner of Marsh Road/Oxford Road/Cowley Road shortly after the LTNs were introduced on Temple and Crescent Roads. I heard people in a local street shouting that their journey home had taken them 40 minutes longer than normal because of the new LTNs. I believe it was because of the gas works, requiring a 3-way traffic light system and thereby causing queues to build up, that created the delays, not the LTNs themselves.</p>
Support - Temple Cowley	<p>Walking around the streets is delightful now. It's beautifully quiet Everett for the birdsong. I don't think the LTNs were introduced properly, I think a lot of people don't understand what problem they're trying to solve and certainly don't feel they were engaged, and it will be a shame if they're rejected because of it.</p> <p>Salagate Lane I think has particularly benefited. I think if public opinion comes down against them it should be considered to keep some of the blocks in place and remove the more 'inconvenient' ones.</p> <p>Overall, I think they're brilliant, and I hope they make people think more before getting in their cars.</p>
Support - Temple Cowley	We lost most of my clients because of this heavy traffic My shop 70% quieter than before because of the heavy traffic and they can't be bothered to stay in traffic for an hour I can't go nowhere either it's so annoying I'm disagree with this decision could you please clear the roads we don't need this on the top of the corona virus pandemic we are so fed up?
Support - Temple Cowley	<p>We now have quieter, safer, less-polluted streets to live in. The reduction in traffic noise has made both working from home and sleeping at nights easier.</p> <p>It took a long time for the Crescent Road bollard to arrive, but that has made a difference. Drivers seem slowly to be getting the message that this is now a no-through road.</p> <p>The three LTNs have made walking and especially cycling in Cowley as a whole much more pleasant.</p> <p>These schemes immediately improve the quality of life here, help with the process of traffic reduction and of making Oxford a greener city, and are an absolutely necessary response to the unfolding climate catastrophe.</p>
Support - Temple Cowley	Cycling or running down the roads in the LTNs, it has been great to be free of the worry about cars bullying you off the street. I wish we could have something similar down my road.

Support - Temple Cowley	<p>There has been a lot of bad press on social media and the LTNs have been blamed for traffic jams caused by roadworks and accidents.</p> <p>While they are by no means perfect (yet), I support the objectives of making the chosen roads safe for children, pedestrians and cyclists.</p> <p>While I think people need to understand that this is a trial and there is room for feedback, improvements and potentially location changes, I also think the Council needs to take responsibility for implementing the LTNs without making any changes to the surrounding infrastructure. For example - when the traffic backs up from the Swan traffic lights down the Oxford Road towards the Cowley Road, there is absolutely no space for cyclists who are then forced onto pavements - fuelling the haters even more.</p> <p>Council - if you want to make Oxford more cycle friendly - be serious about it.</p>
Support - Temple Cowley	Residential roads aren't for cutting through on journeys. The LTN scheme provide residents with a more pleasant environment to live and cycling/walking is much safer.
Support - Temple Cowley	We need to reduce the number of unnecessary journeys taken by car.
Support - Temple Cowley	<p>i live on temple road, within the Temple Cowley LTN trial. i live next to the filter in temple road. I would like to register my support for the LTN because it has hugely improved the road, the area and life for my family. Temple road (and Temple Cowley generally) previously did not feel safe because of high levels of traffic and drivers speeding). the LTN has changed all of this. it makes the area possible to walk around with kids, I am speaking to my neighbours more, we are sleeping better due to less noise, we walk more - I now walk my daughter to nursery at oxford business park instead of getting in the car. I worry much less about the effects of pollution on my kids and my partner. The school street has also hugely helped with dangerous driving around St Christopher's school. there are many more reasons i am happy with this trial and hope it becomes permanent in some form.</p>
Support - Temple Cowley	<p>Safer roads, no/few driver confrontations, less speeding, lower traffic volumes, less traffic noise.</p> <p>I am a car owner. I have learned to pick my times to travel to avoid contributing to congestion and have reduced my local car journeys. The local community are actively supporting the shop in crescent road, as their passing trade was reduced. The shopkeeper is responding to local preferences for fresh bread, etc.</p> <p>I support making the LTNs permanent, and to expanding the schemes.</p> <p>I support to School Street scheme in Temple Road.</p> <p>I appreciate the impact on residents on local main roads, and on delivery drivers, etc.</p> <p>Please consider installing cameras to identify motorcycles cutting through the LTNs, and managing on-road parking on Holloway, which contributes to congestion.</p>
Support - Temple Cowley	The LTN has stopped Crescent Road and Temple Road being used as a rat run, it has reduced traffic along these roads, and made the roads safer and cleaner for everyone. I support them and hope that they remain in place.
Support - Temple Cowley	The street was used for a short cut. Cars were coming through high speed roughly 40mph. It felt dangerous to walk and cycle. High pollution, many cars stopped in front the house with engines on to go nearby shop. The constant noise was unbearable, and I was not able to sleep at night.

Support - Temple Cowley	<p>First and foremost, I live in St Mary's Ward and now there are LTNs in Florence Park first and foremost my cycle to and from work on the other side of the ring road in Unipart is almost entirely low traffic/segregated now the LTNs take me to the ring road cycle track.</p> <p>I now do not worry or get stressed cycling to work. I feel safe since they've gone in and I've been able to change my cycling route I've only had one incident with a car acting dangerously toward me and that was very soon after they went in where some boy racer types who had not realised the LTN was in were driving aggressively and dangerously at high speeds before being stopped by the filter they clearly didn't realise was in.</p> <p>When the St Mary's LTN goes in during the autumn it will be entirely low traffic/segregated on my way to work.</p> <p>But also just travelling through and visiting Temple Cowley and Florence Park they are just far far nicer places to be, and so much quieter. You can see so many more people cycling and walking about. Particularly children with their parents in a way you simply didn't see before.</p> <p>I really distinctly remember a Sunday a month or two before they went in, I was talking to some people in Temple Cowley near the co-op for a long while and incredibly frequently some car would roar past not only clearly doing over 30 in a 20 area but also just making so much noise you couldn't hear the people you were talking to.</p> <p>Now that's simply not the case. The cars are slower and far far fewer in number, there are more people around on foot and bike and it's such a nice place to be.</p>
Support - Temple Cowley	I frequently cycle through the area. I think it is a pity that you did not implement the proposal by a local resident for a plaza at the junction of Salegate Lane and Temple Road. Then residents could have experienced a positive outcome, somewhere to sit and to hold small local events.
Support - Temple Cowley	Better for kids cycling
Support - Temple Cowley	<p>For us as a family the LTN has not change our journey times when in a car in the area. Walking through the Temple Cowley area is much more enjoyable and safer and there are not just less cars but people cutting through the area previous used to speed. We have young children, and it can be very stressful walking with them places in Oxford. It also feels much safer to cycle with my older children on the road although there could be more done to help this in addition to the LTN.</p> <p>My main criticism to the County Council is that pedestrian crossings are not great, and this is another danger and barrier to getting people out of their cars. The one thing that has not been thought of is connecting the LTN. We walked from our house just off Hollow Way to Cowley Centre. Getting across and down Hollow Way is always a nightmare as the crossings are poor and the road nearer to Cowley is narrow. Cars speed down here. There is also the problem of Oxford Road, crossing here is a nightmare with three young children. When you come out of Temple Road there is an Island crossing which is narrow and does not feel safe with cars speeding past. If you walk down Oxford Road to go through the Florence Park area there is no crossing until you get to just beyond Clive Road which makes it hard to cross and walk down Cleveland Drive and into the shops. There needs to be a priority crossing for pedestrians here wither Zebra or light controlled.</p> <p>Also it is hard to know if we are noticing it more again as lockdown eases, but we have lots of people cutting down our road (Cranmer Road) to avoid Hollow Way. Some cars speed past with way over the speed limit.</p> <p>For those that object the proposals I think there need to be the question raised that things cannot stay as they were and what is the alternative. I also don't think drivers should automatically assume they can drive whenever and wherever they want. I have previously had neighbours on our old road in Cowley who drove to the shop at the end of the road.</p>
Support - Temple Cowley	Roads are quieter and so much safer. Crossing roads with a pram is now possible without feeling like I'm putting my child's life at risk.

Support - Temple Cowley	Reduced traffic near my house and while it may have displaced it on main roads, I see it as a good measure to make public realise car is in too many cases an unnecessary form of transport.
Support - Temple Cowley	Due to the blocked streets live got more quality. It's saver for children on the street, I don't have to concern if my baby runs away and get hurt by a car racing down Crescent Road. Also you can listen to birdsongs the whole day, it feels more like living in a village then in a town. Sure, traffic on the main roads got worse - the city's aim should be to ban private traffic or rather to limit it. For example, the loads of parents who collect their children from school.
Support - Temple Cowley	The LTN has transformed the feel of our road into a more pleasant space to live. Traffic has always been bad in rush hour and during times of road works. I don't think people will gradually reduce the habit of driving on short journeys and switch to using other means of transportation unless there are strong incentives. I think LTNs can be part of this incentive.
Support - Temple Cowley	The LTNs in Temple Cowley and around Florence Park are absolutely fantastic!! They have made our cycling commute a lot safer, and it's so much more pleasant to walk to shops and to the park. Traffic has become denser in Hollow Way, which is why the council should consider going ahead with their plans to convert Hollow Way into a bus/resident only road.
Support - Temple Cowley	The LTNs are an essential tool to reduce our dependence on private vehicles and to meet our cities and societies commitment to mitigate against climate change. They should be kept, otherwise our behaviour will revert back to car dependency for small trips within the neighbourhood.
Support - Temple Cowley	It is so important that we reclaim residential streets back for pedestrians, disabled people, cyclists and families! People need to transition to more sustainable and healthy forms of transport so the LTN zones are a small but key step towards changing the ethos of personal car ownership. Please keep them in place!
Support - Temple Cowley	Noticeable improvement in congestion for Crescent road makes cycle journeys better. Having the desired effect of making people consider how they make their journeys.
Support - Temple Cowley	The roads are much saver now which is great for the kids. It is also much quieter.
Support - Temple Cowley	Because it is so much nicer to have less car noise in the neighbourhood. And far nicer to walk to the shops at Between Towns Road with less cars speeding down the road. We walk to these local shops more often than we used to do. The low traffic zone also provides more of a sense of community, particularly when there are more neighbours out and about walking/cycling to local venues or making more use of their front gardens. The planters (used to block the roads) are great, I hope that the greenery continues to thrive.
Support - Temple Cowley	We are a business employing about 45 people and we are based in Temple Cowley. Many of our employees currently live in or travel through the LTN
Support - Temple Cowley	The scheme has totally and positively transformed the neighbourhood. The absence of through traffic is a delight, producing a calm, peaceful, pollution free environment. It is changing behaviour with neighbours interacting on the street, people using the street as a pavement and school children using it as a playground. I totally support the scheme and thank you for introducing it.
Support - Temple Cowley	- Much improved commute as pedestrian and cyclist on back streets (Temple Road, Junction Road, Salegate Lane). Cars used to go past very fast, creating danger for other road users - Temple Road, Junction Road and surrounding streets now also much more pleasant for leisure walks, area is more peaceful, much reduced traffic noise (even one speeding car used to create a lot of disturbance) and much safer to walk - I live at the intersection of two major roads (Holloway and Oxford Road), which were already very busy before the introduction of the LTNs, so the LTNs do not make much of a difference for the worse. I much prefer for traffic to be concentrated on these roads in order to gain the benefits described above.

Support - Temple Cowley	<p>I am delighted with the reduction in traffic in our street the results I have seen and experienced so far;</p> <p>Neighbours are out chatting to each other in the street</p> <p>Less noise from passing traffic</p> <p>I now use this LTN and connecting streets for exercise daily</p> <p>The area is now safe for children and pedestrians, before the LTN cars frequently mounted kerbs at speed to pass each other at busy times</p> <p>There are significantly more people walking on our street and they are also frequently chatting to each other, we have been here over 10 years and this never happened before</p> <p>I am a car user and have experienced no inconvenience from the scheme</p> <p>I have not experienced any delays to travel by car since the scheme started</p> <p>There is now little or no litter in the street</p> <p>Parking is now also easier (I am not sure why)</p> <p>Overall the results are excellent journeys the next day just need planning before parking the car in the street which is no problem at all</p>
Support - Temple Cowley	<p>LTNs have been a massive improvement in the quality of my life. They make the area feel more like a community, and much safer. I feel like I can walk into Temple Cowley now, and this has made me healthier! Since the LTN was introduced I have travelled to Temple Cowley much more than before.</p>
Support - Temple Cowley	<p>Support but I would like to see a systematic change to the transport system to support walking and cycling and public transport use. This should include attention to the perimeter roads around the LTN to include better footways and separated cycle paths to benefit walking and cycling and the installation of bus gates. Consideration should also be given to taking public transport back under local authority control to enable a more efficient service and cheaper fares to support low-income communities and to encourage car drivers to use public transport for some journeys.</p>
Support - Temple Cowley	<p>Temple Road has been used as a cut-through by traffic, resulting in noise and air pollution in a road with a notable number of families with young children and a primary school. We have also had issues with such vehicles speeding and, at night, it was not unusual to be woken up by the noise of a speeding car driving up the road.</p> <p>Vehicles using Temple Road as a cut-through most frequently are taxis, council vehicles, and delivery vehicles.</p> <p>The LTN has stopped the use of Temple Road as a cut-through and has resulted in a much improved environment and quality of life for residents, as well as increased safety for children.</p> <p>I was surprised to read in [an independent councillor's] recent newsletter, distributed to Temple Road residents, that the councillor is in favour of retaining all LTNs in Temple Cowley except for the one on Temple Road. He notes that LTNs have divided communities and that local rat runs have not included Temple Road in the past. I question how retaining LTNs for other Temple Cowley residents except for those on Temple Road is not divisive. As [the councillor] is not resident on Temple Road, he is unable to say with confidence that we have not been used as a rat run (which we have). If Crescent Road retains its LTN and the one on Temple Road is removed, it also stands to reason that the Temple Road rat run will be much worse than before since all traffic will use it as the only available cut-through.</p> <p>It is essential that any decision is evidence-based, equitable and reasonable. I am concerned that [the councillor's] opinions expressed in his newsletter do not meet these criteria.</p> <p>As a resident of Temple Road, I am in support of the LTNs remaining in place in all Temple Cowley streets. If one LTN is to be removed, they should all be removed to restore the status quo and avoid displacing all traffic issues onto one street. If any LTNs are to remain (which I believe they should), they should all remain.</p>
Support - Temple Cowley	<p>I live within the Temple Cowley CPZ trial area and have found it to have been really positive. Since the LTN was introduced it has been so much nicer to leave the car at home and walk instead - there seems much less pollution and it feels much safer. I would like the barriers to remain in their current locations. The only negative I have noticed is that Deliveroo drivers on scooters always flout the restrictions!</p>

Support - Temple Cowley	Junction road (and the bottom of Temple road as you have to access Junction road from here) had become a terrible rat run. Cars cutting through in both directions to avoid traffic lights at the Swan and Holloway. On the occasions we had to use the car I lost count of the number of times I had to mount the pavement outside King's school with cars racing down (yes, it's supposed to be 20mph but who bothers with this when you're racing down) and on one occasion both tyres were damaged on my vehicle and had to be replaced as a result. We recently received a newsletter from [an independent councillor] who has done some great things for Temple Cowley, but we have to disagree with him when he said Junction road does not have a rat run problem. He supports keeping crescent road and Salegate lane only. In my view this would make the rat run for junction and temple road even worse. There could be a case for moving the crescent road LTN across to the other side of the entrance to junction road (at the top) which would prevent traffic cutting through from Holloway to avoid the lights but to remove junction road LTN completely would be disastrous. It has been so much safer to walk without the fear of cars racing up and down.
Support - Temple Cowley	With the exception of a few confused motorists passing by and then heading back the way they came, I believe the low traffic scheme has been a success at my location at the top of the western half of Crescent Road. As a residential street at some distance from primary commercial areas and accessed from the less-congested end of Cowley Road, I do not believe there is any reason for any traffic other than residential access at this specific location and I would support any move to make these particular no-through-road measures permanent.
Support - Temple Cowley	This scheme is amazing and has removed so much traffic going up and down Crescent Road, Temple Road and Junction Road taking shortcuts. Many more people are now walking and bike riding in the area. I have not noticed any impact on the traffic on the surrounding roads as was expected before the scheme launched. Please continue with this scheme and the loud voices who are trying to remove it do not represent the area.
Support - Temple Cowley	I fully support the LTNs, however, there are two topics that I would appreciate being addressed: 1. There are delivery motorcycles still driving through the LTN blocks therefore creating risks for pedestrians. 2. The fact that cars are allowed to park on the road in hollow way is causing congestion which is aggravated by the current gas works. Maybe parking could be moved to side roads?
Support - Temple Cowley	As a young family we appreciate less traffic on our local roads. We walk or scoot to school (St Christopher's) and prior to the LTN's and school street, many cars were mounting the pavement and it didn't feel very safe. It feels much more of an enjoyable walk and this is also the case when walking to Florence Park and Cowley Centre. Whilst we appreciate that it means that people have to travel some distance, we feel it is much better for our children and our enjoyment of the local area and parks and has had a positive impact on our lives.
Support - Temple Cowley	Generally supportive of the scheme. However, traffic management needs to be looked at more holistically across Cowley and all of Oxford. To name a local example, the LTNs in Temple Cowley are very beneficial, but have had a knock-on effect on traffic on Hollow Way. Hollow Way itself is not fit for purpose as a major road. Cycling on Hollow Way is positively dangerous because on-road parking, heavy traffic and buses during rush hour simply do not have enough space. Half the marked cycle path is effectively made up of the drain on an incline and cars will overtake cyclists even if there is not enough space, considering it safe to do so as long as they do not drive over the markings. The minimum distance of 1.5m is hardly ever kept. This is certainly not encouraging people to take up cycling. The 20mph speed limit is also not enforced on part of Hollow Way.

Support - Temple Cowley	As a lifelong resident of Oxford with 2 young children now, I am happy with the LTN installations as they make the streets safer and quieter for walking and cycling and I'd like them to continue. I walk everywhere around the city and the LTNs have made my journeys more pleasant with less car pollution and I feel much safer. It also means I can avoid main roads when it suits me. Car use has increased in the city so much that there is no escaping them, up until the LTN installations. I feel too many people are relying on cars for short journeys around the city. Car use should only be for those who are disabled, local businesses etc and everyone else should start thinking about working closer to home and stopping driving in the city if they are fit and able. It is too convenient to use a car
Support - Temple Cowley	I have noticed a great benefit since the LTNs have come in. The air is so much cleaner, the road is no longer rat run and the noise is less. The main noise is from anti LTN people who think driving where they want is a basic human right. I would urge the council to stay strong and keep the LTNs
Support - Temple Cowley	Traffic on residential streets ruins neighbourhoods and endangers residents.
Support - Temple Cowley	Feel much safer cycling and walking in Temple Cowley now (for example on the way to the library or the Silver Band hall). My daughter was recently knocked off her bicycle by a car (on Iffley Road) so road safety is of particular importance to me. Expect air quality to be better in LTN streets (would love to see data on this). As a schoolteacher believe that walking and cycling to school improves children's (and teachers') concentration in class and fitness, as well as their overall health. Think that LTNs promote neighbourliness and social interaction - have experienced this in my own road which has been an LTN for decades - nobody wants to go back to it having through traffic, and people talk to each other more where cars are less dominant. LTNs help to combat loneliness and social isolation. Think the LTNs are an essential first step on the difficult journey to becoming a carbon neutral city. In principle all residential areas in the city should be LTNs, with bus gates to allow rapid, regular public transport, funded by a tax on workplace parking. We should rapidly implement the changes which have been so successful in other UK and European cities.
Support - Temple Cowley	Increased safety and reduced pollution.
Concerns - Church Cowley	Cutting off business to Cowley Centre and local businesses, a lot more traffic pollution on roads where redirected. Congestion - traffic backing up and pulling out from Newman Road is hazardous, traffic on Iffley road horrendous. Double travel time to work. Littlemore to Blackbird Leys - cut off unless go a very long way around - segregating communities.
Concerns - Church Cowley	Bollards in Bartholomew is inconvenient for residents. Speed restriction/Time restriction like no through traffic during peak hours or even one way system is more convenient and less restrictive.
Concerns - Church Cowley	Under the veil of quite roads crime has escalated particularly drug dealing. Yobs & stirring goodness knows what in the large 'flower' containers-i have put flowers in inverted commas as they have never been planted with anything decent & are extremely unsightly. We now also have parking issues in the Street that were not there before the LTN & are caused by people unable to get the right side of the barriers & simply leave their cars & continue foot leaving vehicles for hours sometimes days. I had raised this as a potential issue but was told the council were introducing resident parking once again, we have been misled & the resident parking is confined to Bartholomew & Crowell Rd causing Littlemore Rd to take the hit!
Concerns - Church Cowley	As a daily visitor to Church Cowley Road and Between Towns Road, I am very concerned about the safety of these two roads now that so much traffic has been diverted onto them. With cars parked on both sides for Church Cowley Road, there is not enough space for 2 lanes of traffic. This makes it very dangerous for cyclists also. It certainly needs more yellow lines at the very least and a case could be made for making it a red route. In addition, there appears to be carte blanche for all manner of vehicles to park on the yellow lines opposite the shops fronting Templars Square. I have never yet seen tickets issued to the large amount of cars and vans parked up there illegally
Concerns - Church Cowley	Traffic jam on Iffley road

Concerns - Church Cowley	Hugely increases journey time- further emissions and congestion
Concerns - Church Cowley	How can a proper experiment even start when there are no cameras by the Bartholomew Road bollards? Cars are still just driving through the gap so not diverting to the main roads Therefore people living along the main roads have no complete picture of what increase in traffic there would be if this was being done properly. The survey should only begin when cameras are in position.
Concerns - Church Cowley	Hello. 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. I don't know what people living in there think, but I guess they may be quite unhappy. The place was quite miserable in before, now must be totally crazy. Cheers,
Concerns - Church Cowley	The purpose of having a safer street for pedestrians and kids Makes sense, but the problem is the increasing of traffic in main roads and no more buses or other options of public transport.
Concerns - Church Cowley	LTN areas do nothing but create chaos, traffic jams, pollution caused by extra time vehicles are actually running, blighting areas. The way to prevent this is for traffic to be allowed to move freely without hindrance. Until you do that, I object most strongly to the ludicrous concept of LTN's! n, not
Concerns - Church Cowley	Massive displacement and concentration of traffic onto main roads. I have already witnessed accidents caused by traffic build up on Cowley Road, let alone the additional delays. The higher concentration of vehicle pollution in the areas traffic is forced to use is also a concern for residents, workers, and others
Concerns - Church Cowley	I am objecting because it is an utter disaster and a huge inconvenience. It causes traffic chaos, particularly for visitors to the area. Vehicles have to drive much further, significantly increasing emissions. Vehicles are restricted to certain roads and the increase in traffic/emissions on these roads is unfair on the residents who live there. This disruption is unacceptable and clearly designed by people who don't drive and hate car drivers (I am both a car driver, keen cyclist, and hiker, by the way). It would have been much more sensible to create low emission charging zones in the city, thus encouraging people to use other modes of transport (bus, train, bike or walk) and/or adopt low emission vehicles.
Concerns - Church Cowley	While the principle of LTNs is sound and long proven, this implementation overreached problematically. Specifically, the combination of the blocks on Littlemore Road and Bartholomew Road closed off an arterial route between Littlemore and East Oxford retail areas (and between Littlemore and Blackbird Leys), with the only replacement options high traffic density and often congested - A4144, A4158, B480, B4495. Each of these, already tending to congestion, has become noticeably more congested since the implementation of the LTNs, a particular concern given that some of these routes are also residential - more pleasant neighbourhoods for some have been purchased at the cost of less pleasant neighbourhoods for others, depending on which side of an arbitrary dividing line of majorness a road was considered to lie. I consider the reopening of Littlemore Road to be of vital importance to the functionality of the local area, and the additional reopening of Bartholomew Road of clear advantage. By all means, fit speed bumps that slow traffic substantially on both roads, as recently done on Oxford Road, Littlemore - I don't understand why this wasn't pursued as an obvious solution before this drastic closure. I heartily approve the closing off of actual 'rat runs' (in the rather nasty jargon, a phrase I dislike, and would rather not see used in communication) - residential streets of smaller size not fit for sustained traffic - but I do not support the misidentification of minor arterial routes as such.
Concerns - Church Cowley	Causing so much more traffic on other roads now trying to get to Cowley centre
Concerns - Church Cowley	The traffic is being driven to congest other areas which is not getting to the root cause of the problem

Concerns - Church Cowley	Newman road traffic/accidents
Concerns - Church Cowley	LTNs are a really bad idea, causing serious neighbourhood division due to the fact that there are clear winners and losers. Winners are the people who live inside roads where traffic is reduced, and losers are the people who live on the roads that get all the extra traffic.
Concerns - Church Cowley	I support the LTNs as they have made our local streets much quieter. However, I do have concerns over the consultation period. As to date, no cameras have been installed in the bus gate in Bartholomew road. Many cars still use this as a cut through making the Newman Road traffic heavier than it would be if they were operational. This gives a false view on how bad or good the system is and makes it impossible for residents to give an opinion as they don't know how it will affect traffic load. I hope the consultation period is extended for 6 months from the cameras being installed, then another questionnaire sent round to get residents' opinions of it working as it should. Then a decision can be made whether or not they make things better or worse - and should be removed or not. Also, we were sold the idea of wonderful planters making our roads more attractive. These planters right across the Cowley area are really dismal. Most are full of weeds and look a complete mess. This is such a shame. Surely someone must be in charge of them!!
Concerns - Church Cowley	Though in theory I support lowering the use of cars in Oxford it does seem that the council is putting the cart before the horse and should implement a more frequent and much cheaper bus service before saying to people you can't use x roads. I have seen first-hand the congestion caused along the Iffley and Cowley Roads by the LTNs introduced. I can't believe that pollution levels are being reduced as cars sit idling in traffic queues. There should be a network of school and hospital buses. Fares should be so cheap that people don't think twice about using the buses.
Concerns - Church Cowley	All the journeys I now make have tripled in time and distance. Defeating the object of making us more eco-friendly. These are journeys we have to make in the car unfortunately. Ltns have a place but there are too many around where I live, and they could of been placed slightly better
Concerns - Church Cowley	On the whole, while I was apprehensive about how I would be affected by the LTN, I was willing to see, if given a go, it would be easy enough to live with and benefit the area and individuals within it. Regarding LTNs on the whole, anything that can be done to allow kids and efficiency a safety local life and do something for the environment is a good thing right! It got me and my child cycling routinely to school and back when I was free to do so. Now that my post lockdown with hours have picked up in not always free to do so and then it means driving further then I would normally to get to the same places. That hasn't affected is massively either but overall, it does mean more carbon into the environment and stressed, less safe driving. On a more, let's say individual note, as opposed to personal, because this applies to so many there is one particular problem with church Cowley LTNs and that's, namely, the Bartholomew Rds. block. I think a different solution should be used to make it safer for the school. The one they've got now causes ridiculous journeys to have to be made, unless you just risk it and go through the flowerpots anyway. That affects me loads. To think that if I want to go from Marlborough close to a friend on Barnes rd and on other days to the swimming pool, I have to use the ring road right round to between towns road or to get around but being able to enter blackbird leys from Littlemore is just crazy. Thanks for reading.
Concerns - Church Cowley	There is limited parking area on the street and LTN will likely reduce it even more
Concerns - Church Cowley	As resident of 54yrs why close 3 exits then join our community together and access to visit our family and friends. Closing 3 exits Mayfair, Littlemore rd and Bartholomew rd leaving Newman rd as our one exit, we are now putting more traffic on to this road, it's dangerous to turn right and Church Cowley rd now has more traffic and how is this fair on these residents that live on the roads. Open Littlemore Rd at least! Would love to speak to the person that stay and decided to close these above three roads!!!! Crazy! Out of 4 exits from my road you have closed three, why is that considered acceptable, lived here nearly 30 yrs.
Concerns - Church Cowley	residents in Littlemore/Minchery Farm are being penalised heavily as we are being 'blocked' in. If just the route via Littlemore Road was opened, it would be much easier for us to travel around. Currently we only have Oxford Road to reach the ring road/Cowley, or Newman Road which is dangerous to turn out of even at non busy times of the day. The residents of this side of Littlemore were never consulted, so never had the chance to make our voices heard.

Concerns - Church Cowley	<p>I live on Westbury Crescent South. Traffic has increased significantly in our street since introduction of the LTN and we have the figures to prove this.</p> <p>It is not settling to levels pre-March 2020 before the pandemic and is consistently higher. This MUST be addressed please soon.</p> <p>It is unreasonable that we are left with more noise and air pollution than we had before. Traffic frequently exceeds 20mph and the street is more dangerous and unpleasant to live in. Neighbours are having difficulty getting in and out of their driveways at times. I have been nearly hit by cars when on my bike, on two occasions in the street since the LTN went in, due to speeding drivers. Neighbours have had their cars damaged. There have been traffic collisions on the street and many near misses.</p> <p>Should the LTNs remain, the funds must be found quickly to address this- no excuses please.</p>
Concerns - Church Cowley	Increased flow of traffic
Concerns - Church Cowley	Since the barriers have been put up, the traffic in the area of Cowley has been much busier with long queues of traffic in certain roads and taking much longer to get from A to B. Getting out of Boswell road to turn right can be so busy and quite dangerous at busy times of the day because all traffic is being diverted on the main roads. Then getting through the swan traffic lights is a nightmare.
Concerns - Church Cowley	I think the LTN's on roads such as Beauchamp Lane and the other smaller roads are beneficial for residents. We have witnessed a vast increase in pedestrians using the areas to walk and for recreation. The amount of time taken to drive to the areas is not significantly affected either way. However, the little more road LTN (outside coop) does not seem sensible. It's a main road and cuts off connections from BBL, little more etc. In an ideal world that road would have a pedestrian crossing as I admit it is difficult to cross (on foot) in peak traffic times.
Concerns - Church Cowley	I am responding to all three areas - all have created more traffic along the Oxford Road, Cowley, Between Towns Road and Church Cowley Road - not healthy for the people living along these roads and those having to travel along them.
Concerns - Church Cowley	Adding ltms has created more pollution as i sit in traffic longer now, as for safety of children all you have done is moved the problems elsewhere
Concerns - Church Cowley	When I get taxi have to go long way round costing more family don't come often now same reason
Concerns - Church Cowley	Increase in traffic on church Cowley Road
Concerns - Church Cowley	The quality of my life and mental health is suffering because of these LTN, more traffic, more noise, more fumes, constant traffic jams, more bicycles on the pavement because road is so busy therefore i believe it will cause some serious accidents . Oxford is not a nice place to live anymore because of all these ludicrous LTN's
Concerns - Church Cowley	Overall, on my street it's been great as it's completely stopped rat runs up my road, Church Hill Rd. However, Church Cowley and surrounding main roads are gridlock. Especially when the schools are back it is gridlocked. There is too much traffic to feel safe cycling and the bus is stuck in traffic. We need to prevent people driving their children to school and make the roads usable to cycling and buses.
Concerns - Church Cowley	The experiment has shown that the plan will not have a positive impact on the generality of our society. Traffic has built up excessively on all major roads that are in our surroundings. It has increased our time on the road. The pollution has increased. More houses are for sale in the area because everyone is planning to move out of the area.
Concerns - Church Cowley	Because it affects me.
Concerns - Church Cowley	Amount of traffic on Horspath Road

Concerns - Church Cowley	Caused a huge amount of unnecessary traffic Oxford road especially is not a rat run there is no reason for it to have an LTN on it, it is a main road. This has caused journeys to become very long I am spending triple the time in the car as are many of my family members. For e.g. to get to Cowley centre now the journey is taking twenty minutes before this would be less than five minutes. This is causing more pollution with me being in the car a lot more than needed. It is all well and good telling people to walk and use public transport, but this is not suitable for many people including myself. The LTNS have not caused less cars to be on the road if anything they are now on it for longer it's completely ridiculous. Those who agree with them clearly don't drive and just walk everywhere. Have consideration for those who need to drive.
Concerns - Church Cowley	Too much time is added to simply journeys. Too much traffic jam on the main roads. Exiting Newman road and turning right into Rosehill Road is near impossible.
Concerns - Church Cowley	It's because no consideration has been given to the impact blocking traffic and forcing it other areas will have and this a major worry for me.
Concerns - Church Cowley	I have concerns because when there are road closures for repairs - as there was earlier in the year on Oxford Rd Littlemore and currently on Newman Rd Littlemore - having the LTNs in place severely restricts the way I can get home. The LTN's are a good idea but there needs to be more thought applied when there are to be roadworks in the area e.g. temporarily open the relevant LTNs - such as at Littlemore Rd- for the period of roadworks. It is not acceptable to be waiting upwards of 20mins in a queue a few hundred metres from home simply to reach it.
Concerns - Church Cowley	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. I only drive for essential journeys, but it is near on impossible to get anywhere at rush hour. The surrounding arterial roads cannot support this type of intervention.
Concerns - Church Cowley	I think that blocking the main route from Littlemore to Cowley centre off is absolutely ridiculous. It is pushing all traffic up Newman road and it is such a bad junction to turn right at. This is also having a great effect on my business I regularly have to collect dogs from blackbird leys and these ltn's are pushing me and others onto the ring road causing longer trips more pollution and more of my time. If Littlemore Road was opened up and speed bumps put in instead surely this would help. Also, I don't understand why you needed one in Beauchamp Lane as the others were all in place and only people living on those roads would use it, complete waste of time. It is very bad on our road now as not a cpz zone which adds to the problems and will get worse when camera actually go in. STRONGLY AGAINST THIS
Concerns - Church Cowley	I find more traffic coming towards Temple Cowley from where I live. Making much longer journeys to school and work.

Concerns - Church Cowley	<ol style="list-style-type: none"> 1. LTNs in other areas of the UK (with greater tenure than the Cowley pilot) have not demonstrably reduced vehicle traffic, merely redistributed it to boundary roads. You don't need me to reference these, you have the data. 2. The same appears to be true in Cowley so far. Ergo the LTNs do not solve the issue they are designed to address. 3. However, it will be impossible to tell because the Oxford pilots have been established without valid pre-pilot data, nor rigorous data collection during the pilot. Bluntly, you will have no idea what impact they've had, beyond the subjective 4. The local LTN, anecdotally (per lack of rigour on analysis), has likely increased pollution by concentrating traffic in a smaller number of routes and increasing congestion 5. These "boundary" roads have a higher proportion of low-income and ethnically diverse residents, in comparison to the roads within the LTN. These socio-economic groups are typically less engaged politically, and so go unheard (versus the more middle- and upper-income groups who benefit from the LTN). This unprogressive redistribution of costs/benefits should be troubling for any advocate of the scheme 6. As well as the relatively disadvantaged, very little thought has been given to the economic impact on local businesses. I'd refer you to the clear messages you'll be receiving from the small business community directly within this consultation, which seem significantly skewed to the negative. 7. In addition, consultations like this are naturally skewed to the inherent beneficiaries of the resulting gentrification (those within the LTN), whereas a much wider section of the community is impacted by the consequences upon to road network. For example, the lack of a coherent strategy to address housing provision (and hence prices) over decades is a direct cause of the growth of dormitory towns on Oxford's periphery. People on the periphery need to travel to work and education, they can't do this by foot or bike (unlike the inner-suburb LTN beneficiaries). They are to be disadvantaged by "local protected island" projects like this, whilst residents of the gentrified low traffic zone can presumably still travel freely to and around the periphery areas by car? This is the worst kind of inequality of outcomes in local government decision-making 8. Finally, and this is more a point of democratic principle and government ethics rather than the direct merits or otherwise of this scheme: LTNs were implemented with limited consultation (as a de facto), as a result of significant "insider actor" influence from well-resourced single issue lobby groups. There is an unhealthy relationship between these groups, e.g. Oxford Liveable Streets and others, and elected and non-elected elements of the local authority governance structure. LTNs are a solution designed by advocates out-of-area, with an ideology/pre-determined "out of the box" solution perspective, rather than based on genuine community needs and/or co-designed with local residents.
Concerns - Church Cowley	Too much traffic is diverted onto other roads
Concerns - Church Cowley	My concern is the LTN's have caused dangerous road conditions as everyone are now rushing around like crazy people to make up time due to having to go the long way around. Not only this but they have put huge amounts of traffic on roads that just can't cope . They really need to go now
Concerns - Church Cowley	All these barriers are just directing the problem to other streets, where it's busier than before. Everywhere is incredibly worse for us residents.

Concerns - Church Cowley	<p>Although my area now has much less traffic, the traffic has just been moved to other areas which isn't fair on residents living there.</p> <p>My only access out of the area is via Newman Road.</p> <p>This junction has now become extremely dangerous especially to cars turning right out of Newman Road.</p> <p>Every time I approach this junction, I feel nervous both for myself and others using it. When turning right, often drivers will flash you out, only for other drivers coming off the roundabout (often at speed) to plough into you. I have witnessed an increased number of accidents at this junction, luckily none of them fatal - yet.</p> <p>I hope that this junction is rethought out and redesigned before someone loses their life unnecessarily</p> <p>The LTNs have made my road quiet but has increased the traffic on other roads. I don't feel it is fair to residents living in roads that now resemble a car park due to traffic queuing and idling along main roads.</p> <p>I work in the community and have to drive to do my job. The LTNs have not been thought out properly and while in theory they are a good idea, in practice they do not work. Currently all they are achieving are to isolate and segregate different areas of Oxford from each other.</p> <p>The junction at Newman road is unbelievably dangerous and this needs to be looked at urgently before there is a fatality. I have personally witnessed 6 RTAs since the LTNs have been implemented.</p> <p>I have lived in this area for almost 50 years and have never witnessed an accident there previously.</p> <p>I agree that we need less pollution, but I think that having to drive 2 or 3 miles extra to get from A to B is actually increasing pollution levels. I also feel that ultimately, smaller independent businesses are going to suffer. There are many retailers that I no longer use as I don't pass by then anymore</p>
Concerns - Church Cowley	<p>Increase in traffic on the major roads- Rose Hill, ring road, Church Cowley rd and Cowley rd. also increase in traffic on Westbury Crescent south side turning right on to Kelburne Road.</p>
Concerns - Church Cowley	<p>There are too many. Our neighbourhood is now trapped. At times when we must use our car we now have to drive further.</p>
Concerns - Church Cowley	<p>The ltn s have closed 4 out of 6 entry/exit roads I to Littlemore/ Minchery farm. This has caused traffic to be pushed to Oxford road Little more and Newman road. Traffic is piled back through Oxford road making it dangerous to cross for adults, elderly and children crossing to school. There is more traffic (as we now have traffic from Cowley as well as Sandford and Minchery farm) and more noise and pollution. It has made access onto the bypass roundabout hazardous as cars are queuing on the roundabout with cars zooming behind along to Sainsbury's roundabout. The turning into church Cowley road from Iffley Road is dangerous as there are no filters. the ltns have had a serious effect on people's mental health as they are feeling cut off from easily getting to Cowley/ Blackbirds Leys etc! There is now an issue that with reduced traffic on Bartholomew and Littlemore/ Cowley Road, there is a problem with drunks/homeless and drug addicts approaching young children and elderly for money and there is open drug dealing in broad daylight. If the ltn s were removed and traffic could flow freely this would reduce or eliminate this problem in that these frightening incidents could be seen by drivers. Several children have been approached by the drunks and one child grabbed on the arm! I find it sad that after 60+ years of living in Little more along with my 92-year-old mother, I no longer enjoy living in the area as I am not free to travel easily and this is echoed by many in the hugely elderly population of Minchery farm</p>
Concerns - Church Cowley	<p>It blocks off a vital route for the scouts of Littlemore and the wider community that they support, and make family's travel longer and further to attended meetings</p>

Concerns - Church Cowley	<p>Dear Sir/Madame I am writing with regards to the LTNs in East Oxford, for the consultation. I am writing with particular reference to the ones Mayfair Road, Bartholomew Road and Crowell Road. I have 2 issues with this, not including the issue that I don't think there was enough consultation before this was imposed on the tenants of the area.</p> <p>1.) I believe this shows Disability Discrimination. Disabled people blue badge holder etc cannot walk or cycle and now find themselves with journeys often 3 or 4 times as long, just to get to a local shop. With an ageing population more and more people will be affected by this issue over time, and I have seen no attempts at reasonable adjustment. A possible acceptable adjustment would be instead of blocking the roads entirely, having traffic control areas monitored by cameras and an exemption for blue badge holders, allowing them to go through. I believe this would be considered a reasonable adjustment and potentially negate the disability discrimination that I believe is currently in affect. Contrary to the Equality Act 2010.</p> <p>2.) My second issue with the scheme is its effect on traffic in the area and its impact on emissions. since these roadblocks have been installed I have noticed a large increase in traffic on Between Towns Road, Rose Hill and Newman Road, not only meaning cars including my own are being subjected to significantly longer journeys, but also increasing our emissions, often when on the roads mentioned I am in traffic and my car is spewing out emissions when I'm not even moving.</p> <p>Emissions isn't the only problem, I have also seen with the increased traffic on Rose Hill and Newman Road lots of cyclists riding on the footpaths, leading to about half a dozen incidents I have seen myself and Dozens more I have read about on social media. Incidents of cyclists very nearly hitting pedestrians. Whilst I realise many cyclists have always ignored the laws I:E no lights at night and going through red lights, this is bringing the issue to a whole new level, and I can see it leading to road rage incidents.</p> <p>So to summarise my points.</p> <p>1.) I believe these LTN's are a source of disability discrimination in their current form.</p> <p>2.) I do not believe they have the desired effect regarding traffic and emissions if anything they exacerbate the situation.</p>
Concerns - Church Cowley	<p>You have created a single, bottleneck entrance to the whole area, i.e., from Iffley Road. This is extremely risky in case of emergency. In addition, the situation around St James School will cause frustration and risk to the children. Traffic calming measures would slow traffic, discourage drivers, and give residents proper access.</p>
Concerns - Church Cowley	<p>I think this will make huge traffic on Barnes Road, which one is already so busy. And of course, all other two low traffic zone will put more and more traffic onto Barnes road, Hollow way, Cowley road, Iffley road and Rosehill road.</p>
Concerns - Church Cowley	<p>Additional traffic generated on my street, Church Cowley Rd is a major concern. We are a residential street that already has lots of traffic and it feels like we have been dumped on. All the other streets will be lovely and quiet, but we will be even noisier and more polluted.</p>
Concerns - Church Cowley	<p>Although some of them i do not object to as the roads are used as rat runs i would say that Littlemore Road and Bartholomew Road are not rat runs. and are going to push more traffic onto the ring road, Rosehill, and Church Cowley Road as now this is the only way to get to Cowley centre. I run a business from home and have to collect animals for grooming, a lot of my clients are from Blackbird Leys, so this is going to put extra time money and pollution into the mix. also, Rahere is not going to be in the parking zones so now we are going to get teachers parking in Rahere as there is not enough parking at the school and also i know already people on Bartholomew park here so they will continue so they don't have to have a permit. Because of the school Rahere will become a turning point and be very congested around schools times, we already have problems and school isn't back yet. I do not see why Littlemore road should have one either as it leads to carparks and will take some of the traffic off the other roads.</p>
Concerns - Church Cowley	<p>objection. Feels like my rights have been taken away. feel we are moving towards a communist state. I miss the traffic. it feels as if the whole community has died. it is taking me longer to drive out of the estate. the junction at Westbury crescent and rose hill is very dangerous when turning right. there have already been accidents near to the barricades. drivers are speeding when they are annoyed at finding the road is closed.</p>
Concerns - Church Cowley	<p>I do not believe the area to be that troubled by traffic to warrant an LTN. Since the installations, the area has become very busy with traffic having to turn around and find an alternate route. It's making local traffic having to travel a long route to be able to get from one area to another.</p>

Concerns - Church Cowley	<p>There are several reasons why I am against this scheme -</p> <p>The main road from Littlemore to Cowley (Cowley Road, Littlemore, and Crowell Road) has been a main vehicular route for nearly 100 years and linked the 2 communities together. This therefore cannot be classed as a rat run as it has been a main route for decades.</p> <p>There are now only 2 ways to get from Littlemore to get to Templars Square by a vehicle, firstly along Oxford Road, Littlemore which already has problems with the volume of vehicles passing along it. It is unfair to these residents that more vehicles are forced to drive along this road to access the area's main shopping centre. Or you can go via Newman Road. It is notoriously difficult to exit Newman Road and turn right onto Rosehill. This will cause more traffic on Newman Road which is also a residential area.</p> <p>Traffic is being forced from the perceived 'well to do' Cowley residents through Rosehill, one of the deprived communities within the city, is this a kind of discrimination?</p> <p>The impact on climate change. Anyone who needs to use a vehicle to negotiate the area will be increasing their mileage dramatically, this will have an impact on global emissions of carbon dioxide to the atmosphere.</p> <p>It may be nice for residents in the LTN area to have quiet streets and local air quality may improve slightly but it will rapidly increase in other streets where there is an increase in traffic. This is wrong and unfair.</p>
Concerns - Church Cowley	<p>when we finally get back to normal and everyone is back at work it is going to be a nightmare trying to get to work/school etc. the roads will be gridlocked and more likely to cause accidents, oxford will end up like a bottleneck think far too many roads have been incorporated into the LTNs.</p> <p>i can understand the side roads but Bartholomew and Littlemore Road are like main roads.</p>
Concerns - Church Cowley	<p>Since closing 2 main roads linking me to Cowley centre, you have made the traffic a lot worse for me, and I will now be shopping out of my local area, and also, I object to the teachers of the school parking on Bartholomew Road blocking road signs and bringing their cars when they could get the bus to work.</p>

<p>Concerns - Church Cowley</p>	<p>On Tuesday 9th March a [delivery] driver and a car both drive on the pavement to pass the Cowley Rd Ltn. A pedestrian was just walking out of Gaisford Rd!!</p> <p>I and other residents have noticed an increase of traffic on the Oxford Road, and this has made it difficult to leave our Rd. Also crossing the road with children is becoming harder.</p> <p>Crossing by Newman Rd, after coming under the cycle path is increasingly difficult as traffic has increased and we are also dealing with cyclists using the same space.</p> <p>16 March We are also still in Lockdown, so the measures we currently have will not be a true reflection of car numbers, pollution or any of the other factors that are a usual part of life. What will happen when Lockdown ends? How are objective measures of car numbers going to be recorded?</p> <p>For those areas used as rat runs it probably has greatly improved. However, traffic has been steadily increasing on the Oxford Rd, Littlemore, as has the speed used by some drivers. We are starting to get more queues of traffic and cars can't pass each other causing blockages. As we don't have a crossing it is becoming more difficult and dangerous to cross. I'm lucky as I don't need to regularly use a car but can see why drivers are getting frustrated. Shopping can be heavy and it's not always possible to carry it home.</p> <p>Residents from a Herschel Crescent area can now only leave Littlemore via Newman Rd and Oxford Rd Littlemore. How many extra cars is that?</p> <p>Lots more new building developments coming, all with road access from Littlemore only via Oxford Rd.</p> <p>16 Mar We are also still in Lockdown, so the measures we currently have will not be a true reflection of car numbers, pollution or any of the other factors that are a usual part of life. What will happen when Lockdown ends? How are objective measures of car numbers going to be recorded?</p> <p>For those areas used as rat runs it probably has greatly improved. However, traffic has been steadily increasing on the Oxford Rd, Littlemore, as has the speed used by some drivers. We are starting to get more queues of traffic and cars can't pass each other causing blockages. As we don't have a crossing it is becoming more difficult and dangerous to cross. I'm lucky as I don't need to regularly use a car but can see why drivers are getting frustrated. Shopping can be heavy and it's not always possible to carry it home.</p> <p>Residents from a Herschel Crescent area can now only leave Littlemore via Newman Rd and Oxford Rd Littlemore. How many extra cars is that?</p> <p>Lots more new building developments coming, all with road access from Littlemore only via Oxford Rd.</p> <p>17 March Cars speeding down Oxford Rd. Well above 20mph. Taking longer to cross the Rd most days on the school run. Occasionally, drivers stopping to let us cross.</p> <p>19 March Moped drove through Beauchamp Lane Ltn. White van speeding well above 20mph on Crowell Road. Other cars too.</p>
-------------------------------------	---

	<p>Cars parked on LTN double yellow. How is this being enforced? Will cameras be added? Mayfair Road area seems a lot better to walk around.</p> <p>29th March Another concern is that now access from and to Littlemore is Oxford Road and Newman Road what will happen when the Rosehill Roundabout gets blocked by traffic on the ring rd? This will cause huge delays and queues increasing traffic and pollution with no other way to bypass the problem as Sandford Rd is only useful if you are heading away from the Cowley area.</p> <p>19/20 apr Traffic evening and morning very heavy. Cyclists having to use pavements putting pedestrians at risk. Pavements are narrow. Cars sometimes parked on both sides making the road even more narrow.</p> <p>Mopeds - I still see at least one moped go through the LTN when I am walking to Cowley centre.</p>
Concerns - Church Cowley	<p>I'm pretty disappointed that the large area of Littlemore which is outside the ring road was not made aware of the plans by a simple letter through the door. We seem to have been completely forgotten about in all this - the 'Littlemore' that is mentioned in everything I've read just seems to mean Littlemore Road and all the roads off that.</p> <p>However, due to the location of Minchery Farm (for example and to save confusion with the inside-ring-road Littlemore), the residents are probably going to be far more reliant on their cars than other areas of East Oxford - we have limited shops, no doctor or dentist, and buses are not plentiful nor fast nor affordable. So as lovely as it would be for us to all to jump on our bikes and cycle down to Templars Square or to work, for many it is probably just not feasible. In this area we are already fairly cut off from the rest of Oxford, and so the barrier bisecting Littlemore Road in particular feels like a bit of a slap in the face - we are now even more cut off than before and expected to clog up our own tiny roads (Oxford Road leading to the Littlemore Roundabout, for example) just to go about our daily business.</p> <p>As just mentioned, the roads in and out of this area (Oxford Road and Cowley/Newman Roads) are already very small and have big parking problems, so now that more cars have been pushed onto them it's not exactly going to please people, or improve their quality of life.</p> <p>I feel like the issues - for those who live outside the ring road - with this whole project are going to be very different to issues that those who live inside are going to have. And yet at least they were warned about it - we were not and are probably going to suffer more for it!</p>
Concerns - Church Cowley	<ul style="list-style-type: none"> - This trial period has been implemented during the covid pandemic meaning there is lower than usual traffic therefore making the trial inaccurate. - This is not really a viable solution, this is just increasing travel time in cars and causing further traffic on main roads which in effect creates an additional problem elsewhere. - The road closures have been overkill, some of these roads for example Littlemore/Crowell Road provide access to Littlemore from Cowley and vice versa. This road also provides access to the local co-op whose business I am guessing will be effected by these road closures. Surely a fair compromise can be achieved, instead of road closures we could potentially add speed humps and cameras if that road is really a problem? - The roads in the Church Cowley area (where I have lived all my life) is in my experience never busy enough to warrant all these road closures or controlled parking.

Concerns - Church Cowley	<p>Having lived in Liddell Road for nearly 44 years I can say that it was not a rat run until the barriers were put in in Littlemore Road & Bartholomew Road. I can understand the thinking behind the LTNs, but I feel that blocking 2 link roads ie Littlemore Road & Bartholomew Road are causing more problems. Whilst I can see that the residents of these 2 roads may be happy with the barriers I feel sure that the residents of Newman Road Church Cowley Road possibly even Barns Road 7 the residents of Littlemore are not.</p> <p>You say that all the residents of the 3 affected areas were sent a questionnaire I can say that I have yet to find anyone who received one & maybe this is why only 1000 or so people responded out of 5500+ households.</p> <p>The barrier in Liddell Road & the ones in Mayfair Road etc can stay but I would urge you to remove the Littlemore & Bartholomew Road ones</p>
Concerns - Church Cowley	<p>Although information was sent out, this was far from clear about the levels of disruption to local travel, the impacts on services such as police/ambulance response and the likely significant increase in traffic volumes on the few roads left for residents to use in order to travel outside the city.</p> <p>In the pandemic, the increased traffic on roads such as Church Cowley Road, Cowley Road and Iffley Road/Rose Hill have made it more difficult to maintain safe distance from other pedestrians - it is more hazardous to step into the road to distance and much more challenging to try to cross the road to avoid oncoming pedestrians (and illegal pavement cyclists).</p>
Concerns - Church Cowley	<p>The barriers on Littlemore Road Cowley are inappropriate and should be taken down. The Bus gate in Bartholomew Road should be at peak times only and fully open during off peak hours.</p>
Concerns - Church Cowley	<p>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.</p> <p>I feel this barrier should be removed as it is not in the same type of road as all other barriers. [shops] on Bartholomew Road junction will lose business.</p>

Concerns - Church Cowley	<p>We live in Westbury Crescent south. Since the LTN implementation the traffic has tripled at busy times of day. For the rest of the time, it's at least doubled and is not settling. Lots of cars are speeding.</p> <p>Residents are worried about safely getting and out of their drives as cars are speeding round the corners.</p> <p>Some residents have had near-misses on their bikes and cars due to traffic volume and speeds. Others have had cars damaged by passing vehicles.</p> <p>From 7- until now (9:25) this morning for example, there has been a constant flow of traffic past the house. That's now usual.</p> <p>This used to be a fairly quiet residential road, but it is no longer. It feels like living on a main road.</p> <p>There are lots of delivery vehicles/vans/lorries etc which are noisy, and we never used to have this many before.</p> <p>It is completely unacceptable that we have been put in this position and many of the residents are deeply unhappy that we are left much worse off than before.</p> <p>Someone is going to have an accident or be knocked off their bike sooner or later and that will be due to this situation those implementing the LTN have created. Notwithstanding the effect on our health due to the constant traffic, noise, and air pollution.</p> <p>PLEASE come and meet with us. We are incredibly fed up and upset at the effect on our lives. Thank you</p> <p>UPDATE 7/5/21- traffic not settling. 102 cars passed through 9:30-10:30am today v 25-30 pre-LTN. Still significantly increased especially at peak times and weekend and now much worse most of the evening since April 12th. Still, lots of cars speeding. Really unpleasant. Needs to change. Please move the location of the Mayfair Rd filter.</p> <p>UPDATE 8/5/21- first accident this week at the entrance to the S branch of WC. Sadly, predictable when too much traffic is forced down a road not designed for this volume or speed. I'm sure there will be more.</p> <p>UPDATE 18/5/21- traffic volumes increasing at all times of day since Covid restrictions easing and people going out /having visitors etc. Not a situation we should be forced to live with. Why will none of you meet with us to discuss tweaking the scheme?</p> <p>UPDATE 1/7/21- still no better. Traffic volumes static averaging 100-120 cars per hour during the day -EVERY hour and then around 150-180 (sometimes more) in peak time. Evenings much busier than pre-pandemic and weekends as well. Loads of vans/HGV etc. Really unpleasant. Again, why will no one discuss this with us?</p> <p>UPDATE 31.8.21</p> <p>Please can this street be looked at?</p> <p>Still large traffic volumes (though a little better in school holidays) but cars speeding, and many local cars do very short journeys (probably to the shops). They whizz along the road and whizz back again a few minutes later.</p> <p>If the traffic could be split between the North and South branches more equitably that would seem much fairer and greatly improve our quality of life. The speed also needs addressing.</p>
Concerns - Church Cowley	<p>According to today's BBC News there was already a case of delayed arrival of an ambulance into restricted LTN area. Patient died, ambulance service said delay was not a primary cause of death though. Further investigation expected...</p> <p>https://www.bbc.co.uk/news/uk-england-oxfordshire-56590849</p> <p>This is really shocking! Council has put in place these blockages without proper consultation with emergency services. How many deaths are you waiting for? That's the purpose of the "experiment"?</p>

Concerns - Church Cowley	<p>Having looked at the statistics produce to say the residence of Church Cowley support the LTNs, i find it hard to agree with the 59% being in favour of them. Surely its only 46% fully supported as 13% had reservations seems to me that the figures were twisted to fit what the Council wanted. As a resident of Littlemore i feel we should have been consulted on the LTN on Oxford/Crowell Road. This is the main route for us to get to Cowley. I now have 2 option, either join The Rose Hill Road via Newman Road, which is a badly thought-out junction or join via the Rose Hill roundabout, which again is badly thought out when trying to cross over. Yet again today i have been cut up twice by cars using the middle lane to go straight across and not realise someone was in the left lane. Eventually there will be an accident, hopefully it won't be fatal.</p> <p>How are the people of Littlemore expected to get into to Cowley from 27th July until 31st August when you are closing the Oxford Road off for this period of time according to the County council's website???? Yet more delays for those effected by these LTNs. No consideration for those of us who unable to walk or cycle due to health reasons or need a car for work. Again, anti-car council taking it out on the motorists.</p>
Concerns - Church Cowley	<p>More traffic on Rose Hill roundabout about has made the roundabout dangerous, not enough space for cars to wait for the lights to turn green to enter Sandford road, very serious accident waiting to happen. Yellow hatching needs to be installed or roundabout resigned.</p>
Concerns - Church Cowley	<p>Increased traffic on Hollow Way has now significantly increased traffic on Fern Hill road and Wilkin's road, via Horspath road</p>
Concerns - Church Cowley	<p>Longer journey times</p>
Concerns - Church Cowley	<p>The delivery times for home deliveries in Cowley area more than doubled we are losing money and customers because of that traffic jam on Cowley road starting from between towns road and end before Saunders road.</p>
Concerns - Church Cowley	<p>I have concerns regarding the amount of traffic now redirected on to Church Cowley Road and via Between towns as a result of the surrounding LTNs at rush hours and particularly at weekends with the easing of lockdown and the opening up of the Temple Cowley/John Allen shopping centre.</p> <p>Also concerns over the poor implementation of the LTNs there are some without central bollards in place and bus gates. It is therefore impossible to assess the full impacts without all the LTNs being fully installed and without traffic being at peak levels.</p> <p>Somewhat disappointed that the LTNs couldn't come with a push for more people to use public transport but understandable given covid situation. A lot of people are driving to Florence Park so a promotion of local cycle routes is a bit of missed opportunity.</p>
Concerns - Church Cowley	<p>I'm concerned about the obstructions put in place at Littlemore Road. I can understand the need to reduce traffic using side roads as rat runs but Littlemore Road is main road in my opinion not a rat run.</p>
Concerns - Church Cowley	<p>Vehicles having to travel further to get to where they are going will be causing extra emissions and main roads are already gridlocked at busy times of day</p>
Concerns - Church Cowley	<p>Danger of cars driving through bus gates</p>
Concerns - Church Cowley	<p>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.</p> <p>I feel the main issue is the overall traffic coming into oxford. Surely measures to reduce traffic should focus on this first such as congestion charges.</p> <p>I have a community nhs job and I am concerned about how the ltn's 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.</p>
Concerns - Church Cowley	<p>My concern is that it has made matter worse longer routes to get where we going stuck in traffic not very helpful as my daughter goes school Tuition not happy with it ,</p>

Concerns - Church Cowley	<p>The traffic has always been problematic on my street but since the road closures in Church Cowley and elsewhere since the end of lockdown, I feel it has worsened. Littlemore has a psychiatric hospital, old people's homes, and schools as well as many disadvantaged residents yet despite having a vulnerable population, we are subjected to more traffic than the quieter residential streets in the area.</p> <p>For a vulnerable population, it's almost insulting to be told we can only cycle or walk to the amenities in Cowley Centre - not everyone can do this especially if they are old or sick. I do not think the population in Littlemore and its needs and problems have been considered at all in these traffic changes. While I feel all traffic needs to be reduced, to have such a polarised solution, with some areas having no through traffic while less than half a mile away another population is subjected to increased traffic, is blatantly unfair.</p> <p>Not only this, but new development in Littlemore will create even more traffic and there seems no plan from the authorities to protect the population of our village from this increased burden and risk. Something really needs to be done generally about the problem of traffic in Littlemore Village and it really should be considered far more in the plans to regulated traffic circulation in the area; I don't believe it has been considered at all thus far. I can only wonder if it is precisely because it is a more deprived and vulnerable population, with fewer homeowners and less voice than the more gentrified areas that have been protected? And if Littlemore is just seen as a lucrative place to be exploited for development which supersedes the welfare of Littlemore's population? As a resident here it certainly seems we have not been considered at all in the recent traffic changes.</p>
Concerns - Church Cowley	<p>I am a care worker and may visit the areas (not just the one indicated) up to 4 times a day. New arrangements add time and petrol to my journeys into and out of the area. Newman Road junction has become particularly hard to navigate esp. to turn right to Rose Hill / Iffley. There will be a nasty accident there especially with the pedestrians and cyclists crossing at the bollards as well and the fast traffic coming off the dual carriageway. Why not use the money to enforce the 20mph speed limit across the city which would benefit everyone?</p>
Concerns - Church Cowley	<p>I am completely in favour of the LTN even though it impacts my routes, meaning I have to use alternative routes. My main concern is the intense traffic congestion for those trying to access the Cowley shopping centre. My son runs a studio and teaching business from there and has lost customers due to the traffic congestion. While I think the majority of the residential roads currently closed to traffic should remain so, if Littlemore Road was to be opened again it would make it easier for shoppers and customers to access the John Allen shopping centre and other shops, without spoiling the beneficial impacts of the LTN for the vast majority of people living within its boundaries, it is East Oxford's main shopping destination for a huge number of people.</p>
Concerns - Church Cowley	<p>I would like to give feedback regarding the traffic calming in the Cowley area. I live in Trinity Court and there is so much traffic on Between Towns Road now that it is impossible for us to exit from our carpark driveway at peak times. To add to this when the traffic lights do turn green onto Cowley Road the timing has changed and only about 3 cars can get thru, which makes it even harder for us to exit our shared driveway. Would it be possible to get clearway road markings to help with this? Alternatively, can an inspector please come and assess the situation between 8.15 and 9.00am to see what we have to deal with on a daily basis?</p> <p>The other issue is outside the primary school on Bartholomew Road. I drop my grandson to school each morning and the bollards there make no difference at all. There is just as much throughway traffic and people parking on double yellow lines as before and if anything, it is even more dangerous at drop off and pick up times. To date there have been no visible inspectors monitoring the chaos.</p> <p>Can you please advise how you plan to move forward with these issues?</p>

Concerns - Church Cowley	In principle they have improved my boys route to school by bike to church Cowley school however no apparent thought seems to be have 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. the LTN have in many ways have isolated further Littlemore centre from services in Oxford .. we need to be included and the impact considered when making plans that affect Cowley and Littlemore As a whole
Concerns - Church Cowley	I support LTN as the streets around my sons' school are much quieter and safer for his cycle ride to and from school My concern is that more traffic is now using the already very busy Oxford road which has inadequate Road calming in place
Concerns - Church Cowley	Because the proposals that have been put in place are impacting me and my family directly. A lot more cars sitting for a long time with engines on causing far more pollution. My grandchildren have been on occasions an hour late for school because they can't get through the traffic. There should have been alternatives put in place. My daughter who has three small children has tried to take the bus but was told she couldn't take the pushchair on as there was already one on there and not enough room. She has a one year old and a six month old plus a primary school age child and has to travel three miles to get to school. I am all for traffic calming but there need to be good alternatives in place - better public transport or even school buses at park and rides. It is just total chaos in the Cowley area at the moment which is incredibly polluting.
Concerns - Church Cowley	Not a local resident, but a daily visitor to Templars. I am not therefore is a position to judge the situation from a resident's point of view. However, the thing that absolutely screams out to me with all the additional traffic in Between Towns Road and Church Cowley Road is the enormous amount of illegal parking causing huge delays to the increased traffic flow. Double parking on Church Cowley Road is one issue, but there are also numerous cars parked on double yellows on Between Towns Road. It is not occasional but regular and there are no parking wardens to be seen. If you clear illegal and inconsiderate parking, then the LTN could possibly work
Concerns - Church Cowley	Has increased traffic & in fact created traffic jams, extended journey miles & journey times & increased pollution. To many ltns in place - in particular the ones on Littlemore rd and west bury crescent are completely unnecessary.
Concerns - Church Cowley	LTN introduction has hindered the essential business of delivering home care to vulnerable and elderly people locally. Home care is run on a tight timeline to ensure people receive their care and support at the right time (getting up/ meals/ going to bed), which often includes assisted medication. It is essential for many clients that medication is taken at the same time each day. The longer routes caused by bollards and restrictions also mean additional business costs to home care agencies.
Concerns - Church Cowley	I agree with reducing traffic & emissions, but I see so much increased traffic on my road and especially on in between towns road. I think not enough has been done to ensure smooth flow of traffic on the outside of the LTN. e.g. cars park on double yellows in front of the row of shops & block everything or Barnes road 20 zone is starting too late. I can hardly get off my drive because so many more cars zoom past now. 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	Poor flow of traffic, rush hour traffic is unbearable, ambulance/emergency access limitations.
Concerns - Church Cowley	It supposed to be a good think, but it's taking me around 15 minutes to go between my place and the police station. I work some hours in the morning on town, some hours on the very late evening on town as well, I can't go all the time by foot or bike as I get late and tired, so sometimes we go by car, and it's an absolute nightmare and have no more another way to cut down the traffic jam as now everywhere around my place is LTN.

Concerns - Church Cowley	<p>Due to my child disability I do not have the option to walk or cycle with my children to school, my children are split between different schools because of my child disability, As a mum with small children this has just added to the stress</p> <p>A car is not an option but a life line with the increased cost of everything that goes with car tax, insurance, MOT, servicing, fuel costs and residential parking permits, we have been pushed into poverty.</p> <p>Work with the community not against us, those with disability should not be penalised or discriminated against.</p>
Concerns - Church Cowley	<p>Traffic all the time, busy road dangerous for residents to cross the streets. As a resident we don't have space to park our cars, traffic all day long.</p>
Concerns - Church Cowley	<p>I have lived and worked in Oxford for most of my life and never have I seen such stupidity displayed by the council. Journey times are absolutely ridiculous now and is near on impossible to get anywhere in the city due to the congestion. As a serving police officer in Oxford, I have great concerns for the response times and have had personal experiences of trying to get to serious incidents that is taking place and being unable to get there within a reasonable time due to these bollards and the congestion they have created across the city. I really cannot see any benefits to this trial and believe that this should be removed immediately.</p>
Concerns - Church Cowley	<p>We use to live in Cowley and visit family in Cowley a lot, family members are now wanting to leave the area.</p> <p>since any of these road closures have gone in, Cowley has become an absolute nightmare for traffic and getting around the area, the only places it had a positive impact are the roads that are no longer usable all other roads are now having to deal with more traffic than ever, 45 minutes from Tesco to Don Bosco close is an absolute joke and how you can see this as a positive is beyond me</p>
Concerns - Church Cowley	<p>I own a house in Beauchamp Lane which is tenanted. As you will be aware the two large wooden planters that have been placed towards the top end of Beauchamp Lane are positioned right outside No 24.</p> <p>While I understand the reasons behind the LTN please may I request that these planters are moved so that they are right at the junction of Beauchamp Lane and Littlemore Road, in order to stop people turning into Beauchamp Lane from Littlemore Rd (as they do not see that it is blocked off) and then having to do a U-turn right outside the house. It will also mean that those cars that mistakenly come up Beauchamp Lane will also not do a U-turn right outside the house but at the end of the front garden. At the moment there is constant U-turning, (cars coming from both directions) with noise and emissions, outside the sitting-room and bedroom windows. This happens not only during the day but at all hours of the night.</p> <p>If this could happen, I would be very grateful.</p> <p>And then could the single yellow line beside the house be re-instated so that when my tenants have visitors they can park legally at the weekend and evenings.</p> <p>One other comment...Why was the parking on Littlemore Road removed? There is now no-where nearby for tradesmen to park when they need to come to the house to do repairs.</p>
Concerns - Church Cowley	<p>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.</p> <p>Perhaps traffic calming measures rather than blocking the roads may be a better option to still allow access/through traffic.</p> <p>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.</p>
Concerns - Church Cowley	<p>I am objecting to the LTN on Crowell Road which is just before the carpark entrance when approaching from Littlemore. You are now pushing all traffic along Between Towns Road and when exiting the carpark, it is on Beauchamp Lane which is also blocked due to another LTN. Crowell Road has traffic lights, but not accessible when exiting the car park. This means when exiting the car park, I have to turn right on to Between Towns Road from Beauchamp Lane, (this is impossible because of traffic).</p> <p>It also doesn't help when you approve major roadworks on nearly all the exits from the ring road at the same time.</p>

Concerns - Church Cowley	During peak hours pollution increases in main roads where more traffic has been squeezed into 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. The parking in Hockmore Street doesn't serve the residents, and furthermore the design is an obstacle and has caused drivers to race the short stretch where cars are parked in order to beat the opposing vehicles including, mounting the pavement to do so, my next-door neighbour was almost hit stepping onto the pavement from her property. sadly, we are living in a society where everything has to be done at 100mph and people have to commute using a car, we are far from changing the mentality which comes with all the pressures of daily living, by adding more frustration and obstacles only serves to exacerbate, it needs more thought.
Concerns - Church Cowley	It has created more traffic on main road out of Rosehill estate, it was hard to get out of the estate before, now it's virtually impossible at times, also its creating more traffic pollution where cars are at a standstill moving very slowly along our roads on the estate and the main road!
Concerns - Church Cowley	Whilst in agreement with certain roads, I think Littlemore Road and Crowell Road should be open to through traffic. Also think that something should be done for the amount of vehicles that are constantly parked on Church Cowley Road. There is, on frequent occasions cars parked completely on the pavement making it difficult for pedestrians, wheelchair users and pushchairs to pass by.
Concerns - Church Cowley	I support the LTNs in principle and mostly they have improved the area. However, they have made my road (Westbury Crescent South) much busier, since all the traffic from the closed-off area enter and exit along the road. In particular, many cars are speeding along Westbury Crescent South, so it feels less safe as well as busier than before the LTNs were put in.
Concerns - Florence Park	3 Points: 1. The proposals benefit mainly the residents of Cornwallis Road by preventing 'rat-running'. Similar measures in, say, Holland or Germany, would include more extensive improvements to street landscaping, planting, etc, to enhance the whole environment. 2. The safety of streets for residents may actually be reduced by having less through traffic and natural surveillance. 3. Resident's vehicles should be included as 'authorised vehicles' (by pre-registration of car registration numbers if necessary). Having only one access/egress point to/from Between Towns Road unnecessarily adds to journey times and to traffic congestion on that road.
Concerns - Florence Park	Signage at Iffley Road end of Cornwallis Road is misleading, directs traffic into Cornwallis Close rather than to do a U-turn. Probably need clearer signage at the junction with Iffley Road as well. It's hard to assess the overall impact of the LTN because everyone knows that the camera isn't installed yet, so a lot of people just drive through.
Concerns - Florence Park	The LTN have reduced traffic on Rymers Lane and improved my regular cycling route into the city. However, in terms of air pollution, it appears to be a 'not-on-my-doorstep' solution, simply increasing traffic levels, and idling pollution on Cowley and Iffley road. I think for the LTN's to truly work, there needs to be improved accompanying schemes. E.g. subsidies for bus journeys, priority for car sharing, increased security for bikes in the city. Without these, people will continue to drive, and the LTN just shift traffic to another route. They have also been hugely divisive for the local community, there should be more done to repair this segregation of opinion.
Concerns - Florence Park	I support the Florence Park LTN which has made the streets much safer. I'm concerned that the bus gate on Cornwallis Road is still not implemented. My greatest concern is the increase in traffic, tailbacks, noise and fumes on Church Cowley Road which takes a lot of the displaced vehicles.
Concerns - Florence Park	Blocking roads for emergency services is very dangerous. Blocking delivery vehicles is a big problem for businesses.
Concerns - Florence Park	Don't feel they have improved things, and have made congestion worse in other areas

Concerns - Florence Park	Traffic increase in roads surrounding, no viable alternatives for most people. Buses are caught in the same traffic. It's nice to cycle through the LTN (how I can get to work) but main roads into town that I used to cycle on now feel worse and worse especially Donnington lights and Church Cowley Road. Journeys are longer and creating more emissions if I do drive somewhere (I am already a low car user). When will a fit for purpose traffic system in Oxford be implemented? It's all over town but this corner is now more grim than ever for anyone near Iffley Road and Henley Avenue.
Concerns - Florence Park	The increase of traffic on Henley Avenue as a result of the LTNs
Concerns - Florence Park	Although the short stretch of road where I live have benefitted from slightly reduced traffic, the knock-on effect seems disastrous, with constant huge queues of traffic along Church Cowley Road and Oxford Road, creating pollution and long delays.
Concerns - Florence Park	The traffic and pollution have increased in some parts. The Cowley Rd and Oxford roads are busy all the time often with traffic queueing. Motorists feel punished. There have been no incentives to stop driving eg better pavements; cheaper bus fares. I have to drive further most of the time to get out of the estate and back in - using more fuel and creating pollution. The planters and signage are ugly. There have been no neighbourhood improvements.
Concerns - Florence Park	Blocking some roads leads to increased traffic on other roads, leading to longer car journeys and increasing pollution for these residents. I believe traffic should be slowed down and trees planted at every corner in residential areas. I'm also responding to this because of reports that my area might be the next to be LTN'd with plans to make Howard Street 2-way so that cyclists wouldn't have to walk the very short distance between continuing cycleways into the city centre. Personally, I use my car very little and sometimes cycle, often walk, but I resent certain groups demanding that our lives should be restricted this way just so that their cycling can be made easier - dismissing concerns of people who have to transport children, the elderly and disabled by car. All houses need direct access for tradesmen, deliveries, emergency vehicles and rubbish collection and to suggest otherwise is not compatible with life.
Concerns - Florence Park	Concerns - increased traffic on available routes, leading to much road trouble, some angry drivers, and difficulties for council vehicles, in particular emergency service vehicles. This is a current big problem and it is not just on the major roads that traffic has increased, for example it has increased on Westbury Crescent a lot which is a residential road. There seems no overall reduction in traffic, just new problems created with flow of traffic. Florence Park itself is obviously slightly quieter and so feels safer for kids on bikes on the roads. I don't actually know if there is any reduction of accidents - perhaps the council has the stats for this? Maybe it just feels quieter for the cyclists, but maybe it statistically isn't any safer?
Concerns - Florence Park	All of the LTN proposals will turn the area between Cowley and Iffley Roads into a large roundabout, which will add to pollution and increase the amount of time traffic will be on the roads, which will delay ALL traffic movement, including cycles & buses. I agree there is a need to reduce traffic and pollution, but this is too extreme. Open other roads e.g. Cornwallis Road and Howard Street/Magdalen Street/Bullingdon Road to allow alternative movement when necessary
Concerns - Florence Park	I like that the flo park estate is quieter however as a resident of church cowley road I am concerned re increase of traffic on this boundary road, in particular pavement parking on south side of church cowley rd in peak times, as well as speeding card when road is quieter
Concerns - Florence Park	I personally support the Flo Park LTN. I think this particular LTN is perhaps one of the least controversial. Yes, it is slightly more inconvenient to have to travel up to the lights at Iffley turn or travel along between town road, but personally for me it is not a major problem. I feel it is safer for pedestrians and cyclists at the Littlehay / Rhymer's intersection. Where previously I have seen several near misses and experienced hostility from drivers when driving, walking, and cycling. However, I have concerns about the overall plans in this area of Oxford and don't see how they can be considered individually, whether this is supported or objected to. They need to be considered holistically. Looking at the overall impact to safety, congestion, pollution. Not based on people's own personal feelings. I want to see a comprehensive evaluation published for the pilot phase. I'm sure this is the next phase of the plan and that gathering people's opinions will be taken into consideration.

Concerns - Florence Park	Cowley Road has the worst congestion it's had for the 40 years I have lived on itmore 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	Amount/speed of traffic on Henley Avenue. Need for bike lane. Also think Cornwallis/church Cowley road should be open to traffic one way in opposite directions with wide bike lane on other side of road. Closure of Cornwallis causing too many jams on church Cowley road
Concerns - Florence Park	Increased and noisy traffic in Henley Avenue, not respecting the 30-mph limit
Concerns - Florence Park	<p>I have concerns about cars, taxis and motorbikes / mopeds using the modal filter. There is still no active enforcement of the LTN eight months after the initial installation.</p> <p>I understand that the cameras are finally to be installed later in November. However, taxis will turn Cornwallis Road into a clear route for taxis, who generally do not respect the speed limit.</p> <p>Taxis should not be exempt. They are often empty.</p> <p>I have read that there is increasing pressure to add blue badges to the exemption list. These should remain prohibited through the modal filters. It is the same as an able-bodied journey.</p> <p>I also have grave concerns about the increased use of mopeds through the LTNs which have bollards. They travel at speed are going to cause a serious injury very soon. These roads with bollards should also have some kind of monitoring.</p>
Concerns - Florence Park	<p>I fully support the intentions of this project. But as someone who earns their living by working in Oxford the consequences of the scheme on my ability to travel to work are significant. The length of the commute is becoming untenable.</p> <p>I would be very happy to leave my car outside Oxford in secure parking and to cycle the remainder of the route. However, there is no availability of such parking from the A4074 and other roads between the two park & ride car parks. This could lead to on-street parking higher up the Iffley Road and environs. Please remedy this in an eco-friendly innovative way. This is an opportunity.</p> <p>Oxford is a County Town - many of us who commute to Oxford do so because we can't afford to live in Oxford. I want safe streets, I want clean air, but Oxford City & surrounding District Councils need to join up thinking to avoid a deep negative impact on economic development and the lives of individuals who are just trying to get by.</p> <p>As development in the areas surrounding Oxford increases, eg the new housing at the top of the A4074, new housing in Benson, Wallingford, Cholsey and Didcot - more people will want to access Oxford. The city cannot just shut its roads, the city and its neighbours must work together for all of us.</p>
Concerns - Florence Park	I actually support the ltns, but they have caused unintended knock effects such as changing people's parking behaviour. Church Cowley road now has traffic jams on it as well as vehicles parked on both sides of the road. This makes it more dangerous for cyclists and less pleasant for residents. As a cyclist, I love cycling through the Florence park and temple Cowley ltns on my way to work, and I see and hear plenty of school children enjoying the car free environment too.
Concerns - Florence Park	Oxford needs more roads not less. Traffic is already impossible, and it will get worse
Concerns - Florence Park	I am a local and i travel to work. I work in a school and it would normally take me 15 mins to get to work in the mornings but because of the closures it can take me up to 50 minutes because I am stuck in traffic every morning. Everyone is using the same route and they are all trying to get to work. These closures have caused more traffic. My students are often late to school because they get dropped off and parents find it hard to get through the traffic. it costs me more fuel and time waiting in the traffic, than it did before.

Concerns - Florence Park	Longer traffic queues every around Cowley causing major chaos at peak times and now pollution in one particular area - rather than keeping the traffic moving in this small highly already congested part of the city.
Concerns - Florence Park	traffic has increased a lot in oxford due to this bad planning!
Concerns - Florence Park	The LTN has reduced through traffic on our road however it is not practical to drive a further mile every time I want to leave the house when the main road I want to use is only 150meters away. The problem is only being pushed on to another road. I don't support the cameras on Cornwallis Rd or Bartholomew Rd at all, however if they do end up going up, they should give access to residents, taxis and emergency services.
Concerns - Florence Park	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	<p>The traffic is funnelled onto my road and standing traffic up to half a kilometre is now the norm. Even on Sundays it backs up from the lights by cowley police station.</p> <p>I am a cyclist but also do need car at times. The current system is polluting my area/road. Journey times are extended. How can this be better for the environment...more standing traffic.</p> <p>I request air pollution checks done on cowley and Iffley Road.</p> <p>My health and wellbeing along with journey times is being negatively impacted for the benefit of a few within a small area.</p> <p>I want to support traffic reduction but this doesn't work.</p> <p>The areas where this works are all in London.....and have a tube station. Whilst we have busses.....they are now trapped in this traffic.....</p> <p>I can't support this.</p> <p>Also the only people being made aware of the survey are the local residents. I suggest it is advertised to those who now face longer daily commutes...</p> <p>Maybe signs at the lights!</p>
Concerns - Florence Park	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. It was obvious this would be the impact. I can only conclude that policymakers decided they were willing to ruin quality of life for those living on Howard St for the benefit of those living on the nearby streets around Florence Park. Shame on you. I am all for LTNs, but you should have trialled them across East Oxford at the same time. How else can you obtain meaningful results about their impact? In the very least you should do something to stop the Howard St rat run now, not in Spring 2022. I am sure I am not the only Howard St resident calling for urgent action.
Concerns - Florence Park	<p>I live on Howard Street (right by Cricket Road) and am only permitted parking in the RH zone.</p> <p>If you block the road at Silver Road, please could you extend our short part that would be left (if at all) into the CM zone.</p> <p>We would have a huge drive around to come back in the other direction - on the opposite side of the roadblock for our permit to be allowed.</p> <p>This is of great concern.</p> <p>I hope you will consider this fact.</p>

Concerns - Florence Park	<p>Following the installation of the Florence park LTN there are several indicators of increased traffic on Howard Street:</p> <p>A Howard Street resident's Google nest doorbell recorded an increase in motion detections of 250-300%.</p> <p>When queuing traffic on Iffley Rd prevents Howard St traffic from progressing onto Iffley Rd, a queue builds up on Howard St. The queue used to last as long as 30 mins; this has increased to last as long as 120 mins (15:15-17:15) = 300% Increase.</p> <p>The queue would stretch to around No.40; this has increased to as far as No.158 = 295% increase.</p> <p>Please follow this link https://youtu.be/zvYhY7KyRPA to watch a recording of this traffic and see it for yourselves. The recording shows more congestion on Howard Street than on the much wider south end of Iffley road. Please can I ask this link is not shared outside the team? I want to illustrate traffic on Howard Street is bad, and not the principle of LTNs working together.</p> <p>Increased traffic has made for poorer air quality and safety for cyclists/pedestrians and parked vehicles on the street. Howard Street residents are calling for the installation of quality monitoring on the street similar to other monitors in the city https://oxfordshire.air-quality.info/. The long, narrow, terraced street, with steep speed humps that increase braking and accelerating, connecting the busy Iffley Rd and Cowley Rd stands to be one of the most polluted side streets in the city... Following the installation of Florence Park LTN.</p> <p>It's been reassuring for county councillors to acknowledge Howard Street has been 'hardest hit'. It's reassuring that a Green party traffic count confirmed 325cars passed down the street in one hour (https://www.oxfordshirelive.co.uk/news/oxfordshire-news/oxford-low-traffic-neighbourhoods-residents-6087030). The recent Green party meeting specifically about Howard Street traffic was also very gratefully received. It was said in that meeting to try and increase awareness around the issue and that is why I include a link to the video. Currently there's a traffic counter on the street, if the East Oxford LTN team is running this then I thank them for monitoring the traffic levels, and for arranging the East Oxford LTN.</p>
Concerns - Florence Park	As these controls increase journey time and distance, also cause congestion on main roads in the area. Which will surely increase pollution as a result.
Concerns - Florence Park	Iffley road now has very heaving traffic from early morning till late night, that causes lots of pollution to our street, and it is not helping reduce pollution it's just moving it on to the main street.
Concerns - Florence Park	I object to this as the ones on Rhymers Lane are now going to push traffic to the cowley road and to access my sons' school i will have to go down Shelley Road along with hundreds of other parents which is a smaller road to have so much traffic coming up and down as this will be are only access to the school
Concerns - Florence Park	I am a little concerned for the safety of our daughters, granddaughters, in general women walking at night in light of recent events in London. Most of the roads in my area are now no through roads so no passing traffic. And long walks from bus stops. In the dark. Also, all the traffic is now pushed on to three roads e.g. Cowley rd Iffley rd & between towns road which will have an impact on children crossing the road to schools. Not a problem if you live in Florence Park. But for children travelling from Rose Hill. And areas outside the triangle they all have major road to cross now to get to school.
Concerns - Florence Park	This inconveniences me every day. The local people are being penalised for a problem that wasn't even there. There was no issue with traffic In Florence park, even before lockdown. As someone who cycles as well as using a car, the very slight reduction in traffic has no effect on the safety of my journey but instead inconveniences me when I need to make long trips in the car! Furthermore, I have concerned surrounding safety as it takes much longer for emergency services to reach the people within the area. Scrap the scheme!

Concerns - Florence Park	In general, I agree with the LTNs but not the positioning in Florence Park. If you wanted to stop through traffic the Cowley Road end of Littlehay and Havelock Roads would be a better option. Leaving Florence Park residents including our side of Rymers Lane to access Church Cowley Road as a way in and out instead of forcing us onto an already busy road. We now have delivery vans reversing up and down our road, difficult access for ambulances, dustbin collections. Cars and motor bikes totally ignoring them and driving round or through them. Come on County Council you can do better than this.
Concerns - Florence Park	As a result of the Flo Park LTN, the traffic on Howard Street has increased significantly. The road is gridlocked from around 3pm to 5pm pretty much every weekday. And we're still in a partial lockdown! I am in favour of reducing traffic on our roads; I am largely in favour of LTNs, IF they do what they are supposed to do. I would love for Howard Street to not be a rat run, and I am aware of the upcoming consultation for an LTN on this road. What the past few weeks have shown me is that if the Flo Park LTN stays, it is imperative that Howard Street (and other, similar streets) are also included in wider plans to limit traffic. And in a considered way that doesn't simply shift the problem elsewhere and exacerbate it. Because, at the moment, I feel Howard Street is suffering from double the volume of traffic compared to before, with all the safety and health implications that carries. The traffic problem has been shifted; it has not been resolved.
Concerns - Florence Park	Why,why,why do the council make things difficult. What an absolute disgrace these ltns are. The traffic up my road is unbelievable, unbearable most nights, after a long day at work. Passed from one part of Oxford to another. Just open up all roads to let traffic flow and for people to manoeuvre around our city. Firstly I have to pay £65 to park outside my house, know I have to sit in traffic for an hour, just to get home. This was never like this before, please sort this terrible terrible mess out
Concerns - Florence Park	I am concerned about the amount of traffic now using church-Cowley road as the air quality must have gone through the floor my wife has got low grade asthma and since the beginning of the so called experiment, she has been continually coughing.my car is always covered in dust a day after I have cleaned it and lately I struggle to get out of my driveway.
Concerns - Florence Park	It's bring too much traffic on to main roads it's not easy to make sure e kids can get to school on time or other sport activities
Concerns - Florence Park	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 support the school as a consultant and when I go in now, I can see the impact this travel time is having on staff. The staff are talking of finding alternate employment as they never signed up to over an hour's commute. St Gregory's is on an upward trajectory, but I don't think you understand the issue this is causing. If we cannot keep or employ new staff of quality the education of the local community suffers, and this then impacts massively. The price of living in Oxfordshire is already a significant barrier as it is without having to commute for over an hour each way. Staying later or starting earlier within reason makes little difference. Whilst being an environmentalist myself I do not really see how the LTN as they are placed are helping the neighbourhood.
Concerns - Florence Park	The LTN measures are causing misery to drivers, causing delays and increased air pollution. Oxford is a busy working city, not a country village. If people want to live here, they should expect traffic. Having said that, alternatives to driving to work are feasible, but only when there are regular bus services available to all areas including Littlemore (one bus per hour and frequently late buses is not a workable solution). Cycling is ok too and would be better if there were more cycle routes and pedestrian areas and fewer potholes in the roads.

Concerns - Florence Park	<p>You have locked out the whole cowley area implementing an LTN which is one 100% unjustified. You have put other public living on main roads like oxford road under heavy traffic flow for 24 hours. We cannot get out from our home onto the road as always there is a traffic que. Can you justify why LTN area people drive on the roads which are in our residential area while we cannot drive through into their areas. HOW THIS IS NONSENCE. We cannot drop and or pick our children anymore from school in bad weather. You have copied and paste this implementation from other country, which is designed to this, but oxford is not designed to this implementation. We will request the responsible team who implemented this nonsense and unjustified idea to scrap asap to avoid other resident's health damage and major disturbing. Ideally, I want to discuss this in face to face, so if you visit me or at least call me that will be appreciated.</p> <p>CRITICAL HEALTH DEMAGE - Pollution level has increased significantly in our area due to LTN implementation. This can impact our health badly especially of our children.</p>
Concerns - Florence Park	<p>While I am in favour of the LTNs, I do think the way they have been implemented has effectively blocked any traffic going through the Florence park roads. this has resulted in ALL the cars and traffic using Howard street to move between the Cowley roads, which has meant long queues as cars then wait to turn onto Iffley Road. Bicycles often using Howard street in both directions, making it dangerous for pedestrians as bicycles use the pavement as the cars are on the road and not moving.</p> <p>while I agree with the LTNs in principle, I would encourage you to also consider putting an LTN in place on Howard street, so only residents use the street as the traffic and pollution is now terrible and dangerous.</p>
Concerns - Florence Park	<p>It causes severe traffic leading to pollution and a lot of very upset people. Awful idea.</p>
Concerns - Florence Park	<p>As district nurses in the city of Oxford we already struggled with traffic getting around to see our ever-growing list of patients. We are under massive time pressures due to the amount of visits we have to complete each day and get paid mileage "as the crow flies". Since the LTNs have been implemented it has taken me an extra hour each day even getting to Manzil Way and at least another hour during the day whilst visiting patients. Some patients that are next to each other on parallel streets we used to be able to fly between in a couple of minutes, now we are having to divert into main road traffic and delaying patient care. We are also not getting paid for these extra miles and struggle with vehicle maintenance on our already poor wages. I have also got concerns over paramedics attending my patients when they are required in a matter of urgency, but also the environmental impact due to the traffic. My quality of life is being affected and patients aren't receiving the best care possible due to the time constraints we are under now due to diversions, and we are unable to visit as many patients as we used to, which also delays care.</p>

<p>Concerns - Florence Park</p>	<p>There doesn't seem to have been any thought as to the impact on surrounding streets and how it's increasing the traffic problem in other neighbourhoods. It's moving the problem around and increasing it to worse levels for other people instead.</p> <p>Henley Avenue junction, Iffley Road, Donnington Bridge were horrible for traffic but now even worse, so residents there are now simply suffering more. This means also that if I want to cycle to town from Iffley Village or anywhere next to the Florence Park LTN it is EVEN WORSE than before. Cornwallis used to take some of the traffic at peak times. The more this is expanded the more and more pressure will happen to these trunk roads through and out of the city.</p> <p>Another problem is that I am a local resident, and on the odd occasion I need to take a car I use streetcar Co wheels. If I want to take a route through from Henley Street to say Temple Cowley, or some other place nearby I also have to join the throng of compacted traffic and take much longer journeys. If the LTNs continue, and I say get a Divinity Road area car I won't be able to get back to my own home 2 streets away any longer. If I need to drive to my sisters on East Avenue, the journey becomes ridiculous. How would I get to Summertown? Is the idea eventually that I would have to find my way out of the Iffley Road area onto the ring road and go all the way around to the north to come back down into Summertown? I walk and cycle most of the time, but you cannot always avoid driving.</p> <p>It's a nice idea for a few people but doesn't solve the overall problem. I'm quite depressed at the thought of moving to Iffley Turn now the the LTNs are there. Great for them, but not so much everyone just outside of them.</p> <p>It needs to be done as a linked up plan for the whole city with proper cycling infrastructure, better thoughts about main roads within the city, and consideration for how locals move within their own city, not just how people get in and out of town but across local neighbourhoods as well. The LTNs in Amsterdam and other places are totally different within the city as a whole, with better transport links like trams and a full cycle road network. This LTN is a half-way house and environmentally less friendly by extending car journeys, and bad for residents other than the few.</p> <p>One idea would be that if you live in Oxford, you have a car pass to go wherever you need to and enable you to use the services in the city that you need, GP, clinics, schools, all normal life essentials - sort of like how the taxi's and buses are allowed onto the High Street but no others or like the Congestion Charge zone. Resident Permits could be linked up to this. Anyone from outside the city are only allowed on certain roads eg Botley Road, and to the West Gate and to the Park and rides, to the hospitals, train station, or have to have permits for specific reasons. At the same time have proper travel options and cycle network so traffic levels can actually reduce.</p>
<p>Concerns - Florence Park</p>	<p>I am broadly in favour of the low traffic neighbourhoods' scheme, but I feel its implementation has had a strong negative impact on the traffic and pollution on Church Cowley Road, which is sandwiched between the Florence Park and Church Cowley LTNs. Traffic on our street has become noisy and the extra pollution is noticeable. Crossing the road to get to the park now feels much more dangerous.</p> <p>It seems much of the traffic on Church Cowley Road is passing to and from the Templar's Square shopping centre and the Templar's retail park. I would ask that you consider whether this traffic might be better routed via the primarily commercial Between Towns Road/Garsington Road than on the primarily residential Church Cowley Road.</p> <p>I would welcome measures that discourage drivers from using Church Cowley Road as a cut-through, such as a reduced speed limit to 20mph, speed enforcement measures, or a LTN road block at or near the junction of Church Cowley Road with Between Towns Road.</p> <p>I feel that the chief aims of the LTN, to promote active transport and to reduce congestion and pollution, are laudable but ought to be achieved without simply shifting the burden onto other residential neighbourhoods. I hope you will not abandon the scheme, but rather seek to modify it to better achieve its goals.</p>

Concerns - Florence Park	<p>My biggest concern with this LTN is the amount of standing/queuing traffic there is on the Cowley and Iffley Roads due to these closures. It also doesn't seem to make any sense to me that a journey that would normally take two minutes now takes at least 10 minutes as I need to go all round the houses to get from one place to the next. Extra time on the road means extra pollution, I'm sure that can't have been the councils intended outcome of these LTN's. As with many businesses I simply can't run my business without a vehicle, it's all very well saying that people should be using other modes of transport but it's not always possible. If the LTNs are that important to Oxford, why not implement them sensibly with cameras or rising bollards that only operate at the times of the day where rat running is a problem for residents.</p>
Concerns - Florence Park	<p>The LTN has increased the amount of traffic on Oxford Road, Cowley Road and Iffley Road. The traffic queues can be lengthy at times, which in turn are creating more air pollution. The smaller side roads that you are forced to use cannot accommodate the increased traffic either due to parked cars or damaged road surfaces. The road surfaces of these smaller roads are rapidly declining. Then when any works are carried out on one of the main roads it is causing even more traffic queues on the other main road.</p>
Concerns - Florence Park	<p>These LTN are simply aggravating. There was nothing wrong with the streets prior. They push more traffic onto Cowley and Iffley Road. The roads that have signs for no cars are ignored and cause drivers to rush through as not to be seen. My 12 minute journey is now 40 minutes I cannot understand how this reduces pollution.</p> <p>I think they are a waste of money, motor bikes speed through daily and even when the police see them nothing is done. I have seen several Ambulances have to reverse back out just to have to face the road works on Cowley Road.</p> <p>I have also noticed a rise in antisocial behaviour since they were installed as unsavoury people feel more at liberty to act out with less people to see.</p> <p>Please return our streets back to normal.</p>
Concerns - Florence Park	<p>The LTN around the school that I work at in cowley prevent easy access, this therefore adds additional time to and from my workplace regardless of the time. There is news that there is a chance of additional LTN on Howard Street which is ridiculous. This will mean only 1 exit from the school, which will be leading onto the cowley Road. All traffic will be sent up Shelley Road causing more traffic as turning right onto the cowley road is difficult.</p>
Concerns - Florence Park	<p>Whilst I strongly support the reduction of traffic in the whole City, I am concerned about the current arrangements on the following grounds -</p> <ol style="list-style-type: none"> 1. The introduction of the LTNs has led to a far greater level of traffic on the main access roads - including Church Cowley Road. I have seen over recent weeks - a higher volume of traffic - including cars gridlocked in both directions. This has both noise and pollution impact on residents - from idling engines and large delivery lorries. The greater distances travelled to get from one place to another (when cars cannot be avoided) must surely also be taken into account. 2. As a regular cyclist (and a confident one, well used to road cycling) I have routinely taken to pavements (despite pedestrian unpleasantness!) rather than cycle on my own road at times. My view is that there has been insufficient investment in the main roads to support this additional traffic. This is compounded by the significant increase in parked cars on Church Cowley Road on both sides - day and night. I think this may be because of a CPZ in another area? 3. The introduction of the LTN is divisive and unfair and is significantly polarising the community. Feelings run very high. Steps need to be taken to reduce the car throughout the whole neighbourhood, not just divert all traffic to particular roads. I would also support CPZ and restricted parking + cycle lanes (please!) on Church Cowley Road.

Concerns - Florence Park	The access to my home is now so restricted that I struggle to get out of the estate. I have to turn right on to between towns road and can't get out. I have been in 3 near misses now at that junction. I also find it hard when turning right from Henley Ave onto Between Towns Road, there are so many cars parked by the lights that it is dangerous. I don't use the car every day and I love cycling in the quiet roads. I just think the LtNs have gone too far and the impact on bigger roads hasn't been sufficiently considered. It adds a lot of time to my journey and I now sit in traffic, whereas before I just turned right on to Cornwallis and then to to the main road. Surely there is a balance where the LtNs make life difficult for people wanting to cut through by not so restricted for those who live there
Concerns - Florence Park	Reducing traffic is good but pushing it from some roads onto others is not. I oppose these LTN and will do so until reliable and valid data is presented to show they are effective across E Oxford not just the streets where traffic has been stopped.
Concerns - Florence Park	I am concerned about how much longer my journeys are for work-related activities that require visits to customers' homes; about how much more pollution is created on main roads that ALOT of children walk to/from school on & how this will affect their health; as well as the fact that a trial can't really take place fully when the council haven't bothered to fully implement the LTNs in relation to bus gates as they haven't installed the appropriate cameras in Bartholomew's Rd & Cornwallis Rd - no point trialling g half job! Finally, emergency vehicles should be able to press a button for bollards to work properly and sink into ground, so they can use their usual routes to get to emergency situations more quickly! Don't hold them up having to stop, get out, unlock, return to vehicle - that's a ridiculous plan!
Concerns - Florence Park	Made cowley road so busy no cars can go through cowley only use cowley road when 3 kids in Oxford spires and they now have to leave a hour early is disgusting and they can't use taxis now as there double the price no bus runs direct and there so much traffic on cowley road now there going to be a accident before to long as everyone is trying to rush but getting no were
Concerns - Florence Park	I work in Oxford and have many friends who a visit frequently. Because of this experimental, the traffic is chaotic, the whole flow is going to Cowley or Iffley Road. It's impossible to get around by car between the streets, a way that used to take 5 minutes, now is taking 15 minutes because you have to take huge turns to get to where you need to. This experiment is ridiculous!!
Concerns - Florence Park	Blocking Cornwallis Road pushes traffic through the junction of cowley road and Between towns road. This causes the junction to gridlock and Hollow way to gridlock completely, making the traffic stress for resident on Hollow way even more extreme. Mental health is suffering not to mention the blatant increase in pollution. This needs urgent action. Make the top exit of crescent hill a one way to hollow way Do the same for temple road to cowley road instead of the planters. This will allow traffic that does use these roads to flow and improve the efficiency of delivery routes. Do the same on Cornwallis Road at the cowley road entrance allowing traffic to flow to Iffley road and back via between towns road which is a left turn back to cowley road and rarely blocks. This will allow traffic flow while limiting poorly planned journeys. It improves safety also. Bring forward the bus gate for the Slade to push Headington traffic onto the ring road.

Concerns - Florence Park	<p>Our situation has been heavily impacted by the change. Many more vehicles drive down Church Cowley Road and many more of them are stuck in traffic jams creating much more air pollution and noise pollution and danger.</p> <p>I am very supportive of the idea of reducing traffic but moving it to just a few roads is extremely unfair. Some rebalancing is needed. Best perhaps to include much more serious restrictions or a full traffic barrier on Church Cowley Road so we get some benefit, not just all the negatives.</p> <p>It is the council's duty to look after all citizens in the community. The scheme as currently implemented sacrifices the quality of air and life of some residents in favour of others - an absolute dereliction of duty.</p> <p>I also worry that this is the thin end of the wedge and what was a quiet road, safe for children, pets and all residents is becoming a major thoroughfare. We cannot be expected to accept that.</p> <p>Your monitoring results will be interesting, but I think very very careful analysis will be required to establish what levels were before, and what impacts coronavirus has had in tandem.</p> <p>More pilots will be good. This time with some attention paid to those of us on Church Cowley Road please. It is only fair.</p>
Concerns - Florence Park	<p>In general I want to support the LTNs as I feel they have made the area surrounding Florence Park safer for walking with young children, and for cycling, and I appreciate the need to redirect traffic.</p> <p>However, the added traffic to Church Cowley Road is so dangerous I am now scared to walk my child along our own street.</p> <p>Problems include:</p> <p>Vehicles speeding on Church Cowley Road - Clearly annoyed they are having to go the long way around, and likely due to the road feeling wider than most, cars speed much faster than 30mph. I feel 30mph is too fast when there are so many children nearby. It's also now unsafe to cross the road on Church Cowley Road on foot.</p> <p>I suggest, if LTNs are to remain, that speed cameras and/or a reduction in speed limit to 20mph is implemented.</p> <p>Increased traffic - At peak commuter times (or if there is an accident elsewhere), Church Cowley Road is gridlocked. Reckless driving and near stationary traffic mean I have regularly been unable to pull in or out of my own drive. I have been forced to park on the street elsewhere and carry my child to our house - and we have a drive so should be reducing on-street parking by keeping our vehicle off the streets!</p> <p>General unsafe number of cars on Church Cowley Road - The road is residential, but with the number of cars and lorries, the speed most motorists are travelling at, and the rushed attitude of drivers, I no longer feel the road is safe to cycle along. Normally a keen cyclist, I now refuse to cycle along my own street as I believe it is far too dangerous. This is leading to people cycling on the pavements, or increased car use: the opposite of the intentions of the LTNs.</p> <p>I am struggling to navigate my own street safely with a toddler in tow and am increasingly worried about how I will manage when my next child arrives. The introduction of the LTNs has led us to consider moving away from Cowley (likely outside Oxford meaning we will have to drive in, adding to the congestion issue) as I no longer feel that the area is safe for families. If LTNs are to remain, there needs to be significant change to how they are run if the area is to remain safe.</p>
Concerns - Temple Cowley	Former resident in Temple Cowley- I still found a lot if traffic movement in junction and temple road - so maybe more by residents and school, run parents - not as many rat runners?

Concerns - Temple Cowley	Serious bottlenecks of traffic from Between Towns Road junction with Oxford Road, down to Marsh Road turning, which is the sole access point for Old Temple Cowley residents. We have no other options other than Marsh Road. While I have enjoyed quieter residential streets and less speeding vans, the resulting high-density traffic along Oxford Road is hideous and far more polluting for the residents along there. Pollution/traffic volume is not solved, just relocated.
Concerns - Temple Cowley	Traffic on Holloway is much worse
Concerns - Temple Cowley	Longer journey times due to disruption Greater traffic congestion moved on to other routes Increased pollution (noise and air) in those neighbourhoods where traffic is accumulated Poor planning and assessment of long-term impact
Concerns - Temple Cowley	Additional traffic created on main roads is causing traffic build-up. Benefits for those of us living on quieter road is not worth the additional travel time for regular road users.
Concerns - Temple Cowley	I'm very concerned for the residents of the roads which took all the traffic (e.g. Newman road, Between Towns rd, Henley rd, Iffley rd), the traffic there has increased massively after implementation of LTN. I'm also very concerned about pollution caused by driving much longer distances, e.g when going Est, I would normally use Bartholomew rd, now I need to go around much longer distances. Access to Templar shopping centre - I walk if I can, but in winter when it is dark it doesn't feel safe, also not possible with heavy shopping. Again, driving a much longer distance. With only one exit (via Newman rd) instead of 3 exits before LTN, there is no contingency for traffic accidents, road works. At the moment there are road works on Newman road causing massive pollution - cars staying with engines on waiting for 4 way traffic lights. Briefly, my main concern is environmental pollution caused by LTN - longer distances to drive, lots of stationary traffic with engines on.
Concerns - Temple Cowley	Chaos on roads with only people benefiting are LTN residents
Concerns - Temple Cowley	Other than closing roads it would appear that no other action has been taken. From my point of view my road is much quieter however the volume of traffic has not been reduced just diverted to different paths. My big concern is air pollution has gone up as a result. Standing traffic is the worst for air pollution, at least if a vehicle is moving there is a level of efficiency to the pollution, but vehicle caught in stationary traffic gets low journey efficiency for the pollution. Example of my point The traffic light phases at the top of Oxford road by the Swan pub and police station are inefficient. All the volume of traffic from the Temple Cowley 'rat runs' have now been directed through these traffic lights. There is a time when the right filter Go light is on, but the straight-ahead lane is on Stop. There is no safety reason why the RH filter and Straight away could not be phased together. I get the fact that there is a pedestrian crossing tied with these lights but how all of Temple cowley is a pedestrian zone, surely at the new traffic arteries traffic flow should be prioritised. Just closing roads without introducing a system just makes a mess. It doesn't even give an opportunity to evaluate correctly because no part of the system is working
Concerns - Temple Cowley	I feel most the LTNs are a good idea. However, Littlemore Road is a main road between Cowley/Littlemore so having it closed just means more pollution/congestion on Iffley Road and Between Towns Road
Concerns - Temple Cowley	The result of the LTN moving traffic onto neighbouring roads.
Concerns - Temple Cowley	It is not helping. It is terrible, traffic is piled up, congestion is terrible. 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. People are so cross and frustrated tempers spill over lots of road rage. Terrible decision needs to be reversed o ly having a detrimental effect. It is adding on so much time to a journey for no good reason.

Concerns - Temple Cowley	I strongly support the theory of LTNs and see several benefits of the trial LTNs in operation. I'm concerned about the daily stationary traffic on Cowley Road/Oxford Road which has resulted, though, with car emissions impacting homeowners, pedestrians, and cyclists in the area. Would like to know if the traffic lights at the junction with Between Towns Road can be adjusted to see if different timings help the traffic flow. Additionally, the use of cars to drop children at St Christopher's School Temple Road doesn't seem to have reduced and represents a danger to the children and adults in the mornings.
Concerns - Temple Cowley	Disregard by moped learner users plus other motorcycle users
Concerns - Temple Cowley	The streets feel safer, it's more comfortable to cycle and walk. The only concern is regarding ambulance.
Concerns - Temple Cowley	Every day I face sitting in the traffic getting home. It's get bad day by day.
Concerns - Temple Cowley	Crescent Road is now quieter, BUT, at busy times, there are long queues in the Cowley Rd and Hollow Way that must waste a LOT of petrol and time
Concerns - Temple Cowley	Lots of extra traffic and gridlock caused. It's horrific and infuriating.
Concerns - Temple Cowley	Huge tailbacks on the Cowley Road. Increase in traffic, noise and pollution along the Cowley Rd. Added danger to cyclists.
Concerns - Temple Cowley	Causes gridlock on Oxford Road. Impossible to turn right out of Cleveland Drive. Gridlock/idling engines on Oxford road surely can't be good for residents/pedestrians
Concerns - Temple Cowley	The LTN's do not support pollution levels, congestions is so much worse on the road now. A 15-minute journey now takes well over double if not treble the time. Before the LTN's were introduced, there was no issue on Cowley Road moving traffic through. Now parts are at a standstill. To ensure the side roads are safe, why not add speed bumps to ensure cars are going the correct speed but also to help the congestion. LTN's are not the answer.
Concerns - Temple Cowley	All of the traffic from these LTN's in spilling out, since these have been introduced the traffic on Holloway and Oxford has gone out of control
Concerns - Temple Cowley	Not happy with LTN
Concerns - Temple Cowley	The traffic has been condensed onto the main roads. It takes forever to get anywhere
Concerns - Temple Cowley	Traffic causing more pollution, journeys taking up to 30 minutes longer, ambulance times longer
Concerns - Temple Cowley	Because of closing off roads, it increases more traffic on main roads and more pressure on rush hours
Concerns - Temple Cowley	It seems to have moved traffic elsewhere. I find that Cowley Road is very congested and hard to cross when collecting my child from the childminders.
Concerns - Temple Cowley	Footfall is important to our business / but retraffic is more important as we cannot be far from a road and loading area

Concerns - Temple Cowley	<p>I think it is absolutely ridiculous LTNs have forced residents of my area 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?!</p> <p>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.</p> <p>Some LTNs I can see may be beneficial, but I severely doubt whoever planned all the current ones had any idea of how much traffic they actually are causing on some bottle necks. Yes, you have managed to reduce rat runs but you have also trapped locals. Well done! Please look into removing some of the ones on the main roads and find an alternative to preventing them being rat runs that does not trap residents. Also, I do think whoever thought of the Newman rd idea whilst rd works are happening also deserves a round of applause or maybe they should be forced to live and drive on that rd!</p>
Concerns - Temple Cowley	<p>I've seen two ambulances get caught in the LTNs cutting off access to my road from Rose Hill. Similarly, I've seen two cyclists knocked off their bikes descending rose hill/Henley ave due to increased inconsiderate traffic.</p> <p>Trying to get in and out of Newman road is disastrous and dangerous. People get frustrated and make rash decisions, which resulted in an elderly woman nearly getting knocked down.</p> <p>It adds to congestion on Rose Hill and in Temple Cowley.</p> <p>It's one of the less intelligent choices I've seen a council make, and I've lived in a lot of places.</p> <p>Ill informed, poorly executed, poorly thought out.</p> <p>People will not stop using cars. You are forcing a lot of lower income and stressed people into a smaller space. What do you think will happen? Try it out in Summertown and Headington instead where the congestion is an actual hazard?</p>
Concerns - Temple Cowley	<p>This creates awful traffic situations, more congestion and makes no real sense. What about carers who need to get to disabled residents.</p> <p>This increases the commute to and from work for little benefit.</p>
Concerns - Temple Cowley	<p>Didn't work in London doesn't work here</p> <p>I sit in queues of traffic costs me money and pollutes the area</p> <p>thought out be people who don't live here. Businesses and taxis suffering busses late people exasperated affects the wider community particularly elderly</p> <p>Waste of money</p>
Concerns - Temple Cowley	<p>I do my weekly shopping in Temple Cowley, reaching it via Littlemore Rd/Crowell Rd. While many of the shops are closed, I normally walk there because I am picking up only a few items. Prior to the pandemic, I used to drive, because the shopping I was purchasing was greater in quantity and too heavy to carry. It is a more pleasant walk now that the LTN is in place, because it was a very busy road - however, it is a main road, and it is therefore meant to be busy. I previously chose to shop there because the shops were easy to reach. Now they are not, the result is that I will drive elsewhere to do big shopping instead, because I can't be sure that I will be able to get my purchases home on foot. It was a peculiar choice to close off such a main road, where traffic calming measures might have been more appropriate.</p>
Concerns - Temple Cowley	<p>This area has 2 brilliant schools, and many parents travel from different areas of Cowley to take their children to St Christopher, Our Lady Catholic School and Tyndale community primary .so if there is only Holloway left...actually, the traffic is going to be more horrendous than it should.</p> <p>More petition is needed</p>

Concerns - Temple Cowley	<p>Since the introduction of the new zones, access to Littlemore has been cut off.</p> <p>We have a disabled child (next door) and since the implementation, there has been a delay getting the ambulance to the house (as they can only access Littlemore via the ring road). I also suffer with a weak heart and if there was a major delay in medical treatment, I would die.</p> <p>Please note that Littlemore has no doctors or dental surgeries, we need to access cowley for these services. I am not sure what would happen if there was an accident on the ring road, we could be stuck in traffic trying to get home, or find we are unable to leave the littlemore. The council need to remove one of the new zones to allow access to cowley and littlemore.</p> <p>As this policy is increasing the poverty in littlemore, as we are being restricted from access medical and dental services.</p>
Concerns - Temple Cowley	<p>Increased traffic on other roads that have to avoid LTNs.</p> <p>Problems accessing my own street</p>
Concerns - Temple Cowley	<p>Many problems related to traffic and coffins company on the crescent road. Trucks stopped at all times block residents from leaving.</p> <p>A lot of noise every day in the garbage collection of that company.</p> <p>Company with many vans and cars removes the park from residents.</p> <p>In my opinion, prohibit access to trucks to the residential area.</p> <p>A street goes up the traffic (crescent road).</p> <p>Another street (Temple Road), the traffic going down.</p> <p>Access can be controlled with cameras</p> <p>Traffic allowed only for residents, with permission for other cars only at certain hours.</p> <p>Temple road, schools, cars limited to hours of arrival and departure of students.</p> <p>I can provide pictures of various problems.</p> <p>Only with access by Cowley Road to this area, the Cowley road has a lot of traffic.</p> <p>The choice made for traffic in our area is not the best, it has reduced car traffic but does not solve the problems of residents and students in the area.</p> <p>The percentage of pollution in the Cowley area has doubled with stopped traffic.</p> <p>The best result for the area would be to create a system like a roundabout.</p> <p>Solutions , One street going up, (Crescent Road), another one going down, (Temple Road).</p> <p>Limit traffic to residents and emergency cars and council cars...</p> <p>Do not allow cars to circulate at certain times for students to enter and leave schools.</p> <p>Oxford benefits from good traffic changes.</p> <p>The crescent road coffin company has many cars and trucks, and they block the street, making more cars pass the temple road.</p> <p>This company should be removed from this residential area.</p> <p>I have many photos that can see how the population, (students), traffic and parking for local residents is affected by this company.</p>
Concerns - Temple Cowley	<p>I am writing to object to the proposed LTN areas that are proposed in East Oxford. I feel that these will cripple Oxford with traffic congestion due to all traffic being forced down the Cowley and Iffley roads. The Cowley road already resembles a toboggan run with the amount of lumps, bumps and potholes in it, it's clearly not able to carry the weight of traffic currently using it in a pandemic let alone after such a hair-brained scheme is put into action. Plus, there are also my concerns about the safety issues this gives rise to. How are the emergency services meant to be able to get through such obstructions in time to save lives?!</p>
Concerns - Temple Cowley	<p>I'm happy with the scheme as a whole.</p> <p>My concern is that you must provide space for traffic to do a U-turn if they do encounter a barrier.</p> <p>(E.g. (Not the areas where I live) there is no turning space at the barrier in Rymers Lane at Florence Park.)</p>
Concerns - Temple Cowley	<p>Living close to the Temple Cowley LTN there have been problems since its implementation as it has driven traffic into the surrounding streets, particularly Hollow Way which is already quite congested. My concern is that when lockdown ends, and traffic returns to more normal levels due to commuting there will be traffic jams. If plans go ahead for the bus gates on Hollow Way, then local residents will be adversely affected and struggle to get in and out of the area. I'm worried that plans haven't been fully thought through and joined up.</p>

Concerns - Temple Cowley	<p>Long queues of traffic on already busy & congested roads with lots of pollution have caused length of time of journeys to double at the very least & yet we are not fully out of lockdown and traffic isn't back to full capacity. I dread to think how much longer my journeys for work will be after May/June.</p> <p>It is such a shame that children walking to/from school have to inhale more fumes for a longer period of time because of lengthy queues of traffic.</p> <p>It is a real shame that everyone has been tarred with the same brush - not all drivers used local roads & shortcuts as rat runs!</p> <p>I cannot believe that engineers & project planners couldn't come up with a better idea than bollards, foldable / removable or not?! Why are 'we' making things more difficult for emergency services? They need to get somewhere quickly, yet supporters & installers of LTNs seem to think it's okay to ask emergency vehicles to stop, unlock/lock bollards & then continue their journey - who in their right mind thinks this is acceptable?!? Because it is NOT okay.</p> <p>I saw the LTN on Rymers Lane by Florence Park for the first time on Monday - what a joke... Who thought it was a good idea to place a planter on top of a speed hump in between a chicane? Hope it doesn't fall off and cause injury to anyone.</p>
Concerns - Temple Cowley	<p>My wife is disabled and needs to attend hospital frequently and irregularly due to erratic heart problems. She also needs to access local pharmacist and struggles to walk that far. She is classed as highly vulnerable and is living in isolation (except for me) due to need to avoid Covid, hence is not using public transport.</p> <p>Since barrier on Crescent Rd was installed access to Holloway by car is impossible which is adding very lengthy journey times for access to John Radcliffe and local pharmacy. What were 5 and 15 minute journeys (one way) recently took in excess of 20 and 40 mins respectively (one way) due to the additional distance and severe congestion on Cowley Rd accessed from Marsh Lane.</p> <p>We believe the objective of LTN could be achieved while maintaining residents' access to Holloway by the installation of a rising bollard that local residents could activate. This would still prevent the roads being used as a rat run without contributing to the traffic problems. It would also facilitate rapid emergency vehicle access which is another concern as we have had to call ambulance before and are frightened by the prospect of significant delays due to the current permanent road blockage method of enforcing the LTNs.</p>
Concerns - Temple Cowley	<p>We are objecting to the proposal as we believe the LTN is causing the following issues:</p> <ul style="list-style-type: none"> - reduced access to emergency vehicles - increased traffic congestion in Hollow Way
Concerns - Temple Cowley	<p>There is far too much traffic on Cowley Rd and Hollow Way. It has increased because of the LTN and nothing has been done to address the problem. There are regular tailbacks at the traffic lights which stretch back far e.g. at about 5 or 6 PM in the Oxford outwards to the ring-road direction. Pollution has increased here as a result of the LTN.</p>
Concerns - Temple Cowley	<p>Consuming more fuel and this leads to more emissions in the atmosphere.</p> <p>In case of emergency could lead to lose of life and making my journey to work very stressful as I suffer with anxiety.</p>
Concerns - Temple Cowley	<p>Make make more traffic Absolutely disgrace if I stay like this, I will move my house from this area have to stop</p>
Concerns - Temple Cowley	<p>This scheme does not work because of the now more traffic generated by these measures and vehicles at a standstill will produce greater emissions in the future.</p> <p>And for emerging services this will greatly impact the response time to get to and treat time sensitive injuries.</p>

Concerns - Temple Cowley	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. Residents on the perimeter roads had been kept in the dark right up until the implementation and are being drowned out by the pro LTN supporters who have everything to gain and nothing to lose, unlike perimeter residents who are on a lose trajectory. Individual road traffic counts need to be recorded and not as an average, the Waltham forest LTN has shown that on certain perimeter roads traffic increased by 7%, the fear is that traffic evaporation will not occur, and the Oxford road will become Oxfords Coldharbour road. I urge you to reconsider.
Concerns - Temple Cowley	Do not agree with the changes, we need to drive around which takes much longer, and the traffic is heavier. Does not make sense. It creates even more delays and confusion.
Concerns - Temple Cowley	Much heavier congestion and have to drive around which takes much longer. Been stuck in so much traffic already and this will get worse post COVID. Do not see any benefit as other roads are much busier now as a result of this.
Concerns - Temple Cowley	I am writing this because it is just making the main roads more congested, they have made normal everyday tasks which used to take 5/10 minutes an hour long. The main roads have become way more busier even the bypass has been affected by this as it has gone busier. Hollow way road is always full of cars now and is at a standstill the majority of the day.
Concerns - Temple 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. I see no reason to keep the LTNs up as they only displace the traffic onto the main road, which were already busy before.
Concerns - Temple Cowley	<p>The congestion created is awful. You have blocked off access away from Holloway a major bus route with this scheme. Introducing it as lockdown eases, coupled with major roadworks makes no sense, the resurfacing of major routes after April 12th made no sense when the roads have been quiet for months? This just added to the problem, surely it would make more sense to resurface before you block all the roads off?</p> <p>Anyone using the bus gets stuck in traffic, the buses are slower due to the fact everyone is stuck on the same stretch of road. It's a clear way but constantly blocked with parking issues. It's actually quicker for me to drive into the city than get the bus now. Since the introduction of these huge road blocking pots, I have decided to drive everywhere, it's quicker it's less time consuming. Surely this defeats the object of what you are trying to achieve?</p> <p>There is no reduction in use or traffic, all this has done is create a big polluting bottleneck of problems</p>
Concerns - Temple Cowley	I am an elderly person who travels by bus and car to do my shopping and attend art classes at Sunningwell College of Art, and SOCA on the Abingdon Rd, where I lead an art group. I can no longer travel to the shops at Temple Cowley without great stress. I have to set out at 8am in order to do the shop, for myself and my neighbour aged 95, then get home as rapidly as possible before the traffic builds up. Getting to SOCA on the Abingdon Rd is worse, owing to the added pressure of the Westgate carpark. I have to run my whole life now according to the possibility of traffic build up. Recently we had to get off the number 3 bus on the Iffley Rd because of gridlock. A friend aged 85 has had the same. It now seems that the small side roads eased the congestion greatly.

Concerns - Temple Cowley	<p>I am writing you to provide a feedback on LTN program. I am a resident of Temple Road and I am extremely unhappy with its middle road closure! Every morning I drive my kids to the school, which is far away from here. I used to use Temple Road (road where I am a local resident in!) to join Cowley Road on the hill, it took me 2 minutes to get joined and continue my way. Now, I must wake my kids up earlier in order not to be late at school as Cowley Road is completely stuck this time. Moreover, after school drop off it takes me 15 - 20 mins to get home from the Swan to Marsh road as it is again completely stuck, while I could turn to Temple Road and be at home in 2 minutes. Exactly the same road situation is before schools pick up. I have to leave home at least 20 mins earlier (to spend this time in a traffic) in order to arrive on time. After picking up, with hungry and tired kind in a car we must spend in this traffic for at least 20 mins and go around. After many times being late to kids after school activities, I have to take sport clothes with me, and kids have to change their uniform in a car. With that road closure we do not have time to get home, have snack and go again to activities as it used to be. Otherwise, we are stuck in Cowley Road in both directions.</p> <p>It is absolutely waste of time and fuel!! It is deciduous to be a resident of this road and do not use it!!</p> <p>I completely disagree to give a green light to this program.</p> <p>I hope for your understanding.</p>
Concerns - Temple Cowley	<p>Concerned about how emergency services get to those houses that are blocked by LTNs. How are people who live in those streets accessing their homes.</p> <p>Seems to create more traffic on other roads because everyone is having to use the same roads</p>
Concerns - Temple Cowley	<p>The volume of traffic on Hollow Way and Wilkins Road has gone up tremendously. Wilkins Road and Fernhill now has much more traffic as cars are trying to avoid jams on Hollow Way. Low Traffic in one neighbourhood means more traffic in others.</p>

<p>Concerns - Temple Cowley</p>	<p>In theory I support the implementation of schemes that encourage cycling/walking and decrease car use. I fully support the benefit of active travel on people's health and the environment.</p> <p>However the LTN schemes have been very poorly implemented — they are a half-baked effort at best, which will actively damage the perception of future initiatives.</p> <p>It is idiotic to implement the schemes without concurrently improving cycling infrastructure. The road surfaces (for example on Beauchamp road, within the LTN zone) are lethal for cyclists, littered with potholes and tracks. On the nearby main roads (e.g. between towns rd, church Cowley rd, Cowley rd) there is little (or no) cycle path — and where there is some, it does mad things like come out around rows of parking bays, forcing cyclists to pull out into the extremely busy traffic. The middle of road islands on Cowley road are hugely obstructive - and force cars to pass between the island and cyclists without a safe distant (clearly, they are not supposed to do this, but they do regularly). Add in to that the idiotic cycle paths which jump between the road and the pavement, disappear at bus stops, expect cars to give way to them when they're not marked across side roads, have lampposts in them (Headington Hill!!) etc etc....Cowley road was, in large parts, re-surfaced recently — but you didn't even bother moving the parked cars and just repaved around them — so there is a line of joining tarmac by the cars, already cracking, right where you just cycle. It is no wonder whatsoever that a lot of people are reluctant to cycle in oxford — the signs stating "oxford - a cycling city" are a joke — it is the worst place I have ever lived for cycling infrastructure.</p> <p>Additionally - implementing the LTNs without ANY increase in public transport provision is bound to fail. How is someone supposed to get from the A4074 corridor to the major work areas of oxford, such as Headington, without a car? There are NO bus links. There is NO park and ride. There is NO parallel, separated cycle/scooter path. It is fantastical thinking that putting a few barriers up will stop car use, when you have provided absolutely no alternative — all it has done is push more traffic into the ring road and other larger roads, making it Unsafe for cyclists and residents in those areas. My friend likes on windmill road with her two small children — but clearly their right to have a safer neighbourhood and clearer air is of no object to the council.</p> <p>So whilst in principle I support LTNs, I do not support their current implementation because no alternative provisions have been provided. The cart has been put before the horse.</p> <p>In my opinion before LTNs can be successful in oxford the following changes need to be made</p> <ul style="list-style-type: none"> - extensive road resurfacing (not just patching a few potholes) - creation of SEPARATED cycle lanes on the major arterial roads (Cowley rd, Sandford rd, Iffley rd, between towns rd, London rd, Marston rd etc) similar to the cycle superhighways in London - suspension of parking on the major arterial roads to allow the cycle paths ; double red lines - more cycle racks throughout the city - cycle box/Lane cameras - implementation of frequent, reliable bus routes across the city (not just to and from station....) - pedestrianisation of entire city centre to allow the buses to move at a sensible speed - a4074 corridor park & ride with bus routes connecting to science park, Headington universities/hospitals, city centre, other major work areas - free parking at park and ride, with sensible bus fares (see Cambridge's success with P&R — free to park all day so as not to penalise people who drive to the p&r and then cycle/walk to work)
<p>Concerns - Temple Cowley</p>	<p>concern about the location of the LTN on the top of Crescent Road. I think it should be put at the bottom of Marsh Road just in front of the Marsh Harrier Pub. Currently all the traffic is directed toward Oxford road causing congestion. I personally forced to drive though Divinity Road to reach Headington. Opening up the top of Crescent Road I think make much more sense and should help local residents to reach quickly the ring road, hospital and shops</p>

Concerns - Temple Cowley	<p>My humble opinion!</p> <p>If it's to do with environmental impact reducing carbon emissions! I don't think this would work as All the traffic going in one direction and idling for too long impacts the environment as well as noise pollution, much more than moving traffic in my opinion. How about the people who lives on main Roads!? What about their life?</p> <p>And diverting traffic to various directions minimise the carbon emission. (not many drivers know the short cuts only people who know the area uses the short cuts and the commuters who follow navigation system just reach the destination on time or quicker no one does the joy riding at least not many these days in these areas)</p> <p>diverting all the traffic on to main roads is not a sound idea as main roads are flooded with all kind of vehicles (specially on narrow Oxford roads) create more carbon emissions which means environmental damage, noise pollution, commuting people's mental health impact is next big thing , anxiety due to heavy traffic kills many peoples mental health trust me I stop driving in Oxford as the roads closures not helping my recovery from depression the frustration and anxiety is very difficult to cope with because of heavy traffic on main roads. council should think all the aspects not only reducing traffic from few roads because of few selfish residents complains, council should be thinking about how this impact peoples (commuters) mental health too, we need physically mentally sound people in our beautiful city, people like me go for a drive as part of recovery mechanism which help to rebuild our confidence, reduce our anxiety level. What is the point having physical health and healthy environment when your road closures give people mental health issues! Please do reconsider! stop this road closures. You can reduce traffic by adding more practical speed humps.</p> <p>Ps: if you try to make people to use public transport, you need to give more cost effective public transport system, bus ticket prices are ridiculously high in Oxford taking a taxi or driving own car is cheaper. Consider giving people more cheaper way and frequent public transport.</p> <p>Hope to see some sensible decisions.</p> <p>Many thanks for the opportunity to contribute my thoughts.</p>
Concerns - Temple Cowley	<p>I have spoke to numerous ambulance and police staff, they are unhappy that in a case of emergency they have to take much more time reaching someone around this area and the little hay road area, I suggest that you look at the map and create a one way system extinguishing the blockades and creating a simple system which can be carried out in many ltn areas as the main road is flooded with people creating a major traffic area all over the main roads spreading across cowley</p>
Concerns - Temple Cowley	<p>The gates are in the wrong place. All traffic should be directed to the ring road as quickly as possible, to minimise local traffic. Currently the gates force people to drive towards the centre of Oxford before they can access the ring road and further afield.</p> <p>This just adds to the local traffic.</p> <p>The gates should be repositioned between the council dept and the print works.</p> <p>If the gates are repositioned, I would be supportive of the LTN</p>
Concerns - Temple Cowley	<p>It has made the area quieter which is nice but also adds to time my journeys. My biggest concern is that it is not minimising the amount of traffic but is making it more stationary which is worse for the environment.</p>

Concerns - Temple Cowley	<p>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.</p> <p>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.</p> <p>This would not allow any increased "through traffic".</p> <p>The LTN here needs a rethink ,all areas need an alternative vehicle exit for emergencies.</p> <p>I note that Cowley Road AND Iffley Road are described as "quickways" on the latest proposals for St Marys LTN .They will be totally choked. to a standstill. It took me nearly half an hour from Magdalen Road to Temple road /Swan last week.</p>
Concerns - Temple Cowley	<p>I think that the LTNs cause many more issues than they solve. Traffic is constantly backed up around Cowley Road and the placement of the LTNs means access to Owens Way is limited to just Marsh Lane/Cowley Road. This causes huge delays getting home for my partner who needs to commute to Woodstock and causes issues for myself when cycling as there's more impatient drivers who don't pass safely.</p> <p>These issues were amplified when roadworks were present at the entrance to Marsh Lane.</p> <p>Whilst LTNs may be appealing to local residents as there's less traffic, Oxford is ultimately a city full of commuter's. Even those who use public transport are affected as Cowley Road is a popular bus route which is hit hard by excess traffic.</p>
Concerns - Temple Cowley	<p>Creates a lot unnecessary of traffic on Cowley road.</p> <p>It seems to increase overall pollution which is my main concern.</p>
Concerns - Temple Cowley	<p>I have huge concerns about the impact of LTN on key workers who cannot afford to live in Oxford and have to travel by private car as public transport is not an option. They may have a journey that involves dropping off younger children at childcare.</p> <p>I have concerns about my own commute to work in cold and wet weather. While I try to cycle to work, because I can, I often have bulky items or books to mark that I need to take home, so cycling is difficult in wet conditions. I work in Temple Road and the impact of closing off several side roads has increased traffic on Cowley/Oxford Road, meaning that I can be sitting in stationary traffic, creating more pollution and impacting the residents who live in the many homes on Cowley and Oxford Roads.</p> <p>Many of our families do not live in the area and have no choice but to drive their children to school on their way to their place of work.</p> <p>There are also families who do live locally and could walk, but drive. One or two families leave early to arrive at school to avoid the closure of Temple Road.</p> <p>As you do not give a suggestions option in your survey, I will put my suggestion here.</p> <p>Make public transport so inexpensive that it simply in not worth going by car.</p> <p>Public transport should not be privately owned.</p>
Concerns - Temple Cowley	<p>The traffic has become awful</p> <p>The roads cut off has stopped my learning to drive as roads are closed or shut off</p>
Concerns - Temple Cowley	<p>LTNs only work when the infrastructure is already in place to withstand them. They have created more traffic, which means more pollution. Not everyone is able to walk or cycle or take the bus, especially when buses will also be in the same traffic, cost quite a lot of money and are always late.</p> <p>Residents living in neighbourhoods with LTNs are also subject to only being able to enter and exit their street one way leading to a bottle neck and again an increase in pollution.</p> <p>This was a failed experiment.</p>
Concerns - Temple Cowley	<p>I was initially in favour of the scheme but, in practice, I have concerns as someone who uses a car. The scheme has increased the time it takes for me to drive to Headington and Marston, which I do regularly. Because traffic from side-roads is all converging on to Oxford Road, there are more delays and longer queues to negotiate. Hollow Way, in particular, is a bottleneck at times because of parked cars preventing a free flow of traffic (which has increased because cars cannot turn into Crescent Road). On returning from church one Sunday morning, I was stuck in a queue for 20 minutes waiting to turn right from Hollow Way to The Swan. This increases air pollution and is preventable if cars were allowed on to the side roads.</p>

Concerns - Temple Cowley	<p>The location of the Crescent road LTN is in the wrong place.</p> <p>It needs to be further down the hill roughly outside the Kumar's shop. My understanding is that a resident density study was done and the LTN was place 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.</p> <p>it would make more logical sense to have the LTN halfway 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 a-joining roads onto Hollow Way and the Cowley road, giving Cowley road a bit more relief.</p>
Concerns - Temple Cowley	<p>Congestion on Cowley Road and surrounding roads due to the Temple Cowley LTN. It is causing more pollution with cars sat in stationary on the Cowley Road in peak traffic. It causes issues for pedestrians having to cross the road and it is much more difficult for the police to pull out from the police station onto Cowley Road. Since the LTN has started it has been travel chaos. All it takes is for road works or an accident and the whole of Cowley becomes grid locked. I have serious concerns that there will be a major accident one of these days and emergency services will struggle to respond due to the grid lock around Cowley.</p>
Concerns - Temple Cowley	<p>Because it takes me longer to get to school longer time in the car as my disabled daughter</p>
Concerns - Temple Cowley	<p>I work for Oxford Direct Services which is part of Oxford City Council as a Gas Engineer. I can't understand how making a 2-minute journey into a 30-minute journey is lowering the emissions in the city? It's putting people coming to Oxford as all the main roads are congested</p>
Concerns - Temple Cowley	<p>I feel the LTNs are causing more traffic on the main roads and make the journeys much longer resulting in more air pollution. They will also cause major issues when the main roads need repair/maintenance works doing, as there will be no alternative routes because they are blocked by LTNs!</p>
Concerns - Temple Cowley	<p>I am concerned that there are so many planned housing in the area but without any consideration to traffic and roads. We already getting so much traffic because of the LTN and the roads are already narrow and in need of repairs and all the council doing is closing the road in Littlemore for 5 weeks to add speed bump and some structure work. What we need is better roads and more ways to get the new housing development to reach the main ring roads. It seems like Littlemore is ignored and not really dealt with as other areas.</p>
Concerns - Temple Cowley	<p>I am really angry at the thoughtless way these have been implemented.</p> <p>The effects were utterly predictable and look to have simply shoved traffic from more affluent neighbourhoods to already traffic impacted lower cost areas</p> <p>I would love to have less traffic in Oxford in a functional transport system.</p> <p>All this does is exaggerate traffic impact inequality.</p> <p>Hollow Way is even more grid locked and dangerous than ever.</p> <p>Pleas for traffic calming, speeding enforcement have been ignored. Cheap LTN's introduced to Benefit already low et traffic areas.</p> <p>How is this a sane or rational approach to traffic management?</p>
Concerns - Temple Cowley	<p>Although I can see the benefit of the ltns for the areas within them, I am finding that we actually have more traffic and more pollution on Fern Hill Road than before.</p>
Object - Church Cowley	<p>The roadblocks that have been put in place are on main roads. They have resulted in traffic from the Littlemore and Sandford direction being cut off from accessing 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.</p>

Object - Church Cowley	Stopping traffic from driving through Cowley is pushing the traffic on to the main roads and causing more congestion and pollution on them. I use the buses to get to and from work every day and it has added an extra 90 minutes there and back on my journey every day because we are sat in traffic. Oxford is hard enough to travel round but with the LTN's in place it's making it unbearable. I absolutely object to this scheme, I am a driver as well and pay my car tax and am unable to use the roads. Are we going to get a rebate on that?? Course not! All the LTN's are doing is killing Oxford.
Object - Church Cowley	Complete waste of time and money, I feel so sorry for the residents of Westbury Crescent as, ever morning & evening they are subject to traffic from - Kelbourne Road, Hillsborough Road, Hillsborough Close, Fairley Road and Wycombe Close, 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. These LTN's were put in as part of a 'use it or lose it' moneys from the government and has been poorly thought out, and a complete waste of money which could have been to put too much better use!!
Object - Church Cowley	The queue to get out of Newman road is horrendous. On 28th August there was an accident, and the road was closed. So was Oxford road-roadworks so I could not get home because every access road was blocked by a LTN. A complaint to OCC by email went unanswered. I cannot walk to work in the winter as it's not safe to walk home in the dark you only have to read about the numerous women murdered recently. I cannot get to Cowley or Blackbird leys without joining the Newman Road queue. My Elderly parents have to risk the junction on Newman Road to turn right. It is making everything more difficult and when I am walking to work I breathe all the traffic fumes on Between Towns Road and Hollow Way because of the LTNs there! Please listen to the people of Littlemore. I've lived here since I married at 23 but am seriously considering moving out of Oxford after 33 years. All my friends' family and work colleagues feel the same that the LTN are not fit for purpose. Remove them
Object - Church Cowley	I am objecting because this LTN causes an extreme amount of traffic build up around oxford, especially Newman road and driving there and turning right is extremely dangerous for road users and pedestrians. The amount of pollution has severely increased for the people who live along those roads as well as noise and traffic. It is not safe.
Object - Church Cowley	I strongly object to the LTN's in Littlemore Road and Bartholomew Road. The Littlemore Road is a main road to Templars 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. If the powers that be think that these LTN's are going to force residents to walk or cycle, they are very much mistaken, and it will have been a complete waste of taxpayers money.... yet again. 😞
Object - Church Cowley	The volume of traffic the LTN has displaced is clogging the main roads of the city. These main routes are busier and more congested, making them a worse place for people to live, commute, cycles, walk.

Object - Church Cowley	<p>This has done nothing except cut Littlemore of and increase traffic everywhere else As I thought this has just pushed the traffic to other places, i.e. Oxford road littlemore has become so much busier and Newman road is dangerous to turn right out off . Addison drive , Botley Road and Hershel Crescent have seen so much more traffic coming through them , I walk or cycle to Templers Square when I can because I can but many elderly people cannot , like my neighbours and grandmother and this has cut them off .</p> <p>Rose hill road has actually got worse for cycling as it has much busier and a nightmare to get out of Westbury Crescent</p> <p>I personally have seen so many people crossing the roads without looking and stepping out I front of cars since the ltn has been installed , wish people would use common sense .</p> <p>Now I do agree that roads should be safer for people to cross over or cycle but this is not the way to do it . What would be much better is to make littlemore road narrower with cycle lanes, wider paths and pedestrian crossing there for slowing the traffic .</p>
Object - Church Cowley	<p>I have multiple concerns about the LTNs in principle and I fundamentally do not believe (nor have I seen convincing evidence) that they will encourage more residents to choose active, healthy and sustainable forms of travel. These alternatives should be in place first, before implementing such restrictive measures. To be frank, you are experimenting with people at the worst possible time. 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. On a more specific note, I object strongly to the planned restrictions on Bartholomew Road - it is disproportionate to use a bus gate to stop cars from driving down this road at all hours of the day. A much better measure would be to implement restrictions that only apply at peak school drop-off times ('School Streets', as has been done in other parts of Oxford). What you are planning to do on Bartholomew Road has simply not been tested during the 'consultation period', because the bus gate cameras have not been active, and cars have continued to drive through. You therefore have no data to evaluate about the impact that this gate will have on traffic flows elsewhere, or the impact this blockage will have on people's day to day journeys. Bartholomew Road is used by a very large number of vehicles because it provides access from the Eastern Bypass Road (via Newman Road, Cowley/Littlemore Road, then Bartholomew Road) to the whole of Blackbird Leys, as well as the main Cowley Road (via Barns Road). It is a main arterial road, not a local street, and it needs to remain open to cars. To close it off effectively creates a 'gated community' in Church Cowley and shuts off access for people who live in Blackbird Leys etc - the alternative routes are much longer drives, and will inevitably worsen traffic and pollution problems on e.g. Between Towns Road. I think you should abandon the bus gate and trial a time-limited (school drop-off peak hours) scheme, if the problem that you are trying to resolve in this particular area is in any way meant to be a helpful measure for Church Cowley St James Primary School. As a former governor of the school, I know that the school has struggled for years to effectively police the build-up of cars around its frontage at drop-off/pick-up times - that is a genuine problem that could be more effectively addressed with a specific, proportionate approach, one which would continue to allow cars to drive along this arterial route at other times, including commuting hours.</p>
Object - Church Cowley	<p>Many reasons to object which I have submitted previously on Oxon County council website prior to becoming let's talk - am completing again in case it hasn't transferred. This scheme discriminates against elderly, vulnerable and those not fit enough to walk or cycle far. It pushes traffic elsewhere increasing journey times, idling traffic and pollution. Very poor bus service from littlemore and many still reluctant to use public transport due to covid, so dividing communities and making our access to services much more difficult. Problems and delays for emergency services, carers, delivery drivers. Traffic on roads that are now less busy is going faster so more dangerous. Safety issues for those having to walk at night in quieter areas where crime rates have soared in some areas. It's typically females that have to juggle many tasks in a day such as taking children to nursery/school (often different schools), dashing to work, shopping, caring responsibilities. Their day is made so much more stressful negotiating traffic jams caused by the LTNs. These schemes benefit very few people at the expense of many many others which is not fair. The full impact has not been felt yet as ANPR cameras still not in place so things will become much worse, especially as the weather changes and 'newly converted' cyclists will resort to using their cars.</p>

Object - Church Cowley	I strongly object because it is causing more problems in our area. There are more emissions from cars in this area where cars are turning around coming back and driving through our street. The build-up of traffic on Barnes Road mainly in rush hour is bad, which again is causing more emissions in this area. When talking about air pollution a 5-minute trip will now take 15 minutes. I only use my car twice a week and would like them gone.
Object - Church Cowley	It is just pushing all the traffic on to already busy ring road and also the smaller roads that are still open are taking the blunt of the rest of the traffic and making it very unfair on people that live in Church Cowley Road. Come the winter and bad weather don't think people will be so keen to get on their bikes so the roads will be even busier.
Object - Church Cowley	moves traffic onto other roads and increases pollution
Object - Church Cowley	It is not solving the traffic problem just moving it to another area my granddaughter walks home along Newman Road breathing in car fumes from the cars all along the road we no longer use temple square shops because of the traffic
Object - Church Cowley	Because it is making life very difficult to get to do my job on the community
Object - Church Cowley	Build-up of traffic in surrounding area. Residents only have one way in and out of the estate now.
Object - Church Cowley	First of all, why can I only comment on one? I travel around all 3 areas. LTN displace traffic and cause pollution on other roads. They discriminate against disabled, businesses, carers and anyone who is not able to cycle or walk to their jobs, caring duties, or daily life. You are just causing pollution by clogging up other roads. I cycled along Cowley Road on Thursday and the traffic at 3:30pm was backed up to the Plain. This is not normally so. It is blinkered of people to think that everyone can walk or cycle. What about the disabled people that rely on their cars and can't use public transport? This is a ludicrous supposed green solution that is causing more problems!
Object - Church Cowley	My concerns are with the closure of Crowell Road and Gaisford Road. To actively support business in the Cowley Centre area. Traffic was already bad made worse by your actions.
Object - Church Cowley	It's put far more traffic on main roads than before and is causing more congestion which is causing more pollution as traffic keeps coming to a standstill It was a stupid idea and should be taken away ASAP
Object - Church Cowley	The Oxford Rd and Bartholomew Rd LTN'S are causing traffic onto surrounding roads drastically causing traffic jams and pollution. These are main road that link Littlemore, Cowley and Blackbird Leys to each other, these areas seem more separated and isolated than ever
Object - Church Cowley	Leading to longer trips round closed roads and longer queues on alternative routes (more pollution). Disabled badge holder in family so not helpful. Also safety concerns for emergency service vehicles, leading to life threatening delays in response.
Object - Church Cowley	Traffic is being routed to other parts of Cowley causing traffic jams and long delays. Journeys are longer and all that's happened is other residential roads in Cowley and Littlemore are seeing larger numbers of vehicles. Public transport is not the answer when buses are delayed due to the traffic queues created by the LTN's
Object - Church Cowley	As a resident of Rahere Road the LTN's are a nightmare! They have forced me as a resident to make every journey via Newman Road to join the ring road or make the dangerous turning right at the junction to go towards Iffley. As someone who needs to drive to get to work, I only have one route to go and come home via which is Newman Road and the traffic is horrendous because you have forced all traffic to do the same. Bartholomew road needs to be open to residents or a school gate so traffic can access Cowley and all other areas without joining the ring road. The Oxford Road LTN removed as this will allow access to Cowley centre and the John Allen centre which have businesses that are suffering since people cannot get to the car parks to shop easily. To get to our Church St James as my father cannot walk what used to be a 5-minute journey is now 20 mins as I have to drive all the way around. Even longer for appointments at the doctor's surgery. The LTN's have only gone to increase traffic on the main roads, increase travel time therefore increase air pollution whilst waiting in traffic or driving for longer. Businesses are suffering. They have not taken into account residents who cannot walk or cycle.

Object - Church Cowley	I have a 3 month old baby and a 2 year old child. Our road has become so much busier that I find getting out of my car difficult. When I need to put my child in their car seat, I am often beeped by drivers waiting to go past. I often have to park across the road from my house and have to cross the busy road carrying to children. Some drivers go so fast it terrifies me. If the Ltns stay we are going to move to a new house. This really sadness me as the house is very sentimental to us and our support network is local who we would be moving away from.
Object - Church Cowley	The closure of some roads has effectively cut us off from accessing local areas without an extended journey. The traffic has increased on our road especially at peak times increasing traffic pollution considerably and making it difficult to leave our drive. The turn from Rose Hill at the war memorial to turn right where there is no filter creates major queues, pollution and hazardous when walking or trying to cross with children.
Object - Church Cowley	Causing traffic to back up everywhere else
Object - Church Cowley	I completely object this LTN idea because it has built up more traffic than before generating more Co2 and noise level too. For my self-going about cost more petrol and time which does not bring down Co2. Also, most of area not giving parking it should have at list 2 hour limit. Visiting friend and family now have more difficult. Hope this helps and have better solutions.
Object - Church Cowley	<p>I strongly object to the LTN's which have not taken into account residents who have to live with these measures. 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.</p> <p>Whilst I understand what you are trying to achieve you need to make improvements or completely remove. The LTN in Bartholomew Road should have access for residents or be a school gate so the road can be used at all other times and allow access to Blackbird Leys or Cowley via that route. I cannot access my doctors, church, or shops without having to go all around the ring road.</p> <p>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. It will also give another route to head into Oxford or the Cowley Road.</p> <p>The changes have not taken into account people who cannot walk far or cannot cycle or the residents who have to live with the increased journey times to get to work and increased costs as well as the pollution we are contributing to whilst sat in traffic.</p>
Object - Church Cowley	I strongly object to the changes made in following the introduction of the LTN's in Cowley, particularly the Church Cowley and Florence Park area. Church Cowley road has experienced a massive increase in traffic throughout all times of the day and night. At peak times the traffic can be at a standstill on Church Cowley Road and Rosehill (this was never the case prior to the introduction of the LTNs). The poor air quality and higher noise levels caused by the increase in traffic is detrimental to all the residents located on the now major route into Cowley. The increase in traffic using Church Cowley Road causes congestion at the Iffley Turn junction (at the war memorial), with emergency vehicles often struggling to find a way through the queuing traffic. The junction at Newman Road, turning right into Oxford Road and Rosehill is very dangerous. The increase in traffic from the Rosehill roundabout, along Oxford Road, Rosehill and into Church Cowley presents pedestrians trying to crossroads with problems as there are very limited safe, or controlled crossing points. This scheme may have benefited some roads - where there was already less traffic, but it has had a detrimental effect on the health and lives of people living on or near to the more major roads eg. Oxford Road, Rosehill and Church Cowley Road.
Object - Church Cowley	The traffic is being forced into other roads like Hollow Way and Garsington Road and making it more difficult to move around especially at rush hour, increasing pollution in those areas. It just moves the problem to other areas rather than solving it.

Object - Church Cowley	<p>These obstructions are totally ridiculous, they force me to make longer journeys to get to my destination causing more pollution, they force more cars on to roads that are already busy causing more traffic jams which in turn creates more pollution due to the slow moving or stationary traffic in busy periods, this can only be detrimental to the air quality around these areas.</p> <p>All these obstacles do is make things worse on another route. what you should be doing is easing traffic flow, making it easier to get in and out of built-up areas thus reducing the time a car is on the road which in turn reduces overall pollution and improves air quality.</p>
Object - Church Cowley	<p>Disabled drivers are expected to go the longer route, to get to shops, health services and education. Where was that inclusive - in the decision - to put them in place? With prices rising on fuel everywhere it's hitting taxi drivers as well.</p>
Object - Church Cowley	<p>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. Formerly five minute journey to drive and park now anything up to 25 minutes this is not good for anything at all. People just five houses round corner have access to all we have nothing.</p>
Object - Church Cowley	<p>Is absolutely disposable you are experimenting with our money. This scam doesn't work and only has created more traffic. me personally, my work is all around Cowley as well as my GP and dentist in greater leys and have to go back on bypass Tesco roundabout or Iffley turn through Cowley centre unable to use any other transport. All the delivery drivers and residents have to do the same. How can it be good for the environment more traffic more miles? Who are you to lockup communities like this? These roads where build up where they are for a reason and you have no legal right to close them. What you are doing is unnecessary and benefits no one.</p>
Object - Church Cowley	<p>This stupid idea just chokes up our roads. Takes longer to get anywhere and is not good for the environment or the people who now live on busier roads. I object to all LTNs all over Oxford. Give us back the freedom to drive where we like.</p>
Object - Church Cowley	<p>The LTN in Church Cowley creates much longer journeys for local residents. There are now queues of traffic on Newman Road (a dangerous junction) Church Cowley Road and Cowley Road as the same amount of traffic is rerouted. It also cuts off a direct route for me from Littlemore to Blackbird Leys (via Bartholomew Road) and Littlemore to Templars Square (via Crowell Road). Why can't a school street be considered as another option for these LTN's? Also, because the LTN's are creating longer journeys this means an increase in CO2 emissions which is also a concern. Please consider the adverse impact the introduction of these LTN's is having on local residents.</p>
Object - Church Cowley	<p>I think that it's causing more pollution and cutting people of from where they could go with ease before. I think Cowley centre shops will suffer as people will stop going if they are stuck in traffic, on a journey that only used to take half the time and go elsewhere.</p>

Object - Church Cowley	<p>The LTN scheme now says it's to prevent traffic from other areas using the roads in my area as a short cut. I understand the original purpose was to encourage cycling, walking and protection of the residents from traffic pollution. It seems that the reason for the implementation of the scheme has changed. Is this to try and achieve support from those that do not drive or permanently work from home who I understand support the scheme especially in Florence Park.? I would also like to know if the decision makers live in any of the areas affected and if they are pleased to get home later due to extra congestion caused by the LTN scheme. The restrictions deny easy access to local shops and travel in my area and for work. Convenience is part of the reason why I live in the area and this is being badly affected. I think that only local people use local roads, and any additional traffic is generated to avoid other congested roads that already exist in the area. Therefore, reducing the traffic for other residents and reducing pollution in their area. Vehicles are far cleaner with regard to emissions, and they are going to get better with more electric vehicles and cleaner engines being introduced. The LTN has successfully made access difficult to my area and made other areas more congested for other Oxford residents.</p> <p>Also, it is good that people are being asked for their view of the LTN scheme. The only problem is that not everyone has access to a computer or knowledge of how to complete your survey. If you are seriously asking is the LTN fair, you have to receive participation from everyone or a large cross section of residents. May be a survey could be posted to residents written in an honest clear way without loaded questions.</p>
Object - Church Cowley	<p>We are disable and all the ltns are Causing so much traffic round town Cowley Iffley and everywhere else in Oxford accounts and need to sort it out I work in oxford doing delivery's and it takes me over an hour to do a 10 minute delivery because of the ltns because it causes so much traffic as well as the bus lanes are causing more traffic to it's impossible to work [expletives deleted]</p>
Object - Church Cowley	<p>There have been so many more accidents on Newman Road, the LTNs have created more angry abs less tolerant drivers. This has not reduced traffic, pushed it all onto other areas. As a lone parent, my journey to and from school is taking so much longer and I can't afford that extra time to an already strapped schedule!</p>
Object - Church Cowley	<p>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. I fully object to Crowell road and Bartholomew Road LTN restrictions.</p>
Object - Church Cowley	<p>Main traffic routes should be upgraded first to withstand the additional load. Also, it is not fair as residents in these areas have always been aware of the extra traffic. Lastly, it is not fair as LTNs should be in that case built in all neighbourhoods so that the benefits can be shared by as many as possible.</p>
Object - Church Cowley	<p>I am concerned that traffic is being pushed to the main roads and when there is an issue on the oxford ring road, there is a greater chance of grid lock on the roads around Littlemore and cowley and Headington</p>
Object - Church Cowley	<p>Hugely increased volume of traffic our road. Which leads to crawling/standing traffic outside our property at certain times a day and particularly at weekends. This wasn't something we'd ever experienced pre LTN</p> <p>Increased pollution for my family</p> <p>When we occasionally use the car it's become a very scary/ dangerous experience getting young children in and out the car.</p> <p>generally making our road a less safe, noisier, more dangerous, and less pleasant to live.</p>
Object - Church Cowley	<p>Slows traffic causing extra pollution</p>
Object - Church Cowley	<p>Very poorly designed, only one exit from a large area. No thought for the disabled and those who are vulnerable do not want to use buses filled with people without masks</p>

Object - Church Cowley	<p>The current provisions have caused many issues. The barriers in Bartholomew Road are incomplete hence the traffic flow has increased along our road as many people struggling to get through the traffic displaced by other ltn provisions still use thus Road as a cut through to the Barnes road/templars square/bbleys area.</p> <p>The introduction of the barriers in Mayfair Road and the barriers, along with cpz in place have seen an increase in parking outside our house (top end of cowley Road running into littlemore road) as residents beyond the barriers use our road to park and jaunt through on foot to their properties. 1) it avoids them having to take a longer route out to travel 2) they avoid any possible cpz charge. We have an extremely large van parked opposite (a beautiful view from our front window now) which hasn't moved in months and is being used as a storage facility with the owner coming and going, loading, and unloading at his pleasure. If I open my front window, I struggle to hear the television most times. 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). The cyclists who travel THROUGH our area seem to enjoy riding on the pavements, or 2 or 3 abreast, sometimes without lights at night and often fly off the pavement into the road without looking.</p> <p>The traffic displaced by these barriers has bought nothing but misery to those living on the roads where traffic has been diverted. In effect the barriers have simply shifted traffic which was a lot more free flowing into different streets, heavier traffic and longer delays resulting which surely hasn't reduced the emissions on those roads. Oxford Road, between towns road as examples. Tim Beard needs to resign for his mocking, biased and inaccurate take, via video to the world, of his take on the ltns. How can one trust and respect the views of an individual who shows such personal bias in such a patronising and mocking way?</p> <p>The LTN has divided communities not just emotionally but the physical division means that some of OUR COMMUNITY, not those outsiders who travel in, are forced to be restricted in their daily activities. Example. I needed to make an essential trip, which required a car for transporting something impractical which would not be carried nor bussed nor biked nor scooted. I could, prior to the barriers have completed this trip in 10 minutes completely, door to door. It took AN HOUR AND 40 mins negotiating around LTNS and the massive amount of DISPLACED traffic. I've lived locally all my life bar two or so years. I have never ever had the issues of feeling like an outsider in my own area or city until now. Absolutely incensed that decision makers have not truly listened to those living right in the middle of this utter fiasco.</p>
Object - Church Cowley	<p>This has achieved nothing apart from moving congestion and creating long traffic jams on the A4158. This creates more pollution and noise for those living nearby - most noticeable early morning and late at night. The residential roads around Hillsborough Close have become a car park for commuters, with cars parked dangerously blocking visibility at junctions. People with disabilities & children with mobility problems can no longer get in the car to get to the local shops / school. Blue light services are slowed down in attending emergencies. With only 1 route in and out from Hillsborough Close, Westbury Crescent has become a rat run, with speeding drivers approaching at speed on corners blinded by parked cars. Traffic trying to enter & exit Newman Road are stuck in lengthy traffic due to the limited options and the ridiculous width restriction that should never have been put there. The whole LTN initiative has provided zero benefits to the residents in the area, and only additional and more lengthy car journeys.</p>
Object - Church Cowley	<p>Littlemore neighbours have been marginalised and left with no voice on this consultation. Those LTNs increase pollution, are adding to the climate emergency rather than helping. Why not adding Speed humps?</p>
Object - Church Cowley	<p>Increases travel time/distance, courses traffic jams..</p>
Object - Church Cowley	<p>Having a single route in and out of the area is unacceptable. If you need to get anywhere to attend to urgent issues, travel time is increased. The bypass is often jam packed. See results from this evening 2nd November 2021. I have a son in upper school with special needs, although the bus can sometimes be used when anxious this is not an option, that coupled with a daughter in primary and work to get to, the lack of routes to use is causing unnecessary stress. Bartholomew road could do with a lolly pop lady/man or a controlled crossing putting in for school. The rest of the day this is a quiet road. I don't use Cowley centre as much anymore as the ease of popping there after supper has gone.</p>

Object - Church Cowley	Causing too much disruption to access roads, plus pollution, just ridiculous people pay road tax should be able to use all roads, speed cameras would be better idea
Object - Church Cowley	The position of the LTN's is poor and wasn't based on any statistical analysis of previous traffic volumes. They have divided neighbourhoods with some being adversely affected more than others.
Object - Church Cowley	It caused a lot of congestion in the surrounding roads, it takes me longer to get to work and no buses or bus routes have been implemented but they have also been negatively impacted by this LTN. It appears to me it would not reduce pollution or traffic by any means, it would only benefit people living in a selected couple of roads which decided to live there being aware it was a relatively busy area.
Object - Church Cowley	I'll thought out and causing more pollution than before
Object - Church Cowley	All the routes that traffic used to use are now blocked ensuring that they now end up on one road. (Newman rd). With the absolutely pointless & dangerous chicane now at the top of Newman you have created a perfect storm for our once excellent road system. You don't punish everybody for the speeding crimes of the few. To ensure that you apprehend the perpetrator you simply make every road 20 mph & well enforce it with cameras etc. No consequences, nobody changes their behaviour. We no longer go to Templars Square as it's easier to drive to Fairacres in Abingdon. We have a hybrid car so we are doing what we can to reduce pollution but the LTN's have made our area a pollution hotspot and thank you very much. I am a sufferer & the difference to my breathlessness is obviously detrimental when I walk to the Post Office or Chip Shop. I cannot wait to see these LTN's removed
Object - Church Cowley	Causing long queues of traffic which is even more harmful to the environment as vehicles engines are running whilst waiting.
Object - Church Cowley	The extent of the LTNs make it very hard for elderly and disabled people to get to Cowley Centre. They have made Oxford Road Littlemore into even more of a bottle neck. The only people they benefit are those people living inside them, who are close to the shops and doctors and town anyway. They've made other odd busier. Side roads, fine but Crowell Rd needs to be open. This will lessen the bottle neck and give us easier access to what we need. Littlemore has nothing and they cut us off even more
Object - Church Cowley	It is affecting our lives in every way e.g. journeys to supermarkets takes longer given people no choice but to shop online which is not good for local business, more unemployment as result creating more pollution, so entire communities dead, etc.
Object - Church Cowley	Pushing traffic to other local areas. Environmental impact due to more traffic jams.
Object - Church Cowley	LTN create traffic jam which increases pollution not good for the environment
Object - Church Cowley	The LTNs should be removed. They have moved the majority of traffic onto other roads making a 5 min journey well over 30mins. They have physically divided the community within Cowley. I feel the community spirit has gone. The area is like a ghost town. I have seen drug deals conducted on roads in the middle of the day as there is no one around. I will not walk in the dark as I do not feel safe. The divide on Bartholomew road should be removed as well as the one on littlemore road asap. To allow the traffic to flow freely. I have to use my car as my daughter is disabled, I do not have a choice. My journey is longer and so uses more fuel. Which I struggle to afford.
Object - Church Cowley	I have caring responsibility for my brother who lives in littlemore, whilst working full time, the ltn's are affecting the amount of support I can provide him as I spend so much time in traffic due to the diversions. Barns Road is already a busy main road, but since these LTNs have been installed in Bartholomew Road, Littlemore Road it has created a great deal more traffic on Barns Road. You have also enforced Car Parking Permits for Barns Road, which is also nightmare as: 1. there is not sufficient number of parking spaces - for the amount of houses, and 2. with the extra traffic that these LTNs are created, this could/can makes it dangerous to pull out of a parking space - as cars traveling through from Cowley Centre to Blackbird Leys don't want to stop to let you out, as they are fed up having to drive miles completely out of their way, in order to either go home or shop.

Object - Church Cowley	I object as it will cause more traffic and other issues on our roads and streets.
Object - Church Cowley	For us and where we live, we can use Newman road to get out which is more busy now or go all though littlemore that way to blackbird leys to get to parents houses like if they are taking ill we want to use car to get there plus at night both are neatly and not in best of health. We also are finding traffic build up is worth round rest of area like Newman road rose hill church Cowley road Oxford road are more busy as well as ring road. Roads that are block we seem motorbikes scooters racing in them just used roads still plus people on bikes with no lights on now it dark and going fast. Only thing it done is stop cars as roads not safe when you got bikes etc going fast in them and makings roads that not blocked more busy we feel sorry for the people who roads are more busy as one lady we know said to us she can't open front windows because of traffic and noise.
Object - Church Cowley	Causing a lot of unnecessary well-being and mental health concerns in regard to us all
Object - Church Cowley	All these schemes make moving round Oxford extremely difficult. Pushing more traffic into other roads making them more polluted and congested than they need to be. Who ever thought this was a good idea obviously doesn't live or work in these areas because all it has done is cause Chaos in over areas of the city.
Object - Church Cowley	Difficult to commute with so many roads closed, access is very poor, worried about the amount of crime going on, every time there's road works your stuck. Buses and lorries using Newman road make it dangerous now. Mopeds use it like a race circuit. Cut off, pollution going up in other areas as well as congestion (takes longer to get home).
Object - Church Cowley	I live on Church hill rd/Church Cowley rd... since the start of the scheme the traffic has increased considerably on Church Cowley rd...at peak times there is stationary traffic in both directions outside our garden, it almost makes it a no go area with constant noise and traffic fumes.... also crossing Church Cowley rd has become much more dangerous (please consider pedestrian crossings of some sort) All very nice in Church Hill rd.. Westbury Cres etc... BUT the traffic has increased to a horrendous level in Church Cowley rd.... at weekends especially the noise and pollution from stationary and slow moving vehicles is unbearable...We are hoping this will eventually decrease but have our reservations! PS..the temporary LTN road signs tend to spend most of the time lying face down in the road
Object - Church Cowley	The intention is to reduce traffic and encourage people to use transport other than cars - To get to Temple Cowley retail park I have to drive further - this is not a journey I would do in anything other than a car - so the traffic and journey time is increased - on Iffley Road and the traffic queuing onto the littlemore roundabout is increased. The LTN's should be at certain times only - e.g. in the morning and afternoon - there is no need for them to be in place at night when traffic is reduced. cyclists, and e-scooters should be permitted at all times.
Object - Church Cowley	Church Cowley road is now almost constantly backed up and busy. Also, roadside parking (resident or other is almost impossible and requires assertive driving to ensure following cars do not prevent parallel parking).
Object - Church Cowley	The LTN has taken traffic off roads that were already fairly quiet and made them even quieter while drastically increasing the traffic congestion, noise and air pollution in roads such as mine. I know the aim is to discourage driving and reduce traffic overall but the vehicles using Church Cowley Road seem not to be unnecessary traffic but a lot of delivery vehicles, taxis, etc. or people who will just continue driving because no alternative e.g. things to carry, disabilities etc. I am disappointed at lack of monitoring as there was no monitoring pre-implementation for comparison and also even now it is too early to see full impact as bus gates in Cornwallis Rd and Bartholomew Rd not yet operational so traffic still using those routes. Once they aren't there will be even more in my road.
Object - Church Cowley	More traffic has been moved onto other roads.
Object - Church Cowley	My elderly mother has COPD and to take her to the shops or GP surgery means taking a much longer route to pick up and take home. This adds more pollution and time. Public transport doesn't get close enough or run frequently enough. I'm also concerned if emergency vehicles needed access

Object - Church Cowley	I feel that Littlemore Road is a main road leading to the bypass and should be accessible. Because of this closure there is only one way in and out of my road thus leading me to sit in long traffic queues along Church Cowley Road which is only going to get worse with the run up to Christmas with people visiting The John Allen Centre.
Object - Church Cowley	For me to get to my SEN pupils It now takes me double the time & double the petrol, it is having a direct impact on my business as I cannot teach as many children (I'm having to add the extra travelling time). It is inconvenient & frustrating for all involved. I am trying to help improve children's lives so that in some cases they can be reintegrated into school. I feel that these LTNs are making that much more difficult as I can't teach as often as I'd like to.
Object - Church Cowley	too much traffic due to LTNs. now all traffic goes through Church cowley road, our children also have the right to be without population and without traffic or noise
Object - Church Cowley	I have to care for 2 elderly people and these LTNs make what was a short journey into a long journey (time wise). Littlemore Road should NEVER be closed as it's a main route to and from the ring road. This journey used to take 40 Seconds in a car, but can now take over 20 minutes due to the long queues on Church Cowley Road and Between Towns Road. The traffic lights at this junction has insufficient filters, which makes it DANGEROUS turning right from Crowell Road into Between Towns Road and turning right from Church Cowley Road into Crowell Road. I always used to avoid these traffic lights due to the congestion and dangers of this junction. Bartholomew Road should NOT have an LTN either, as this is also a main route. Parking along Church Cowley Road needs to be stopped due to the extra traffic.
Object - Church Cowley	Only one way in to where I live, should a problem occur I will be stuck in traffic. More emissions due to longer queues to get on to main roads which are now very busy. Planters are full of weeds and are unsightly as well as inconvenient. Emergency vehicles are held up and have to re-route. More fuel consumption for travel, especially were held up. Takes longer to get anywhere. Overall, badly thought out.
Object - Church Cowley	It's displacing traffic across Oxford, takes far longer to get from a to b destinations. The increased traffic is flowing over to Rose hill outside my house causing heavy congestion and pollution. I do not see any positive impact of this trial
Object - Church Cowley	Objecting due to our customers and delivery drivers having to use various roads around Oxford
Object - Church Cowley	Generally increased traffic congestion on Cowley/London Road during peak hours (themselves extended) and chaos when any roadworks/accidents/other disruptions in Cowley take place. Increased pollution on Between Towns Road and a generally unpleasant experience as a cyclist or pedestrian on the Cowley Road/Between Towns Road
Object - Church Cowley	This has created a situation which is causing elderly and disabled people difficulty in making journeys. This is preventing people from easily accessing parts of their local area.
Object - Church Cowley	3 out of 4 exits from my house have been closed
Object - Church Cowley	Just doesn't work. Impractical
Object - Church Cowley	Collecting grandchildren from school now takes twice as long as before LTN and moving anywhere within east Oxford involves long queues whether using Hollow Way and Cowley Road or travelling around the ring road towards Rose Hill.
Object - Church Cowley	The barrier at Littlemore Road / Cromwell Road is absolutely ridiculous. It just diverts traffic to other areas it doesn't actually stop/help with emissions! It leaves Long Lane constantly congested and with the ridiculous addition of a cycle gate at the top of this road it's even more stressful and may I add from what I've seen this is very rarely used by cyclists anyway.

Object - Church Cowley	<p>It's making me very stressed about being cut off from Cowley</p> <p>I have to drive down Newman Road now to get to the ring road to go to work. The first 30 seconds of my journey are very scary, and I have already been nearly hit by another vehicle. When I turn left at the top of Addison Drive and drive down to the mini roundabout there is a sign in the middle of the road on the opposite side about the road being closed. Vehicles cannot see it until they turn the corner and then abruptly turn to avoid it making them cross onto the wrong side of the road. If there is a vehicle travelling on the opposite side, as I was, you risk being crashed into.</p> <p>Also when you get to the end of Newman Road the traffic calming measure there is causing bottle necks.</p> <p>I used to go down Littlemore Road and past the centre to get to my sister who lives in the Grates and my father who lives in Horspath Road. Obviously, I am referring to journeys where I need to travel with them in the car. The LTN in Littlemore Road has made this impossible so now journey is very stressful.</p> <p>The LTN were supposed to make residents lives more pleasant but I feel really stressed by my now much longer and difficult journeys.</p>
Object - Church Cowley	<p>Only one way in and out stuck traffic half my day trying to get in and out and half my day going round Oxford before these LTN was 15 to 20 minutes go around Oxford</p>
Object - Church Cowley	<p>You have divided littlemore from Cowley we have longer journey and stuck in traffic cause to pollution and more petrol we have to plan time to get anywhere as we are always stuck in traffic everywhere in oxford it is one of the worst areas now</p>
Object - Church Cowley	<p>Takes longer to travel anywhere in the area. I commute out of the area for work and now have no alternative routes to get home if the ring road is busy, have to sit in the traffic. Few months back there was traffic incident and police had blocked off junction into Newman Road so could not get home. I walk whenever it is convenient to me to do so but the reality is that car travel is required. One question is doing the person who made the decision to trial LTN's actually live in any of these areas.</p> <p>Chicane at Newman Rd junction also is not helping with traffic flow</p>
Object - Church Cowley	<p>I object to all of the areas, but I'm only allowed to object to one!! Why?!! By closing the roads to cars mean I am sat in a traffic jam on a road I probably wouldn't be on if I had another way to get to my next appointment. It costs me more money in fuel and late for appointments because I'm stuck in a traffic jam and that's before you take into account any road works!! The people who live on the roads with all the traffic jams must hate it as the fumes can't be doing them any good and business who are on roads that have no through traffic are losing a lot of money!! The sooner this stupid idea is stopped the better things will be. 1000 cars will produce the same amount of emissions so you're just putting it into certain areas and not helping anyone trying to get on with their normal life. Perhaps the money would be better spent on catching cycles/illegal scooter riders etc instead of spending the money on roadblocks etc which aren't even voted for by the public!! You should send a recorded letter to everyone in Oxford to get a proper view as trying to get on these council sites and the way they are worded is a nightmare so most people will give up unless they have an agenda they want!!! So much for democracy!! I would love to hear your views on my comment.</p>
Object - Church Cowley	<p>We are trapped. There is only one way in and one way out. Newman road was already an appalling design. Now we have no choice but to go that way. It is an accident waiting to happen. It is now easier for me to go Heyford Hill Sainsbury's than my local shops which are much closer. You are killing local business. My family visit each other less because the journey is now three times further than it was, sitting in traffic jams the whole time. When I went to get vaccinated it took me twice as long as I can no longer go directly to blackbird leys. this is MY local community, and you are breaking us up, herding us like sheep and soon you will start your revenue making fines. Your actions are immoral. I have not spoken to anyone who is less than furious about this scheme. Give us our freedom back and let us go about our business in peace.</p>

Object - Church Cowley	Closure of the roads is resulting in horrendous traffic jams...Newman Road in particular...now positively dangerous. More fuel used trips are longer, busier roads leading to more pollution given trips are longer. Main roads more dangerous to cross by foot or vehicle.... Littlemore isolated from Cowley. elderly can't hop on scooters or bikes to shop. some can't even get on a bus...causing isolation.... Needs to be removed
Object - Church Cowley	Firstly I would of been happier if I could chose all 3 objections on l t n I totally disagree with this new l t n law because it made a lot more traffic jams i don't see any less traffic anywhere it's made our life's hard dropping kids to school is a mission doing simple shop has become a hard chore having a bizzy life with 5 kids there is always somewhere someone need to go like hospital doctors dentist clubs an always getting late because of this new l t n traffic please to ease everyone's life remove these good for nothing l t n and we can all feel somewhat normality in our lives and not feel so bad always when stuck in traffic for no reason Thank you
Object - Church Cowley	It's not good for local traffic
Object - Church Cowley	More traffic Less parking Congestion No benefit to having LTN
Object - Church Cowley	The LTNs in practice are causing me to drive many additional miles and spend more time in the car. These are journeys that I have to do!
Object - Church Cowley	Makes more traffic and will be more pollution within them areas!
Object - Church Cowley	The scheme is not working and is causing gridlock across the city
Object - Church Cowley	I am a busy grandmother doing the school run for two families and two different schools and closing Crowell Rd and Bartholomew Rd is ridiculous. Traffic is terrible and trying to get from Cowley to Bodley Rd and then back to Headington is a nightmare. Surely one of these roads should be open for Littlemore. I also feel very sorry for anyone living in Newman Rd which is the only way to get out.
Object - Church Cowley	Traffic got a lot worse on the main roads. It's only getting worse.
Object - Church Cowley	Main road I use to care for my mother
Object - Church Cowley	Blocking access to Cowley centre
Object - Church Cowley	Causing traffic on main roads. Unnecessary, money wasting and not helping environment.
Object - Church Cowley	These LTNs create way more traffic and with that more pollution. Please remove them as soon as possible.
Object - Church Cowley	Too much traffic on the main roads
Object - Church Cowley	Traffic in the main roads has increased dramatically since the LTNs have been implemented. Any journey through these areas has to go through Newman road causing huge travel congestion.
Object - Church Cowley	It has increased traffic and congestion onto the main roads left open and has increased traffic noise pollution on these roads. 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. I think a better approach is to make people more aware of not automatically getting in the car fir short journeys and to make public transport cheaper, more reliable . Also, what happened to the idea of opening up the train line between cowley, Littlemore and Oxford surely this would help with shorter journeys into the city.
Object - Church Cowley	Very busy traffic and lots of congestion/ pollution
Object - Church Cowley	Object ... 3 out of 4 exits of mine closed

Object - Church Cowley	Local residents are not rat runners! Since the LTNs, the only way to get from my address onto the ring road is to go down to Templars Square, where we almost always have to sit idling at the traffic lights. (Traffic there will be much worse in the run up to Christmas - it always is.) Then, left onto Church Cowley road where we idle at the traffic lights onto Rose Hill. There are then two more pedestrian crossings on Rose Hill where we often have to wait, pumping out more fumes. Also, the increased volume of traffic has put me off walking my dog to Florence Park. Church Cowley road is always so busy it's really difficult to cross at most times of the day and I really feel as though I'm breathing in a lot of air pollution walking along that road now, whereas it used to be quite a pleasant walk to the park. Forcing people to drive these congested routes seems to have increased air pollution in those areas. I've lived on Gaisford Road for 10 years and never felt it was being used as a rat run. The only dangerous road, in my opinion was Bartholomew road.
Object - Church Cowley	Appalling traffic issues, especially slow and exceptionally dangerous exit from Newman road. Increased commute time. Dissuasion from heading into Oxford/Templars square for any reason by any method
Object - Church Cowley	Have to queue to get out or into my road as now only one entrance, meaning much more congestion and time which causes more pollution. Only way to elderly parents is through Newman Road which is dangerous and congested. Have to queue to take elderly relative hot food. Now too dangerous to cycle along Church Cowley Road and Iffley Road, so no longer use bike.
Object - Church Cowley	It's caused More traffic down my road plus I can't use the co-op as I'm not allowed to drive up Bartholomew Road, Even thigh I'm a disabled driver
Object - Church Cowley	The LTNs are causing a build-up of traffic on local roads. Increased Pollution.
Object - Church Cowley	It's affecting my business and It is causing me a great inconvenience due to the closures of the roads.
Object - Church Cowley	This is not right as will be difficult to shop at cowley road plus BUISNESS will be ruined
Object - Church Cowley	'-
Object - Church Cowley	One entrance to church cowley area via Newman road is ludicrous. The congestion in the narrowing of the road and getting out onto rose hill is causing accidents all the time and dangerous. The cowley centre planters should be removed to allow access in and out of the area. There are too many residents who use Newman road so it can't handle the volume.
Object - Church Cowley	3 out of 4 exits out of my road are now blocked. The traffic this is causing is AWFUL. These need to be removed.
Object - Church Cowley	Shopping will be difficult I use for shopping at cowley rd
Object - Church Cowley	This has extended a previously 7 minute school drop off to 15-20 minutes. That has to be terrible for air pollution/carbon emissions.
Object - Church Cowley	Getting to and from my house
Object - Church Cowley	These LTN's are not reducing traffic just causing worse traffic and dangerous roads elsewhere.
Object - Church Cowley	As a resident of Rahere Road the LTN's have made it impossible for me to get to Cowley Centre and my doctors without having to go via Newman Road and take a dangerous turn right. I cannot walk well and have health issues so walking and cycling is not an option. Bartholomew road should be a school gate or residents only. The Co-op LTN should be removed to all free access to Cowley centre car parks so the businesses there can once again thrive.
Object - Church Cowley	Cut off from vital services causing isolation, increased traffic and pollution in Littlemore, constant queues in Newman Road and on Cowley Road through narrow village.
Object - Church Cowley	My business has been affected by over 40% reductions in sales.
Object - Church Cowley	Simple travel has become virtually impossible without adding fuel costs and pollution. Increased travel times and pollution pushed to other residents and traffic jams. Also, my husband has a underlying heath problem and is unable to walk long distances and will not be getting on a bicycle any time soon. I STRONGLY OBJECT TO THE LTNS

Object - Church Cowley	<p>I strongly object to this scheme as the impact it has had on my family's daily lives has been awful, I have a lung disorder & had to isolate at the start of the pandemic, a prisoner in my home for over six months, it was hell! My son was doing our weekly shop & errands, never saw any other family for six months.</p> <p>When we finally came out of lock down, I could not believe what the council had done with these LTNs.</p> <p>Daily travel became a nightmare, a simple trip to the shopping centre turned into a nightmare journey, sitting in traffic for ages & taking your life in your hands crossing the Rosehill junction. This has worsened with people gradually returning to work & more traffic.</p> <p>My health condition has definitely worsened through lock down, with the lack of exercise but, the isolation caused by the LTN scheme for us is far worse! The only person that helped us through lockdown was my son who now says if we go into another, he will not have the time to help us due to the LTN scheme.</p>
Object - Church Cowley	Traffic builds up on all routes I need to take to now get to work because I can't go straight through where ltns now are. Ridiculous idea!
Object - Church Cowley	I do not support the Cowley LTN as it has completely closed on the Littlemore community. We have been left with no option to use Newman road as our main route, which is a busy and unsafe junction to come out of. It was suggested the LTN's were going to close off rat runs, however Oxford road and Bartholomew road are not rat runs and in fact main roads which connect the community of littlemore. My families journey times are longer, and the roads are busier, therefore I cannot see how the LTN's are having any positive impact on the environment. Walking and cycling are not options for everyone and for residents who rely on cars for their daily commutes are having their concerns ignored. This is unfair and something needs to be done to create more of a balance for the Cowley LTN's.
Object - Church Cowley	I object to LTNs, especially in the Church Cowley are. The Oxford road LTN is understandable, but the others cut off large parts of the community. The pollution they try to reduce is being moved elsewhere to busier roads, such as Newman road and Barnes road.
Object - Church Cowley	Traffic is displaced and Newman road has become a dangerous bottleneck. The ambulance for our daughter was delayed there. The junction is constantly backed up and causing dangerous entries and exits at the junction to Rose Hill. I have witnessed several near misses there as everyone battles the same junction. It has not reduced traffic, just displaced it and it is a serious accident waiting to happen.
Object - Church Cowley	Our business vehicles take up to a half hour to an hour, depending on how heavy traffic is, to get back to yard to load and unload. This makes our drivers late every time when trying to get home.
Object - Church Cowley	I can't turn right out of my road when it's busy in Church Cowley Rd. Saturday is a terrible day and Lidl opening soon will make the volume worse. People are walking on the road in my road and it's not a cul de sac, it's a road that residents use, internet shopping traffic use and motor bike delivery drivers use as a short cut. So it's an accident waiting to happen.
Object - Church Cowley	it is VEERY INCONVENANT
Object - Church Cowley	It's making our life hell as we are getting late to school everyday emergency services can't get through too much traffic around Cowley centre
Object - Church Cowley	As elderly people the LTN have made getting to Cowley Centre or to the Barbers shop for my disabled husband very difficult. You have just diverted the problem of noise and pollution to other areas. I do not know one person who thinks they are a good idea. Blocking Cowley Road Littlemore to Cowley Centre is costing us more in petrol and taking longer in the car. You are actually increasing pollution. The delays caused by drivers using less routes creates a traffic build up and INCREASES pollution for those living on the main routes
Object - Church Cowley	<p>Because it takes 10 times as long, using ten times the amount of fuel producing ten times the amount of pollution whenever we make local journeys for health reasons, doctor etc. I wonder whoever thought this up was paid by an oil company. It has the opposite effect that we want.</p> <p>In any case I've paid for the roads and expect to be able to use them or have a good percentage of that tax refunded as compensation.</p> <p>The whole issue has been handled in too high handed a way. You can only govern by consent. This will cost you my votes until these barriers are removed.</p>

Object - Church Cowley	Lengthen journey times, cause extra displaced traffic on arterial roads, and also increase pollution there. Cut people off from family and friends.
Object - Church Cowley	Just pushes the congestion into other areas; no one is walking or cycling where the LTN's are in place
Object - Church Cowley	Strain on travelling to and from work and also getting to other schools to collect children
Object - Church Cowley	Extremely inconvenient. Difficult to get to medical health centre without far greater journey.
Object - Church Cowley	All traffic is being pushed onto the Ring road and Emergency Services are taking much longer to reach their destination.
Object - Church Cowley	strongly object to all 3LTNs
Object - Church Cowley	the LTN in Bartholomew Road means that as a disabled driver the 0.25 mile return trip to my nearest store has now become 2.5 miles return trip. Thus, producing 10 times increase in pollution, fuel costs and all associated issues. including traffic increase etc.
Object - Church Cowley	Traffic diverted where more congestion and pollution are created
Object - Church Cowley	The LTNs have significantly increased traffic on the ring road and main roads resulting in a large increase in my commute to local hospital where I work as a nurse. I bike when possible but have safety concerns around this in the dark winter months as I have previously been attacked on a cycle route. Whilst driving I have seen an increase in driver aggression due to prolonged queues which at times has been frightening. I am also concerned about increased emissions as a result of longer queues on main roads. Local hospitals already struggling to recruit, and I have heard staff are thinking of leaving due to increased time to commute.
Object - Church Cowley	Divided community cut off from shops, banks, dentists, opticians. Cars ignore speed limits more than ever. Created long unnecessary journeys causing traffic jams, pollution. No increase in use by cyclists or pedestrians. On a lesser note, planters are an untidy eyesore in the streets.
Object - Church Cowley	Affecting bus services, in-laws unable to leave home in the car because of traffic. Frustrated drivers affect how they treat cyclists. Longer car journeys, more pollution.
Object - Church Cowley	LTN lowers air quality, harms businesses and causes traffic jams
Object - Church Cowley	The LTNs have completely cut myself and my family off from Cowley and meant my morning commute to work in Headington working for the OUH has now grown from around 10-15 minutes to up to over an hour in mornings and evenings. Most of this is spent stuck in traffic which, as a City which is claiming to be trying to reduce pollution, completely negates the point of the LTNs. It feels as though the Council are punishing those who work and live within the city. There are some of the rat-runs which did need to be closed off, for example Beauchamp Lane, however main routes such as Bartholomew Road and Crowell Road have completely shut off the whole of Littlemore from the rest of the city and pushed all the traffic out on to the bypass. Newman Road is diabolical, and I feel sorry for the residents who live on and around that road.
Object - Church Cowley	Absolute nightmare to get anywhere
Object - Church Cowley	Littlemore is now cut off from Cowley. Traffic is forced on to other routes causing congestion and increased pollution. It's a disaster.
Object - Church Cowley	Living in Herschel Crescent I have to drive further to get to Cowley, Cowley Centre and Blackbird Leys. I have to drive to the junction of Newman Road with Rose Hill which gets gridlocked and is a dangerous junction. PLEASE HELP by removing the LTRs
Object - Church Cowley	It's causing problems for us as we have to travel longer
Object - Church Cowley	This LTN scheme has NEGATIVELY affected my whole family by creating more traffic on the main roads that our whole family use to travel to work every day. We are stuck in traffic every single day and it takes us 30 minutes longer to get to work. On the whole, the traffic situation is even worse than it was before you decided to introduce this senseless LTN scheme. You have not solved any problems but made them worse.
Object - Church Cowley	Decisive, unnecessary. simply diverts traffic to adjacent road and creates more congestion there

Object - Church Cowley	It's a nightmare getting anywhere without hitting traffic. It's just pushed traffic elsewhere. I couldn't get anywhere fast in an emergency
Object - Church Cowley	I do not agree with the cutting off of Littlemore from Cowley Centre. If you do close Bartholomew Road with a camera you must open the main road between Littlemore and Cowley by removing LTN just past the Co-Op shop.
Object - Church Cowley	A clear strategic plan is needed to reduce car use/carbon at the same time as making access across the city easier and better for residents. All residents need to be listened to and got on side not just residents who already live within walking distance of town. The LTNs are a piecemeal initiative that has not given proper consideration to improving travel for those who live outside them. It seems that there is no consideration of the impact of the road closures on people from B Leys and other estates on the outside of the city who have to travel via LTN areas to work including getting to the city centre. Buses are very slow and take too long for me to use and there are no safe separate cycle tracks to take BLeys residents off the estate let alone to town. There is more congestion in Church Cowley and Iffley Roads which are my usual car route since I can no longer use Cricket Rd to get to Hurst St. Cowley Rd is also congested. There is also more congestion around Hollow Way and Between Towns Rd. I travel to Hurst St to work but now avoid leaving the estate as much as possible because of the traffic. I see little point in trying to go to the City Centre because it's slow and expensive to get/be there. It's not so bad for me because I'm older. Young people and families need affordable easy access from B Leys to all parts of the City via public transport. Without significant changes being made following this consultation the LTNs prohibit this.
Object - Church Cowley	They cause a lot more traffic in other areas, longer journeys which in return causes more pollution.
Object - Church Cowley	I have noticed that traffic has increased in both Dodgson Road and Barnes Lane since the LTN was introduced. It has not solved the problem with the school run for the school in Bartholomew Road, in fact it is now worse as traffic that used to park all down Liddell Road now parks on the double yellow lines at the Bartholomew Road end. Would it be possible for the bus gate in Bartholomew Road to allow resident's vehicles to pass through or only be operational during school times. Traffic was only a problem on this road due to the school run. This has not decreased traffic in our area or made any difference to parking. If anything, traffic has increased in our area. I support the proposal to make Bartholomew Road and school street as this would prevent people from outside the area using this during school times but allow local residents access. The current situation cuts us off from accessing our street from the ring road when returning from all direction except east. We would usually use the Littlemore roundabout for this but the bus gate in Bartholomew Road would prevent this happening.
Object - Church Cowley	Since the LTN has been introduced traffic has increased in front of our house, there are more tailbacks, and the air quality has suffered greatly. Whilst I am generally in favour of traffic reduction, I feel that this has had the opposite effect here as we are a relatively main road. I would hate for Church Cowley Road to become a main road, as I have enjoyed its relative quiet in the period before the LTNs were introduced. This is not something I can enjoy currently as it is usually full of cars waiting for the lights to change.
Object - Church Cowley	Traffic at our end of Liddell Road has become worse since the LTN barriers were installed. Delivery vehicles often park outside our house to deliver to the rest of the road. There are many more vehicles using the Dodgson/Liddell Roads junction as a turning-point. School-run congestion is as bad as ever. The Bartholomew Road bus gate makes it much more difficult to reach our house from the ring road (e.g. when returning from Sainsburys), forcing a much longer journey on busier roads. I would support an alternative proposal to turn Bartholomew Road into a School Road.

Object - Church Cowley	<p>as a elderly resident of over 80 and stuck in the middle of these ltns around church cowley, I rely on my car to be able to go shopping and the doctors it is taking me 20 mins longer to reach cowley centre. for me to get to cowley I now have to go up to Newman road and turning right towards cowley It is extremely dangerous with the amount of traffic from the ring road and cars turning into Newman road the road narrowing scheme at the top of this road does not help. The amount of traffic on Newman road, Rosehill and church cowley road is horrendous at any time of day and for the residents on these roads the air quality and pollution have must have increased. All this seems to have done is divert traffic on to these roads not decreasing traffic as its meant to. I have lived in rahere road for over 60 years and these last 6 months i have seen more traffic using this road and doing more than 20 miles an hour, I never received any of the original correspondence which is very disappointing. My biggest issue with these LTNS is the one in Littlemore road this road was never very busy and has taken away the best route for elderly, disabled and car reliant residents to access local shops, doctors etc, unfortunately not all of us are able to cycle, walk, or even manage the short walk to the bus stop. I don't think that the residents who are either disabled, infirm or just elderly were taken into account when these proposals were undertaken. I would like to see the one in Littlemore road removed.</p>
Object - Church Cowley	<p>The LTNs have divided the community. They have moved the traffic to other areas. They have made my journeys twice as long on busier more dangerous roads While other areas now have. Empty roads The few roads that have been left open are far busier. And far more dangerous</p>
Object - Church Cowley	<p>The LTNs have divided Littlemore from Cowley I am cut off from my Doctor in temple Cowley. The dentist in Cowley. And the shops I am unable to make a direct journey to my daughter's house in Broadfields All of our journeys have more than doubled in time and the roads that are left open are busier and far more dangerous I have to cross the busy bypass travel via Iffley just to get back into Littlemore!! Thus, cannot be a good idea. The ltn have made the roads far worse with journeys longer and the roads busier. At rush house the open roads are at a standstill</p> <p>Crowell Hill Littlemore road should be opened This is a main road. Not a rat road. This road should be open</p>
Object - Church Cowley	<p>Creating nightmare traffic jams, which also makes cycling dangerous, increased pollution because of jams. Lack of foresight regarding getting people out of cars. Buses take considerably longer because of the rerouting causing James and no new provision for cycling. It also means emergency services take long to arrive because of jams and blocked roads. I agree we need some LTNs but a little more thought on how it effects locals really needed to be considered, rather than just block so many routes at the same time.</p>

Object - Church Cowley	<p>In my opinion this fails at every level. Laudable as it is to try and reduce car usage for local journeys. Environmentally this is just rearranging the deckchairs on the titanic. 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. possibly catching queues on the church Cowley/In between towns road and more recently queues to the ring road roundabout going up past Newman Road turn off up and over Rose hill. Previously I could choose to proceed down Bartholomew Road. I notice the failure to enforce the bus "gate/camera" has resulted in a speed increase of the vehicles using Bartholomew Road. It appears as they know they are already doing wrong by using the "gate" they are also no longer heeding the speed limit past the school. There will also be a significant proportion of people in each divided area doing the same and having to circumnavigate the LTN to get to their single entrance, where before they could simply come off the queues on the larger roads at the nearest convenient opportunity. There has been no mitigation for the Disabled and vulnerable. While on low incomes they are now expected to travel longer in their cars, and it is expected their visitors to do likewise. It's essentially just an increase in their cost of living that for many is already close to the wire, and no additional support from the LTN scheme to them to mitigate this. Despite various reassurances that emergency services have been consulted and have all the information about where the filters have been placed the amount of their vehicles turning round clearly shows they did not have and continue to not have that information. It appears what little to no actual consultation they had was based on the collection of existing general statements and not active current attempts to engage them over the then proposed LTN filters and their effects. The lack of enforcement at the Bartholomew Road filter also has meant there has been a failure in stopping the allegedly undesirable East to West and vice versa through traffic. Gritting my teeth and keeping to the longer routes when driving home to only then see non bus & taxi traffic speeding along the road ignoring the filter is maddening when I'm out walking to friends / play areas with my child. Pushing traffic from through the LTN to roads that ring it is unjust. People on already busy roads get to suffer more direct and intense air pollution and a reduction in air quality while those more central to the LTN have allegedly better air quality. When there was no proven issue with that air quality. With the increased time and length of vehicle journeys caused by this LTN the overall emitted pollution will have increased but initially displaced still has to drift at points back into the LTN negating the benefit to all but those perhaps right near the middle of the LTN. In short, the LTN creates more pollution than it might remove. The timing is also as bad as it can be. People are loath to cram into public transport during a pandemic. Some simply can't take the risk and you should not be expecting them to. More public transport alongside such a scheme might have been helpful in more non-covid times. but none has arrived as part of the scheme. No additional devices to help those less able to shop more local have been part such a scheme (personal shopping trolleys for example). An extension/adoption of the "Pick Me Up" point to point bus service that stopped might have been useful. The Newman Road junction and associated Pinch-Point/Chicane which seems to be designed to be as awful as possible to Motorists, Cyclists and Pedestrians has just doubled its lethality since the LTN trial went in. I assumed it was an attempt to discourage the use of Newman Road but the LTN has made its use essentially mandatory for a large portion of residents of the LTN trial. Sooner or later a right turn out from it is going to go wrong with someone coming hot off the roundabout and I find it likely to be fatal. Also coming off the ring road roundabout to turn right into Newman Road is now very dangerous: In my experience Every other day I see a vehicle coming south has come round the rest of the queue and has crossed into the northbound lane (that turns right into Newman Road) either partially or fully. It is only a matter of time before that becomes a head on collision.</p>
Object - Church Cowley	<p>The traffic this has created on other routes and roads is a nightmare. People are sat in cars for longer, so this is not a greener approach in my opinion. You can't get access to what are main routes. It is clogging up traffic on other roads which for some reason seems to be ok. I have a job and a child to get to school which I am penalised for because I don't have the option of walking or riding a bike.</p>

Object - Church Cowley	Whilst I don't live in any of the areas, I love just on the out skirts of the cowley and Florence park ones. The amount of traffic that is constantly outside my house is simply not ok. All these closures have done is increase the amount of traffic and fumes that the people here have to live and deal with
Object - Church Cowley	This is a school run area and has created absolute chaos. Traffic is a complete nightmare. The roads are to be driven on.
Object - Church Cowley	Far too much congestion and fumes for the people where the traffic has been moved
Object - Church Cowley	Once cameras are installed in Bartholomew Road, Newman Road will be the only way to exit this area. This causes more traffic jams particularly because of the chicane at the top of the road. This means more cars idling, contributing to pollution. Local Journeys now take 10-15 minutes longer, depending on density of traffic. For example, taking my 94 year old mother to church in Beauchamp Lane can now take up to 15 minutes instead of the 2-3 minutes it took before.
Object - Church Cowley	To close Littlemore Road Crowell road Bartholomew Road is giving residents much longer journeys, Although you have made traffic reduce a little in these areas it has increased in Newman Road Rose Hill Between Towns Road & Church Cowley Road. Liddell Road where I live wasn't a rat run but on the closure of the Littlemore Road would have become a rat run. Sat Navs haven't been updated & we still get a lot of vehicles come down the road each day & find they can't get through. No proper survey was done on where the traffic came from before implementing this scheme. Bartholomew Road could have been improved just by putting a pelican or Zebra crossing by the school. Also have the speed check signs which show the speed of the vehicle.
Object - Church Cowley	Makes journeys much longer. More car time more pollution. Harder for the elderly and disabled in my area. Horrendous traffic on main roads near us.
Object - Church Cowley	Causing unnecessary extra mileage and time spent going to destinations that I have to go to. This leads to additional pollution
Object - Church Cowley	Church Cowley Road is constantly in grid lock. Pollution is high and we can't even cycle safely on our road anymore.
Object - Church Cowley	they do not take into account disabled drivers needs
Object - Church Cowley	The LTNs within Oxford take no account of the mobility needs of older people who use a car to get around. Both I and my husband are in our 80s and require a car to take us to community activities and to get shopping or attend medical appointments. I strongly object to both the existing LTN restrictions within Oxford and the planned 'St Mary's' extension between Cowley road and Iffley road on the grounds that they discriminate against less able bodied people who cannot just walk or cycle instead. Detering and frustrating older drivers will cause social isolation as they put off visiting people or places also.
Object - Church Cowley	Objecting because we are road users. The LTNs have caused extreme traffic conditions which are not green, more fuel, longer car journeys, sat in traffic with fumes being displaced - who is this beneficial to? No thought or consideration given to those who live i.e. in Church Cowley Road that now have constant queues and fumes outside their homes. I am not a rat runner, I am a road user.
Object - Church Cowley	Negative impact on my drive to work which is not within cycling distance and inaccessible by public transport. Negative impact on accessibility of several areas by emergency vehicles like fire fighters or ambulances.
Object - Church Cowley	The scheme only moves the traffic onto neighbouring roads, causing gridlock, increased pollution and longer journey times.
Object - Church Cowley	Three of the four roads from our house are blocked off and a causing unnecessary time and money (in fuel) to do necessary journeys. For example, to get to one end of our road (Bartholomew) is now 1.8 miles each way (and can take up to 30mins). The single exit road we have (Newman Road) is a nightmare and quite dangerous at the junction. I already cycle whenever I can but there are many journeys I need the car and the LTM make my life very difficult.

Object - Church Cowley	<p>It has been utter chaos since these have been implemented.</p> <p>There is now one route out where I live & that is on Newman rd. This is now dangerous & gets really congested. A trip that took me a few minutes to Cowley centre now takes me three times that which uses more fuel & creates more pollution.</p> <p>Cars are now parked on church Cowley rd both sides & you cannot even access the path one side. If you are a wheelchair user, you would have to go into the road.</p> <p>It's gridlocked often around the area therefore causing more environmental damage & stress. I have lived in my house 20 years & there has never been an issue like this with traffic problems.</p> <p>We pay a huge amount of council tax & this makes things really difficult & stressful.</p>
Object - Church Cowley	Insignificant increase emissions, noise, and speeding traffic.
Object - Church Cowley	It is essential for some people to drive and not practical or possible to walk or cycle everywhere. The LTNs are forcing all traffic on to main roads Cowley and Iffley Rd and to the ring road. It is trebling travel times at best and causing gridlock on ring roads. It is totally unacceptable to expect commuters to spend 2hours getting from one side of Oxford to the other. In the 21st century we cannot create some ideal little haven where everyone walks cycles or scoots happily about in fresh air. This is not the world we live in and LTNs are preventing the people of Oxfordshire from getting on with their lives
Object - Church Cowley	<p>I am objecting as It's caused more traffic issues along church cowley road up to rose hill and between towns road countless delivery mopeds are ignoring the LTNs and driving through them causing the grates to have a build-up of traffic from people having to turn around and I haven't seen any more cyclists than normal if this is who it's meant to be benefiting in the long run and emergency services are having to keep turning around when they reach the LTNs.</p> <p>Littlemore road should never have had one installed it's a main road not a rat run!</p> <p>I am objecting the littlemore road LTN as this is the main road for us to get to the bypass and into Sandford. Crowell road is the only way out of our road now and has caused massive congestion onto church cowley road and between towns road which is already bad at rush hour times but now it's congested all throughout the day with more people going back to work everyone is driving for the winter there is barely any cyclist around this area actually utilising the LTNS and there hasn't been one single child playing in our street so using cyclist who pay nothing towards the roads and pedestrians who it makes no difference too more people own cars and instead of investing money into the infrastructure of our road system in Oxfordshire you are causing more pollution and congestion where it is not needed.</p>
Object - Church Cowley	Makes journeys longer, creates traffic jams
Object - Church Cowley	The ltn has separated Communities from the services that they access. It has increased congestion on the already congested main routes through Oxford. Wait times and standing traffic has increased considerably and this will increase pollution. The ltn has been badly thought out.
Object - Church Cowley	It's created congestion on other routes and increased the level of emissions. Those particular routes are actually more dangerous for cyclists now including pedestrians.

Object - Church Cowley	<p>The Cowley LTN are a nightmare and should be removed !!</p> <p>The area was a lot easier to navigate without them, the changes have actually increased the traffic flow in the areas then before as there are now less routes people can take.</p> <p>The school route I have to use is normally backed up by Cowley centre most days, which it never was before.</p> <p>As a mum of three walking is not always an option due to additional activities my children do as well as my work commitments. Going to see family in neighbouring streets would mean having to now spend more time in the car, travelling further to go round the corner just because the roads have been closed.</p> <p>Additional road works on the two main areas in and out of Littlemore which has lasted for weeks at a time made going out of the areas at certain times if the day impossible, where you would have to sit in traffic for over 40 min just to get to the roundabout.</p> <p>I have also noticed in the evenings certain areas have more moped speeding though the neighbourhoods and in areas where roads are blocked is has become a speedway because no additional traffic coming through those areas. Making it less safe to walk around these areas alone in the evening, particular now that it gets dark later.</p>
Object - Church Cowley	I'm objecting because now my car takes more fuel and facing more traffic and because of this usually late for work.
Object - Church Cowley	These proposals affect my access to specialist shopping facilities. As a carer I need to visit these places. My journey takes longer. General traffic on the arterial roads has been compromised.
Object - Church Cowley	The traffic in the area has got a lot worse during the introduction and has also created divisions between the areas stopping travel and access between them
Object - Church Cowley	<p>Increased traffic congestion on roads outside LTNs areas. The affected LTN local areas / roads are actually congested with traffic trying to get out onto even busier roads around, building up queues. LTNs forced affected residents to use only 'one way out' via very dangerous and busy junctions Newman Road / Westbury Crescent, without implementing any safeguards (traffic lights) failing public safety. Roads which became the 'main' roads around the LTNs were not improved or even looked at. Church Cowley Rd / Between Towns Road saw more cars parked by the curb (day and night) blocking pavements, as well as the road creating even more congestions by single line traffic. That is even more dangerous for cyclist! Not to mention not being able to walk down the pavement with a pram with cars being parked. Services became more expensive due to one way in to the affected LTN areas, such as taxi journey, delivery charges etc. The LTNs destabilise working family's everyday lives, having a schedule for nursery / work arrangements in place for AM/PM journeys - the LTNs mean more time must be allowed for travel, ultimately parents having to request working time changes with employees. Vehicles (drivers) pay less attention within the LTNs assuming it's quieter, not slowing down etc. County Council failed to implement the LTNs / bus gates in the areas as proposed and approved - but not introducing the ANPR on Bartholomew Road, where the filter became a great hazard and public safety concern, having the full knowledge that the road is being used by private vehicles at all times! Cyclists having to 'squeeze' in with cars not permitted to go through the gate.</p>
Object - Church Cowley	traffic has made my route to and from work/home very long. parking issues.
Object - Church Cowley	LTN Bartholomew Road is failure - cars still go through bus gate, it is too important a road to have this in. Make it a school road (closed 2 hours per day for safety of children). Other closures - I have seen motorbikes still go through the gaps. Council said they would remove if surrounding road congested by accident, but HOW if they are bolted down?

Object - Church Cowley	<p>Longer journeys increasing traffic & congestion in surrounding areas. LTN's have made Bartholomew Road more dangerous, especially when taking my children to school as cars are parked on double yellow lines, on pavement on the corner of Cholsey and Liddell road. They then have to 3-5 point turn when there are hundreds of people around the school. This should be policed, else why am I paying £65 to park in my own street? It seems that the only people who are punished are the locals who live in the LTN areas who need to access the surrounding areas the most. It seems policing this is not sustainable, therefore the idea is not going to work. The bus LTN is my major concern as the catchment area for Church Cowley School is on both sides of the LTN but can only be accessed by one side it. This renders it not fit for purpose as the alternative route is over a 2 mile drive to get to the school. If pollution was truly a concern, then this should really be taken into consideration.</p>
Object - Church Cowley	<p>Traffic situation will only get more worse as more and more people will end up on the main roads in their cars stuck for long periods of time in traffic. We have seen how bad the traffic has got in and around Oxford because of these LTNs. Some could have been maybe ok but there are just too many in the wrong areas, why not traffic humps?</p> <p>Below are listed the affects taking place because of the LTNs on the Oxford's roads.</p> <ul style="list-style-type: none"> * seen an increase in times stuck in traffic * traffic is more often now than it used to be usually. * fuel pollution has increased in Oxford especially in the City and near City and around like in Marston, London Road Headington, Oxpens Road which is a disaster at busy shopping times as the junction leading to the car park for Westgate Shopping Centre is also a disaster. Expect 30 to 40 minute delays here. High street is very bad especially late afternoons and early evenings. As using a taxi to get somewhere nearby by using Abingdon Road is a no, no, using the High Street is not much better. Maybe the most that can be saved time wise would be 7 to 8 minutes if not even that. * Banbury Road an increase in traffic in recent times. * seen more accidents occurring with cyclists and private hire taxis especially near the City Centre and the High Street. * food delivery drivers on mopeds ride like as if they are monkeys given mopeds and bikes to ride and the road belongs to them, especially moped, scooter drivers who like riding with their legs sticking out. * an increase in fast & dangerous driving and high temper, anger in people with vehicles. This just puts too much load on our emergency services especially the Police. <p>On the whole people from outside Oxford already say that Oxford is a congested city. They have names which they use to describe this great city like, Congested Oxford, No go city, Traffic City, Choca Block Oxford.</p>
Object - Church Cowley	<p>This adds considerable traffic to Between Towns Road and additional time to my work journey which would take 2 hours by public transport hence the need to drive.</p>
Object - Church Cowley	<p>My main objection is to the LTN on Littlemore Road which leads to Templars Square. The word Road means a thoroughfare and it is not a rat run. Our only exit from Bodley Road, is now via Newman Road which is usually heavily congested and leads on to a very busy and dangerous T junction. It takes us longer and we use much more petrol to get to our local shops and doctors and dentists, polluting the air more than ever. We have been residents in the area for many years and this is the worst infringement of our liberty. It is frankly an imbecilic decision and I do wonder whether the council is being run by people from the cyclist's lobby who seem to have the loudest voices. Demolish the LTNs.!</p>
Object - Church Cowley	<p>This idea has completely cut part of Littlemore in halve and caused chaotic traffic problems for a large section of the community, the hazards are enormous there is no benefits at all especially for the elderly and disabled who cannot walk or ride bikes, terrible idea just chokes other residential areas, one problem on the ring road and it will cause a complete standstill not been thought out properly .</p>
Object - Church Cowley	<p>It's pushed too much traffic onto the main roads, which are now more dangerous. Introducing LTNs won't lead to the reduction in motorised vehicles that you'd like as there are too many people who can't use buses, cycle, or walk as you'd like them to do. You will also push people away from supporting their local shops/businesses by making it difficult to get to them.</p>

Object - Church Cowley	Traffic has been displaced onto surrounding main roads causing more congestion, more pollution, longer journey times, more wasteful fuel use
Object - Church Cowley	Funnelling more traffic on to less roads causing chaos. raising emissions on these roads and longer travelling times totally defeating the purpose. it is a back doorway of increasing traffic on certain roads so that green or congestion charges will be introduced. it must also affect emergency services badly. the councillors come looking for support and votes the bend over backwards to find ways to make life more difficult and ways to take money from us,
Object - Church Cowley	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	It now takes up to half hour to an hour to get to Templars square or to the doctors. The traffic through Sandford is now awful what with all the lorries to the building sites and extra cars due to ltns. I can understand side roads being cut off but to cut both accesses (Beauchamp and Bartholomew) is madness.
Object - Church Cowley	I originally raised concerns around the LTN's, they have created congestion and longer journeys by forcing locals onto the main roads. This has made all my essential journeys more difficult, especially the ones I have no option but to use a car for. I also feel that it unfairly disadvantages disabled people or Young families who rely on the use of a car to get around by making their journeys so difficult that they will not leave the house at certain times. The LTN's are too heavily biased toward cyclists, not everyone can cycle or wants to. If the issue is irresponsible driving then install traffic calming measures like speed bumps, give ways or speed enforcement.
Object - Church Cowley	The LTN's have caused more traffic and congestion and unnecessary longer travel times, thus resulting in more pollution. They have not in any way improved matters. I object to all of them and feel that only allowing one tick box for one area is a means to boost your numbers when inevitably you will probably keep them all regardless of the objections of residents. The one blocking the route to Cowley Centre is the most ludicrous one, the shopping centre is struggling as it is and it's just helping to kill trade completely. None of these areas were high traffic volume in the first place and since the installation have caused absolute mayhem.
Object - Church Cowley	The LTNs are blunt instrument used to try and reduce motor vehicle use. LTNs Cause the following: 1. Divided Communities 2. Displaced traffic 3. Increased noise 4. Increased pollution 5. Increased fuel consumption 6. Increased aggression on the roads 7. Reduced industrial productivity 8. Increased risk of business relocation outside of LTN area. For example, outside Oxford.
Object - Church Cowley	It's very hard getting in and out of littlemore just to get to cowley or blackbird leys is a very long journey when it doesn't need to be by having these in place it's causing more pollution and heavy traffic on other roads
Object - Church Cowley	I feel i am a prisoner in my own home as i am one of many people who have to put up with constant traffic. noise, fumes and i don't get visitors much now as it has been a nightmare from day one. LTN, s does not mean cycle or use transport for me and my family, it means trapped in my own house. I have noticed driver's getting impatient and driving on paths to get a few spaces up in the cue and a 5 minute journey for me has tripled.

Object - Church Cowley	<p>I regularly need to drive through from Sandford on Thames to Iffley road and church Cowley road where my elderly mother lives. 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. Due to having 2 children in different schools I have to drive in the mornings to drop my eldest bear South Park so he can get to Cherwell and my youngest to SSMary school in Iffley road. Since buses for school children are NOT free (they should be free since they are free for pensioners who are much better off financially than single mothers who have children of school age) I do need to drive a lot each day to help get my children to school.</p> <p>The traffic I have encountered when I go to school. And return and pick up is just awful. Everywhere I drive that includes Iffley road, Cowley road/Oxford rd especially it is clogged up and back up which only increases pollution and congestion. I am not at all sure how this is helping anyone. It just causes extreme stress and distress as it creates really terrible traffic Jams and congestion for the majority of people trying to get around their daily business while allowing others in Florence Park to live in ultra-quiet roads as if they are living in private, exclusive gated residences. Where is the justice and fairness in this???? My mother is now scared to and actually unable to reverse out if her drive now on Church Cowley Road as it is now like a motorway and she can only do it when someone watches and stops the traffic for her. I am truly terrified of letting my children out the car due to volume of traffic on the now ruined road.</p> <p>The LTN's make no sense esp. the closures on Cornwallis road, Westbury crescent area and the road that goes from Sainsburys in Templars Square/John Allen centre up to Littlemore. (? OXFORD RD). This closure is just bonkers! And when Bartholomew road installs cameras I really do not know how I am going to get from Sandford on Thames to Iffley/ Cowley when this happens. These LTN's are ridiculous, unfair and have created so much stress and extra traffic and I vehemently OPPOSE them. When full LTN's are installed how on earth are ambulances going to be able to fairly GET patients to hospitals. It is clear that the people who have voted for /run with this bonkers idea either live or have friends in Florence Park and don't car a hoot about people living on the roads adversely affected by this such as those on Church Cowley. Pls feel free to bring in traffic calming measures where there are more cyclists but return the roads back to full use AS IS OUR RIGHT TO USE ALL ROADS IN OXFORD AS CAR TAX PAYERS!!! Also enable school children FREE BUS PASSES (and more buses) to help reduce school traffic.... this IS a much more obvious solution to increased traffic and road safety for cyclists....</p>
Object - Church Cowley	Will exacerbate traffic on main roads and increase pollution levels in these areas due to tailbacks rather than improving air quality. These roads have more people with lower socio-economic status on due to cheaper housing stock. Increasing pollution in this housing area will discriminate further against these individuals.
Object - Church Cowley	Junction at Newman road dangerous to get out now this is the only way to get to Cowley centre bbl doctors or even my elderly parents absolutely out rages Scooters are dangerous on paths at speed causing accidents
Object - Church Cowley	The introduction of LTNs would make it difficult for me to get to work.
Object - Church Cowley	Longer routes, more cost, more time, more congestion, more air pollution
Object - Church Cowley	Longer journeys, more pollution, more cost, more time
Object - Church Cowley	Pushing more cars on to other roads and causing backlogs
Object - Church Cowley	It is creating more congestion in all other roads, it's nightmare!
Object - Church Cowley	There were no major congestion problems before the installation of the ltms. Now there are many areas of congestion causing more pollution, extra costs & extended travel times. These ltms have also literally cut Littlemore off altogether.
Object - Church Cowley	To much traffic and a lot of pollution not good for our health
Object - Church Cowley	It's costing us money to park in our own street, and I can't drive up the road

Object - Church Cowley	I live down Oliver Road and coming out of fern hill road to come onto Hollow way it can take me 20mins to get out of fern hill then another 15mins just to get to the traffic lights. I work in Wallingford and have to be there for 9. I drop my daughter off at school 8.15 and I spend 35mins just to do a 2minute drive. Getting a bus is not a option as it takes an hour n half on the bus to get to Wallingford. I barely make it on time to work and working local isn't better as I had my car in for MOT and a normal 10min drive took me 45mins. Buses are running late because they sit in traffic down Hollow way. I was stuck in traffic one day down going down hollow way and a lady decided to overtake cars heading towards oncoming traffic and forced her way back into the traffic. People are getting inpatient, and more road rage is happening due to this
Object - Church Cowley	I don't feel it's fair that the problem of pollution is moved from one part of the town and doubled/trebled elsewhere. I have an elderly mother who I care for. It used to take me 5 minutes to get to her it now can take me 20-30 minutes. The traffic prior to lockdown was very bad in some areas, this has made/will make it worse. I feel this will impact the local businesses at Templar Square and the John Allen Centre in a negative way. The traffic will put people off of going there.
Object - Church Cowley	Since their introduction the traffic in Orchard way has risen considerably at times, I cannot get out of my driveway due to the constant stream of cars, during the school run parents are now parking their cars in Orchard way and walking the rest due to the bus gate in Bartholomew Road. At peak commuting times Newman Road is often jammed end to end as it is now the only road off of the estate. My disabled Farther who relies on his car can no longer easily drive to cowley centre again he has to join the offer large queue in Newman Road just to get to cowley centre for shopping as he is unable to walk far.
Object - Church Cowley	Bartholomew Road is a main road into and out of Littlemore. The purpose of the scheme is to stop side roads from being used then this road has been wrong closed. The pandemic has changed society. People are still predominantly working from home, so car use and the usage of public transport has been significant reduced. LTNs have pushes traffic on to main roads and artificially created pockets of congestion. The roads selected for LTNs are for the wealthiest people in the city and are pushing traffic to poorer areas. The aim is force people to cycle or use public transport. This disproportionately affects working class people who are time poor, work shifts and have no ability or flexibility in their life to adapt or change. This disproportionately impacts people of colour. Oxford has the highest population of ethnic minorities in the Southeast outside of London and ethnic minorities are predominantly working class. This means that LTNs are essentially a form of institutional racism. LTNs benefit the middle class elite who are all now benefiting from working from home. Frontline essential workers who are time poor have been overlooked. LTNs do not work. They force traffic to poorer areas and create unnecessary congestion, increase journey times, increase pollution.
Object - Church Cowley	You need to think about what these changes mean for taxi drivers. You'll also increase congestion in the areas that turn into alternative routes, in turn increasing emissions in those areas. Thus, reducing air quality.
Object - Church Cowley	I am concerned at the need to apply for a costly parking permit to solve a problem that doesn't exist. Herschel Crescent does not suffer from excessive traffic and based on my observations is not used as a rat run or as unofficial 'park and ride'. The inconvenience and cost of applying for yearly parking permits is not offset by the benefit of this proposed scheme. It is nothing more than a cynical cash grab.
Object - Church Cowley	I am objecting the proposals because in the few days in which the LTN bollards have been implemented, they have caused huge problems trying to get anywhere. Being a resident of Lockhart Crescent I am unable to get to anywhere via Bartholomew Road now. There is so much traffic on Barns Road now because everyone is left with no choice but to go via Barns Road. The bypass is always busy anyway and now will be worse as it is the only way to get to Rose Hill. Why this has been approved I have no idea. I can't see why anyone would support this stupid idea of blocking the shortcuts which allow traffic to flow freely on the main roads. Every single journey of mine has doubled in time. It is ridiculous and unnecessary. An absolutely pathetic idea if I must say so. I hope this will be overturned. Thank you

Object - Church Cowley	<p>it's ridiculous that you have blocked a main road that allows residents in my area and others access Templars Square and Cowley. It's all well and good making residential roads LTNs 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. The 'new' Coop on Littlemore Road is also now inaccessible for many, so I fear will lose business as a result.</p>
Object - Church Cowley	<p>A bus gate on Bartholomew Road will result in having to go down Crowell Road, along Between Town Road and then up Barns Road when coming off of the Eastern By Pass Road. Currently we come off the By Pass, and after Newman Road are able to go down Bartholomew Road and are already half way up Barns Road and nearly home.</p> <p>This means by there will be increased emissions from our vehicle, more traffic in an already busy area outside Cowley Centre and longer journey times.</p> <p>The residents of Blackbird Leys and those on Sandy Lane West where Little Field is don't have the option to come off the bypass from South Oxford near to our homes like we do to get onto the bypass, it seems ludicrous to make it even more inconvenient coming off of that road and in turn increasing emissions.</p> <p>A typical food shop to Sainsbury's Heyford Hill takes around 5 minutes to get there along the bypass and usually 10 minutes to get home based on the way we have to go. With this proposal I can foresee it taking 20-30minutes to get home in stop start traffic as everyone will be stuck on between towns road, just think of the extra emissions this will cause, which goes against what you are aiming for.</p> <p>It is also unreasonable to expect people to walk or cycle everywhere, for example a large food shop, going to B&Q in Abingdon or Botley, pregnant ladies, people with disabilities... etc.</p>
Object - Church Cowley	<p>I don't believe this is going to help, yes, the roads that have it are going to be quiet but the roads that road users are going to have to use to get around are going to be busier and think when schools and lockdown are lifted, piles of traffic everywhere causing more pollution in the areas that don't have the roadblocks and are being used as a pass through which some cars wouldn't normally use it. Also due to this being mainly for cyclists who don't even pay road tax like car users is an absolute joke!! I am all for changing the environment to a safer air space for future generations but there has to be another way to do so this is not going to encourage people to ride a bike some can't for work purposes and some people physically can't</p>
Object - Church Cowley	<p>We are considering buying our first home on Herschel Crescent</p> <p>The only way of accessing or leaving our new home would be via the pinch point at Newman Road which is dangerous to turn out of onto Iffley Road, when you can get past the queue to use it. Keeping either Mayfair Road or the Cowley Road open would mean locals have more options for leaving their homes in cars when needed without being part of the ring road rush hour problem.</p>
Object - Church Cowley	<p>I am objecting to this scheme because it will only push traffic onto already busy roads, I can understand shutting some of the smaller roads, but Littlemore Road and Bartholomew Road should remain open. My commute to work now takes extra time on more heavily congested streets creating more pollution for those people living on them. I don't see the LTN's being a solution just pushing the problem to other areas</p>

Object - Church Cowley	<p>This LTN does not resolve any traffic or pollution issues, just make residents life worst. This area does not have a massive cycle or pedestrian traffic and looking after this was implemented, there is no change. In this area mostly leave active persons who are working and think most of them depends by car. This measure only makes us to do more miles on a busy road, spending more time and consuming more fuel. Now, to talk about myself. I need my car to get to work. I also have my son registered to Church Cowley St James school. I have an agreement at my job to start earlier so I can finish earlier to pick up my son from school. Before covid, I used to leave work and pick him up at 15:30, sometime at 16:00 going directly with the car from work to win time. Now, after this change, I should come home first to leave my car and then walk to school. This needs an extra 20 minutes at least. For pick up school have strict hour, nobody will stay waiting for me. In this situation I have 3 options: 1. Keep school personal in the building making overtime waiting for me to take the child; 2: Try to re-negotiate with employer to start even more earlier which is less probably to be approved because this means I will leave office about 2 pm that is quite middle of the day. Also, I will have to wake up every morning at 5 am or earlier; 3. Option 3, quit job or get redundant because I cannot cover company working hours and apply to Universal Credit, stop paying taxes and leave on benefits so I can educate the child. I understand your concern and people should walk more, or cycle or use bus but sometimes none of these is applicable. Thank you for reading my comment.</p>
Object - Church Cowley	<p>The closing of two major roads in and out of cowley (Littlemore and Barthomew Roads) is just ridiculous forcing all the traffic along Rose Hill/Church cowley Road is going to cause gridlock when the world reopens and people return to their workplaces. Although this may reduce emissions within the area closed off it will increase them on the single route into cowley from Littlemore/Sandford and beyond. My wife is a community nurse so has no choice but to use her car daily, she now has her commute to drop kids at school off before heading off to first visit (there is no time to walk there and back and get to first appointments on time) have doubled in distance and time and this is before schools fully reopen on the 8th March and thousands of people returning to workplaces when businesses are opened once more.</p>
Object - Church Cowley	<p>Absolutely ridiculous to cut Littlemore off from a direct route to Cowley centre and Blackbird Leys.</p> <p>Why on earth would an ltn be put right by a school, it's going to be utter chaos and guarantee there will be accidents.</p> <p>My health issues affect my ability to walk or cycle anywhere and solely depend on car to get me places.</p>
Object - Church Cowley	<p>People have not stopped using their cars. You have just shifted traffic. I live at the top end of Church Hill Road and before this experiment - traffic never bothered me. Now it is like Piccadilly Circus with cars spinning back and forth. I still have to use my car. This new scheme will not get me walking more. I have to visit my sister who lives alone in Littlemore and I do not like walking on my own in the dark. The journey has just been extended. I will still have to take my daughter to school when she is late by car. We won't be walking if she is running late. I will still have to take my car for shopping. The journey is just extended. I am just using more petrol and polluting more streets as I go about my journey. My street will get quieter in the next few weeks. We can be assured of that - but this will not stop people using their cars. The problem is just being shifted to another road. One side of Westbury Crescent will permanently have more traffic as that is now the only way out. Well done!!!!</p>

Object - Church Cowley	<p>I just find it laughable that someone actually thought this was a good idea!</p> <p>I'll be blunt. Absolutely no thought for the way that Cowley people live. Imposing such ill-thought out schemes on the residents of what is still a working-class area, is actually insulting.</p> <p>Not everybody cycles. Not everyone can walk far. Channelling everything from Cowley, Florence Park and Temple into Cowley Centre is incredibly short-sighted. The increase in the amount of pollution spread by stationary vehicles in roads such as Church Cowley Road, will be enormous! People will still use their cars. It's just that other roads will be gridlocked.</p> <p>Please confirm that you think that it's a really good idea to massively increase the traffic using Newman Road. In case you didn't know, the junction with the A4158 Rose Hill was already one of the most dangerous junctions in this area. If traffic ever returns to pre-covid levels, the chaos caused by vehicles trying to get in or out of Newman Road will spill back to the roundabout. I did ask for a reply to my original consultation response but didn't get one. Please respond.</p> <p>The lack of clear signage directing diverted traffic is appalling.</p> <p>Have you told the emergency services. Observed an ambulance today, trying to negotiate the maze. Hit one blockage, spun round hit another then spun round again. I hope nobody died.</p>
Object - Church Cowley	<p>When I get of the ring road coming from work (Didcot) I now have to drive over rose hill, down church cowley road and then along Barnes road to get home. (adding about a mile or two) That is ridiculous. I am local, can I just go home without a sightseeing trip. The bollards on littlemore road and Bartholomew road do not make sense (to me). They are main roads not rat runs. Living on a road like that you can expect traffic.</p> <p>Surely you wouldn't place planters on the main streets but on the side streets. (like e.g. Beauchamp lane which is a rat run) Don't get me wrong, I am all pro cycling and more walking. I am Dutch and hate not feeling safe cycling in Oxford. Get some more good cycling routes. Ones that don't end in. the middle of nothing and make them easier to find. Thanks</p>
Object - Church Cowley	<p>This does not cut pollution or decrease traffic it does the complete opposite. Littlemore has been cut-off from Cowley leaving me feeling ostracized from the local shopping centre. My journey distance to & from work and to visit my father multiple times per day have now more than doubled and the journey time will increase to an unmanageable proportion as lockdown eases. Which may mean I can no longer care for my father who lives only 1.3 miles away from me when the roads are open but now that journey is 3.3 miles each way. So, I am going to have to consider him going into residential care which i know he does not want and neither do I. So, each time you get on your bike consider those whose lives you have ripped apart.</p>
Object - Church Cowley	<p>The road blockage doesn't stop traffic travelling through the area. It just means that alternative and inconvenient routes are found. Causing other roads to have higher traffic.</p> <p>It has made me want to move away from the area. I'm also worried it will devalue my property and deter people from wanting to buy properties in the area.</p>
Object - Church Cowley	<p>I run [a local shop]. I deliver newspapers by car. I deliver papers to those people who are unable to leave their houses to buy newspapers. many of them are old people and rely on me. The introduction of the barriers in the roads in Cowley and Florence Park have made my job very difficult as I am unable to take a direct route. The delivery is taking much longer, and I am using more fuel to deliver the papers. My customers will not be paying for this additional expense. Daily I deliver over 100 papers over a large area. It would be beneficial if I was able to go through the bus Gates on Bartholomew Road and Cornwallis road. if these restrictions continue, I will consider closing the business and stopping the delivery of papers. The business has been operating for 25 years. A lot of the traffic that is now using Kelburne Road is speeding when the driver's find they cannot get through the road it is very dangerous. The junction at Westbury Crescent and Rosehill is very dangerous because of the increased traffic</p>

Object - Church Cowley	<p>It is completely unreasonable to cut-off access to services in Cowley by creating blockages along main routes, such as Littlemore Road and Bartholomew Road. These are NOT short-cuts, but are main roads linking the Littlemore community to locations such as Cowley and Blackbird Leys.</p> <p>By doing this, OCC are simply and increasing the issue of denser traffic conditions to other areas (Rose Hill, Church Cowley Road) which are not suitable to cope with heavy traffic - even at the current levels. There is also the environmental impact to consider; by extending routes to and from Cowley and Blackbird Leys, this will increase the journey time and push emissions into other areas.</p> <p>Whilst I understand the benefits to applying the scheme in neighbouring roads that act as 'short-cuts' (e.g. Beauchamp Lane), it is counterproductive to block these other main routes.</p> <p>Surely an alternative approach, such as speedbumps / cameras to slow traffic, increased pedestrian crossings, wider cycle lanes and footpaths and parking restrictions would be a better solution along the main access roads?</p>
Object - Church Cowley	<p>I walk a lot due to working from home and all you see is Cars now driving on the parchments to get through. You have now pushed traffic to my road as cars are trying to get round the stupid restrictions. Drivers are now in their cars longer so the purpose of these are not working. They need to be removed in little more road a main road you can no liver access completely stupid.</p>
Object - Church Cowley	<p>As a resident of Van Diemans Lane, I was interested to see the detailed support data regarding the scheme in our area.</p> <p>I feel that your interpretation of the results provides a rather disingenuous reflection of the support within the Church Cowley community.</p> <p>The results for Church Cowley are quite a clear in my opinion. A minority of people (46%) are unreservedly in support of the scheme, which was higher than the 38% who did not support it. This leaves the "Support with reservations" group key to providing a majority decision.</p> <p>Personally, I would fall into this category, because I can understand the benefit of encouraging people to seek alternative modes of transport to their car where possible. However, I felt the road layout following the introduction was inadequate for safe movement around the city and could not give my full support to the scheme.</p> <p>Therefore, I am appalled to see that whilst my intention was to engage in dialogue to improve the scheme, I find my feedback has been included within the Total Support numbers, whilst my concerns have not been addressed. Under these conditions I would NOT have supported the scheme.</p> <p>I suspect that a high percentage of the concerns, like mine, relate to the routing of the traffic to Newman Road and those individuals will feel equally disappointed.</p> <p>During consultation the danger of routing all traffic to Newman Road was raised by a number of other parties including Councillor Henwood.</p> <p>As an experienced driver I still prefer not to make a right hand turn out of Newman Road, so consider my concern for the less experienced road users in my household, plus my 86 year old father.</p> <p>I would urge an urgent review of the Cowley LTN decision. I see no logic in the Littlemore Road filter and removing it would easily avoid the risk which occurs when all traffic is routed to Newman Road.</p> <p>I'm extremely disappointed at the handling of this process. In future I will be wary of showing ANY future support, for fear that it will be misused again to justify a predefined outcome.</p>
Object - Church Cowley	<p>We are experiencing an increased amount of traffic along the southern arm of Westbury Crescent</p>

Object - Church Cowley	<p>1 Cowley road is a main road</p> <p>2 It is our direct access to Cowley Centre</p> <p>3 U are creating more pollution as we have to drive further now</p> <p>4 It makes life a whole lot more difficult to get to my clients</p> <p>5 U are creating a build-up in traffic in other areas</p> <p>6 Why why why! What a waste of council money improve the paths</p>
Object - Church Cowley	<p>This is a terrible mistake trying to pretend the road from the John Allen centre to Littlemore roundabout is a rat run is ridiculous it is a major route and forcing all the traffic to that turning you have already made worse to Rose Hill roundabout is crazy leave the drivers alone and open these routes back up before an accident happens especially at Littlemore roundabout that is a death waiting to happen there is no help to the environment sending people on longer journeys what were you thinking</p>
Object - Church Cowley	<p>This is a main road and now to get to my house I have to drive an extra 10 mins this is unacceptably as this is causing more traffic and not reducing emissions at all this is an absolutely ridiculous place to put these roadblocks.</p>
Object - Church Cowley	<p>One way out of this area by car only.</p> <p>Emergency vehicles obstructed and having to re-route.</p> <p>Wrong time to do this trial due to lockdown less people working etc.</p> <p>Unattractive planters, and yellow lines everywhere are an eyesore.</p> <p>Use more fuel to get around these obstacles therefore more emissions.</p> <p>Time consuming queuing to get out of Westbury crescent. Dustbin day is a nightmare to get in or out, also when there are delivery vehicles.</p> <p>Post is less frequent.</p> <p>Local shops will not get passing sales.</p> <p>More expensive to use private hire cars or taxis.</p> <p>More traffic in already busy routes.</p> <p>Will adversely affect Templars Sq., shopping centre.</p> <p>Inconvenient to get to the doctors at Temple Cowley, vet, or the dentist, especially if unwell.</p> <p>Deliveries held up, and having to re-route.</p> <p>Added time to commute to/from work.</p> <p>The cost of the whole project should be investigated, as the local pavements and roads are in a dreadful state and should of been prioritised, with what is after all our taxes.</p>
Object - Church Cowley	<p>This will have a detrimental effect on the lives and livelihood of many. I agree that some streets are suited to stop the rat-running of vehicles, however, to push all of the traffic onto perimeter roads is going to increase pollution with cars sitting in traffic. In addition to this local business will be affected, be it restaurants, shops, or cafes, along with tradespeople trying to earn a living and survive following the most difficult year we've all found ourselves having to endure. In addition to this, there is the concern of emergency services being delayed in response time. This is such a poorly thought out idea and if it would have been made more publicly known to all that it will affect, then you could have saved us all so much money and inconvenience. As soon as the weather starts getting colder and the nights darker you will see more traffic and more crime given these criminals will realise the places to strike based on the delay in response times by the police. Please do the right thing and see sense and introduce traffic calming measures and not turn our city into a standstill that favours only the minority in these LTNs!!</p>
Object - Church Cowley	<p>The route I have taken for the past 25+ years to/from Cowley Centre has now been blocked. This means that the alternative route now has 5 traffic lights, it is 0.7 miles longer than before and takes at least twice the travelling time, thereby adding to traffic in the Oxford Road (Littlemore), Rose Hill Road and Church Cowley Roads.</p> <p>I can no longer just 'pop in' to Cowley Centre (Templars Square) and back in less than 30 minutes, which means that I will use every other alternative to shopping there, including travelling to Botley and even Reading rather than Cowley or Oxford city centre!</p> <p>Crowell road is an artery rather than a capillary that can be blocked off. It is the key route to Cowley Centre for people travelling from Littlemore, Sandford and beyond. As a Blue Badge holder, I don't have the alternative of walking or cycling to please the green brigade. I'm very happy for the side roads between Rose Hill Road and the Littlemore/Cowley road to be LTN zones, but NOT the main route to/from Cowley Centre.</p>

Object - Church Cowley	<p>These are causing a nuisance and traffic is now being concentrated along between towns road the main road into Rose Hill and Church Cowley Road all of these roads were already very busy. Now making them more so.</p> <p>Residents of Cowley and Littlemore are now cut off from each other. With only one route into and out of the area.</p> <p>The junction of Newman Road is now even not backed up due to the very badly based traffic calming measure.</p> <p>There need to be removed.</p>
Object - Church Cowley	<p>I can understand some residential areas would benefit from quieter roads, but Littlemore Road and Bartholomew Road are main thoroughfares. Traffic calming (humps, enforcement of 20 mph etc) should be there instead of these 'roadblocks'.</p> <p>[EDIT] As I answered this questionnaire, it would not allow me to answer any other area. Similar arguments regarding the 'roadblocks' on Cornwallis Road, Rymers Road (sic) [Rymers Lane] and Littlehay Road.</p> <p>Also, the 'bus gates' that also allows taxis, should also allow vehicles for deliveries (very important as these have increased during the various lockdowns and are likely to remain high afterwards too).</p>
Object - Church Cowley	<p>As a local resident I travel along Littlemore Road to get to Cowley Road area and Oxford, and this prolongs my journey considerably and therefore increases the carbon emissions created by the journey</p>
Object - Church Cowley	<p>I had to take my 85 year old mum for her COVID vaccine and due to the closure of numerous roads and having to take a huge detour it made us late, causing her to feel stressed at a time when she really did not need it. This new road system makes no sense. The main roads will be more congested. How can that be good for the environment? Surely the council has better ways of spending money rather than making life more stressful for those that need to travel to care for elderly relatives in a time when they are already feeling very isolated. This project needs rethinking for the sanity of everyone</p>
Object - Church Cowley	<p>It's a nuisance and makes no sense to me, just pushing more traffic on to Church Cowley Road, which is already difficult as residents' vehicles parked on the road! And Newman Road junction is always a nightmare thanks to the chicanes that apparently are supposed to make the road safer.</p> <p>What about the people who live on these roads who now have double the vehicles and pollution?</p> <p>The cycle brigade needs realise some people don't have a choice to drive a vehicle. As a working parent of 2, I have two children to drop off and get to work for 9am. This has impacted this already and I've now been late.</p>

Object - Church Cowley	There have been no proper surveys or consultations undertaken. Minimal research would make it obvious that that the siphoning of the traffic through certain roads does not decrease pollution it merely increases it for all the residents in those roads. This whole project is being driven by a minority group of lobbyists who are very vocal on social media and are very blinkered in their views. There is no thought for elderly and infirm residents who may not be registered disabled but are not mobile enough to walk or cycle. This funding would have been much better used improving pavements allowing people to walk easier. A brilliant example of thoughtful planning is Abingdon for its cycle routes and path through the park to the lock which is an excellent surface. Any reasonable discussion was sneered at by the group and was drowned by such remarks as you should do it for the children. As I grew up on Church Cowley Road, I think they meant for our children not for the other poor families living in Church Cowley Road. I am appalled at the lies that were shouted at us. For example, when I raised concerns about access for emergency vehicles [name deleted as personal information – not an OCC officer] insisted that they would just push the planters out of the way with their vehicles. I have never felt so patronised and despised in my whole life. I have lived in Church Cowley for sixty five years and have never felt this way before but the whole area is ruined. There is no friendly neighbourhood anymore and no concern for other just a few nimby's who dictate to the Council what they feel.
Object - Church Cowley	As a Resident of Rose Hill, I find it very difficult to enter and exit Ashhurst Way, due to the increased traffic now using the A4158 because of this scheme. I need to visit Cardinal house at least once a day. If I need to go to Cowley Centre from there my journey is longer and trying to turn right out of Newman Road is a nightmare. The quickest way for me to get there is using Littlemore Road. This road has always been a link from Littlemore to Cowley I don't use it as a Rat Run, but as a normal route. The closing of this Road is causing more traffic, more pollution, on other roads, this not acceptable, it appears not a lot of thought of the consequences has been given to this. Yes, close side streets, not main traffic routes.
Object - Church Cowley	It's increased my journey time and fuel consumption
Object - Church Cowley	Longer driving times, difficult to get around, not enough signs to say you can't drive through, stops emergency services getting through, increased traffic on other roads
Object - Church Cowley	I think it will encourage more driving.... longer distances and just annoy people. I am a cyclist, but don't think this will limit cars at all
Object - Church Cowley	<p>It diverts traffic to other roads, it creates problems where there weren't any and increased mileage and pollution.</p> <p>I feel it disproportionately impacts the elderly, disabled and those who travel for work such as carers, delivery drivers etc who are often on a low income.</p> <p>I am also incredibly concerned as a woman about the quieter streets at night. Already I have to walk the long way around if I get the bus home rather than use the alleyway in Hillsborough Road. [respondent has been a victim of sexual harassment and so finds walking this route very stressful], it's dark and scary. It's even worse now there is the drug dealing and taking in the church yard as well. I can't be the only person intimidated by this. Passing cars make me feel safer.</p> <p>It's troubling that you cannot respond to more of the LTN's as they are interdependent. Florence Park creates the same concerns and adds to the congestion on the same roads. They all need to be removed and just a few roads remain blocked like Beauchamp Lane and Salegate Lane.</p>
Object - Church Cowley	<p>It's horrendous what these things have done to my daily life !!!!!'</p> <p>I have been here for 30 years and I totally object to these hideous things</p> <p>Its totally absurd what the Council are doing. How are we supposed to get about??????</p> <p>Business's will flop totally</p>
Object - Church Cowley	Since the Rd blocks, we have a constant stream of traffic now past my window!

Object - Church Cowley	It is causing havoc and we are not even out of lockdown yet. Imagine when everything back to normal how the main road busy will be. I work in town I will not be able to get on time. Those who live there, when they order taxi, they have to walk all the way to the barrier where taxi can meet. It is like we are playing maze every street you go you come back. I'm totally opposing this.
Object - Church Cowley	I object totally to this. This has not been looked into properly. Majority of the people I know and residents who live in the ltn area also object. I have been driving for a living since the 90s and use all the roads around ltn. Imagine somebody using public transport trying to get home adding an extra few quid probably doubling to their journey cause of traffic. How this has been considered and given an evaluation I don't understand. Looking at this logically after the pandemic has ended and everything goes back to normal everyone who live around there will struggle to leave for work and get home as there is only one option and that is Iffley Road. Have you ever seen the traffic on Iffley Road in the morning and afternoon early evening its very bad and moves at probably 10mph from Rosehill to St Clements and its stop and go traffic. Now think about the same scenario but with the ltn meaning everyone who normally goes through Rymers Lane, Cowley road, Littlehay Road and Cornwallis Road etc are all stuck on Iffley Road and cowley road sat in traffic for alot longer because the ltn.
Object - Church Cowley	I am a home carer and have clients in the area. Now I am always [l]ate as having to take longer route to complete visits
Object - Church Cowley	I object to the closure of Crowell road & Littlemore road. This road is not in anyway a "rat-run" it is a main through road & is very disruptive. I object to the closure of Mayfair road. Traffic in that road has never been a problem, I fail to see the need for closing that road & causing major disruption for the residents that live the other side of that Mayfair road closure Please remove these. You have absolutely no idea what you are doing & many suspect that most of the councillors involved in forcing this hell upon residents do not actually live in these areas. Please also implement in your own neighbourhoods & see how it affects your daily lives. One person has already lost their life due to you blocking access to an ambulance that could have made a difference if they had got to that person in time. How many more lives are you willing to sacrifice in pursuit of this madness. I really hope you are all held accountable for the life lost & heaven forbid, any others due to your insanity
Object - Church Cowley	The area does not suffer from excess traffic only at peak times i.e. school runs. Walking, cycling is safe in the area crossing roads is safe. Adding mileage to travel and funnelling traffic onto the same roads will increase vehicle pollution on these roads. I will currently in my work van have to travel an additional 800 miles per year to my current work address. I visit building merchants outside the ring road many times a week for supplies normal 10 min journey are now 20 mins journeys and increasing due to sitting in additional traffic and detours. It seems the council are bending over to help environmentalists and cyclists, yet it makes things worse. More pollution heavier traffic on major roads would cause cyclists and locals there more harm. A cyclist may find less traffic outside his door, but they have to negotiate a busier road at some point. On another point these LTNs were installed without all resident's knowledge a letter should have been sent out last year before to discussions on them disgraceful behaviour only advertising it online where no-one would see it apart front those who wanted them.
Object - Church Cowley	The LTNs around Cowley have not stopped traffic but instead diverted traffic to other roads. Journey times have increased as a result of going a longer route which causes more emissions, and this is without usual traffic as we are in a lockdown. I can't even imagine the traffic these are going to cause once the lockdown is over. Please remove these LTNs off our roads
Object - Church Cowley	So frustrating, it has made my learning so much longer

Object - Church Cowley	<p>I have lived in Hillsborough for over 30 years and never have i ever experienced any issue with traffic or nuisance caused by cars that has warranted the imposition of these LTNs as they have been installed.</p> <p>The Mayfair Rd one was opposed by County Councillor [name deleted] & both local City Council councillors [names deleted], yet [deleted] over ruled them !</p> <p>so democratically elected councillors of both 16 years plus standing who know their constituents get rough shod by a individual who has never visited the area or spoken to anyone person.</p> <p>The decision needs to be made by the WHOLE COUNCIL and not just her, the situation at the moment is open to bribery and corruption, i am not saying this is taking place at all, but the consideration that such important decisions rest with one individual leaves the door open to these questions as posed.</p> <p>In the 2 weeks of installation i have seem no cyclists or any increase of walkers at all, so the fallacy that more people will cycle on these streets closed is utter tosh.</p> <p>The other major consideration is that why have these not been delayed until COVID is over and the economy is up and running, cause when it is, the entire road network of Cowley / Iffley, Oxford and bypass will be gridlocked and a utter nightmare.</p> <p>I am already experiencing increased journey times and costs in fuel and my drivers as well.</p> <p>The amendments need to be :</p> <ol style="list-style-type: none"> 1. remove Mayfair ltn 2. remove Churchill rd ltn 3. remove the littlemore ltn - replace with speed humps / chicanes and a 20mph speed camera 4. leave Beauchamp lane ltn in 5. make the Bartholomew rd ltn a timed one like oxford high street - between 8 / 9am. 3/4pm no cars enter for school children - all the other hours it remains fully open, it's a integral link between Littlemore / BBL. <p>These are a utter disgrace and should never have been installed.</p>
Object - Church Cowley	I am objecting to this proposal, as this will create unnecessary traffic on the main roads and will increase carbon footprint.
Object - Church Cowley	The one on Liddell road is not a huge problem but the one on littlemore road is causing an issue. Littlemore road is not a 'rat run', it is a main road through Cowley. Having the barriers on Littlemore road is forcing all traffic down to Cowley centre which is is making traffic much worse. Also, the barrier on Littlemore road is blocking access to the other side of Cowley and is making journeys much longer to get somewhere that would only take a few minutes if the barrier wasn't there.
Object - Church Cowley	Cowley is the home of the motor car. Proud heritage from William Morris who did so much for the area. Now in 2021 the Oxford City Labour Council is building barriers, blocking roads and splitting communities, i.e. Cars are not welcome. Eventually when people are out of lockdown with money to spend, they will decide to shop elsewhere - where they are wanted and can easily get to. This could lead to the demise of Templars Square. 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! I have family members living in Cowley hence the need to be in that area. I am also a carer to my 96 year old father.
Object - Church Cowley	The only way I can now reach my elderly parents' home is right up barns road around Templars square, this is always choc a block at busy times it will be even worse now that most of the traffic will be redirected this way. I totally disagree with the idea of Bartholomew Rd, Mayfair Rd and Crowell Rd being blocked off. I need to be able to get to my parents urgently quite often. Also, I work at Church Cowley St James school, where as I am lucky enough to be able to walk to work most teachers live out of Oxford, not being able to park or drive through certain areas will make it difficult to retain and recruit staff. The LTN in Bartholomew road is already having an impact on already stressed staff as it adds a lot of time on their journey.

Object - Church Cowley	The LTN's have caused chaos and been implemented without proper consultation. We are now forced onto the ring road via Newman Road (a nightmare junction) and go back into Cowley to access our church, the shops, doctors, and any facilities. On a personal level the distress it caused me when my mums' hearse could not access St James church and we walk behind from our home so close I will never forget! I am extremely concerned how emergency vehicles will be able to reach an emergency. The flippant remark from an Oxford county councillor on a zoom meeting that emergency services are aware of the diverted routes and will only do this once was unbelievable. A mistake once could cause a delay leading to a death. These LTN's have been installed during lockdown and the ring road and roads we are forced onto are now much heavier with traffic leading to increased journey times and therefore more air pollution. Once lockdown is eased the situation is only going to get worse. The businesses which have already been affected by COVID will see less people coming to Cowley as they will want to avoid being stuck in traffic to access the shops and local businesses. This scheme has been badly thought out and needs to be removed ASAP.
Object - Church Cowley	Most of the people I know in this area are elderly and personally I feel I have been treated as a hostage in my own property and it is a pity that that you have nothing better to do with your time. How many of you council people live in this area.
Object - Church Cowley	While I sympathise with the idea of reducing traffic in the city, I think closing these roads does not achieve the intended purpose. It just puts extra load on other roads, making them more unsafe and less environmentally friendly. The problem is that motorists are not provided alternatives: the bus system is terrible and cycle routes are not existent.
Object - Church Cowley	By pandering to the cycling activists, you have merely sent traffic to the surrounding areas as was told. Now Iffley Rd, Cowley Rd, Newman Rd, Howard St residents are feeling your folly in peak times. Are the other residents not deserving of a stress free day? You've listened to Waltham Forest way too much - and that's a failed scheme no matter what evidence they produce
Object - Church Cowley	Roads are very busy. blocking major routes such as Cromwell Road does not help this. Emergency services need to get through as do the public. Journey times have now increased to visit the supermarket at Cowley which requires a car etc as the shopping is too heavy to carry. As a cyclist I encourage more cycling but punishing drivers and making car journeys longer, more pollution etc does not help this. Traffic calming would be good and cycle lanes but trying to stop cars driving down major roads is going to increase the amount of time car spend on the road not decrease it for locals. Remove the scheme now.
Object - Church Cowley	I have to go through cowley centre a long way to go home and when everything is back to normal the traffic in this area is horrible and side streets is the only way to reach home and wastes a lot of time plus the consultation survey was done in dec 2020 which I was not aware of as who did the survey especially during the pandemic for permit parking area its ok but blocking these street is not the solution to the pedestrian or cyclists issue. We as a owner of the cars pay road tax and insurance for these road to drive on and one more thing cyclists should have a licence to ride pay road tax and insurance because i have seen cyclists more breaking the law as car drivers
Object - Church Cowley	Inconvenience anyone that lives at the top of Church hill road attempting to access ring road/commuting. Split's road in half so constant delivery drivers having to reverse, risk to safety and cars parked in Street. Concerns could be addressed via alternative measures. Add a speed bump/one way system/the objective should be to make the 'rat run' less efficient than the main road does not stop traffic completely. Blocking the road entirely is overkill.

Object - Church Cowley	<p>This is a terrible use of taxpayer's money. This has been snuck through when the local community was focussing on a pandemic and staying alive. Those in favour are not local residents or work local to the specific area effected. They are damaging to the environment as many people have to travel much further and use their cars to do this. We don't suddenly stop using our vehicles - we just use them more to get round the schemes as the transport system doesn't work for our busy lives. They are damaging to business as key services are spending their budgets on parking permits for staff rather than lose those key staff especially in professions where they are short staffed e.g. teachers and school staff. The consultation was publicised only in English - not the majority language in this local community. They will cause areas to die - Templar's square, for many, will become complicated to get to so not worth the bother, eventually resulting in closure. These schemes do not reduce traffic as transport has not improved - it is all still via the town centre as opposed to and from other locations (like in London where it flows in all directions), traffic is now being forced into other minor roads as people work different ways around the scheme. This is a very greedy scheme by the council who are profiteering on local communities in a time of great hardship. Most people use their vehicles as a necessity because they are forced to work full time, transport kids on the way to a full time job before bringing more (often heavy) work home to complete at night. I for one will never vote for any member of the political party that votes in favour or does not publicly denounce this appalling scheme. Shame on you OCC. the councillors that voted in favour of this, all claim T&E expenses and have taxpayers pay for them to get to and from work in taxis so it doesn't affect them when the rest of us are paying out more in fuel to get to and from local places of work or just to get home. This scheme was forced upon the local community by a bullying council. This was not fair or justified but perfectly timed by OCC to force it through. I will not vote this council or any councillor who votes in favour of this scheme again.</p>
------------------------	--

Object - Church Cowley	<p>I have serious concerns about the overview of consultations reported on this website. I am not sure how percentage of people totally supporting, supporting with reservations, objecting etc can sum up to more than 100%. This must be mathematically wrong.</p> <p>Although this roadblock seriously affects Littlemore's connection with Cowley Centre, at no point in time our opinion was consulted prior to this implementation.</p> <p>It is mathematically proven that the shortest distance between 2 points is a straight line. The roadblock on Cowley Road essentially blocked Littlemore's access to grocery shopping. The only way people can reach Templar's shopping area is via Iffley Road which considerably extends the journey distance and time. This is not good for carbon emissions and the distance is not short enough such that one can walk to do the grocery shopping. There would be people with mobility issues which cannot do this.</p> <p>Another argument against is the current closures is because they are forcing drivers to take the highway while trying to go to work (for example hospitals). However, the Littlemore roundabout is an awfully dangerous place as entries from Littlemore and Iffley side do not have traffic lights and thanks to reckless drivers not using indicators there are so many near misses on this roundabout. If the scheme will stay, there needs to be a safe solution to the roundabouts and all road quality needs to be improved.</p> <p>Finally, there are some residents raising concern about commuters violating the 20 mph speed limit, claiming that LTN would reduce this. However, the solution to this is not closing down the roads as this is a law enforcement issue. One cost effective way could be to introduce few humps on Cowley Road and a speed camera to reduce speed and a zebra crossing to help pedestrians go across in a safer manner. In the greater scheme of things, considering how much the council tax is increasing there needs to be more investment in preventive measures and enforcing fines before resorting to a complete road closure.</p> <p>The other issue is LTN and misuse of statistics. I came across few posts showing "positive" outcomes of LTNs implemented in other cities/councils. These reports show a percentage reduction in the number of cars through the LTN area. However, this is a complete misuse of statistics in evaluating the LTN outcome as a physical roadblock means that cars can no longer be driven through the area, because it creates an unavoidable dependency between 2 things. There are reports showing an increase in traffic in peripheral areas, but it is not possible to judge how wide a circle has been drawn to include any peripheral roads as it might be a biased evaluation.</p> <p>Then we need to ask what kind of outcome measures we need to determine while evaluating the usefulness of LTNs. This is a similar process to what scientists go through while establishing the usefulness of a medicinal product. FOR EXAMPLE:</p> <ul style="list-style-type: none"> -total number of cars registered to keepers living in south-east Oxford (as a metric of testing whether the availability of additional cycling routes is strong enough to reduce car purchases or sell of one additional car) - miles driven in a given period before and after the "intervention" per car (whether the average driver is driving for longer overall, which would not be good for the emissions and global warming - we really need to start thinking about the bigger picture not just individual neighbourhoods). The council can easily work with DVLA and anonymously get this information for the complete south-east Oxford based on registered keeper postcodes and MOT mileage update pre and post intervention. - Change in air quality across south-east Oxford, not only within small select strips of road. -Overall change in respiratory illnesses in south-east Oxford across different age groups or total number of GP visits
------------------------	--

	<p>- Overall change in happiness living in one's neighbourhood</p> <p>etc.</p> <p>[the list can be populated more; this is just to illustrate a point]</p> <p>These or any other outcome measure needs to be tested statistically with appropriate tests also including confidence intervals etc. An independent body (e.g. Civil Engineering department) can evaluate this scientifically.</p> <p>The important thing is, in year 2021 the decisions need to be made transparently and on a scientific basis. If the benefits are proven for the greater community, I'm sure everyone would be embracing the changes.</p>
Object - Church Cowley	<p>I highly object the Littlemore road ltns.</p> <p>I live on that st and it's a very much nuisance not being able to reach Cowley area , also Cowley centre used to be a few mins drive for me to do shopping and now it's become 10/15 min drive.</p> <p>It's absolutely ridiculous trying to use ring road to make turnings out of Littlemore for school rounds.</p> <p>Drivers are deliberately not giving you way due to these bollards being placed and stopping us drivers from using our own streets.</p> <p>I now have to spend far more time on road trying to squeeze out of traffic for school rounds.</p> <p>The Littlemore LTN just wasn't needed , this road was never used as a rat run it leads all Littlemore residents to Cowley centre and Cowley road.</p>
Object - Church Cowley	<p>This LTN does not have a southern boundary as the boundary was Long Lane connecting to Sandy Lane West UNTIL THE RING ROAD TRUNCATED THAT ROUTE.</p> <p>I suspect strongly (but don't know) that the planning committee for the ring road decided that as traffic from Littlemore to Blackbird Leys could use Bartholomew Road this would obviate the need and expense of constructing a slip road off the ring to connect to Barnes Road. I know that the AA router directs traffic via Bartholomew Road. My strong interest in Climate Change would lead me to allow low volume traffic to have (applied for) permission to avoid the extra 1.3 miles (going via Between Towns Road) to reduce pollution and carbon dioxide emissions thereby. Please check this extra distance.</p>
Object - Church Cowley	<p>Extra traffic being pushed onto already congested roads making them even more unsafe for families who live on these roads</p>
Object - Church Cowley	<p>To cut Littlemore locals off from Cowley and closest shopping centre forces more traffic on to main roads, increasing traffic pollution and hassle already before lock down restrictions are lifted. I'd like to support traffic restrictions to reduce speed and in turn that would stop people using it as a rat run if the restrictions were of a kind you couldn't speed over. One big objection is the cars that still ignore the restrictions and more so council vehicles still using Bartholomew road like the restrictions don't apply to them</p>
Object - Church Cowley	<p>I object to low traffic barriers making my live inconvenient in daily routine to access to post, bank, and shopping centre. It is serious obstacle for ambulance, Police, and another services in emergency to get through. Also, other street become more busy when drivers try to get through. So, it doesn't help in my opinion to reach the common sense they should.</p>
Object - Church Cowley	<p>This mad scheme will do nothing to reduce car journeys. It will simply push all the cars onto already busy junctions, especially at Hollow Way and Between Towns Road. Sitting in traffic jams is not going to make pollution better. Bartholomew Road and Littlemore Road are not rat runs, they are important through roads in Church Cowley. For much of Church Cowley, the only way out to the ring road is now Newman Road, which will cause problems when there is any kind of congestion there.</p> <p>Additionally, the council claims we were consulted - I have no memory of any letter at all. If there had been one, I would have responded negatively. I am not alone, many people at a recent Zoom meeting also claimed that they were not consulted. And those who were consulted, what questions were asked? Were they leading questions designed to get the answer the council wanted?</p>

Object - Church Cowley	<p>I have a disabled child attending CCSJ on Bartholomew Road. We have a Blue Badge for our son. There needs to be reasonable leverage for us to be able to park near the school in order to safely to drop off and pick up.</p> <p>Littlemore Road really is senseless as i commute from Hinksey to Cowley to drop both my boys off at school. I drop one at The Oxford Academy, on Long Lane, then up Littlemore Road to get to CCSJ.</p> <p>Now i have to turn back on myself!! There is only 10mins between both school start times!!</p> <p>Please, for the sake of everyone's sanity.... look at Blue Badge Exemptions for us....</p> <p>But better still.... GET RID OF THIS RIDICULOUS LTN SCHEME!!!</p>
Object - Church Cowley	<p>The LTN has caused about four times as much traffic on Rosehill to the extent it is a nightmare getting out of my road. There was an accident earlier today as a result. I have to drive my autistic son to College in Blackbird Leys where my journey time has doubled. When the shops open at Templars Square, I am certain this will be worse. There is no filter from Rosehill to Church Crowley Road so you can be sat at the traffic lights for a long time. There needs to be a slip road from the eastern bypass to Blackbird Leys, or else the filter at the Tesco/Mini roundabout to be sorted to let more than 2 cars through at a time. I also cycle and the traffic on Rosehill is now dangerous for cyclists as the drivers are driving faster to make up time. 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</p>
Object - Church Cowley	<p>I thought Oxford was encouraging clean air, making us travel at least twice as far and burning more petrol is hardly improving air quality. People who can walk and cycle may love it but my husband is 93 and has difficulty getting from the house to the car. Just getting to a bus stop is impossible. We are supposedly in a deprived area where money is tight, so you put up the council tax and make us pay more to get from a to b. Also, we are going to be charged to park outside our own houses. Make the poorer poorer. I bet the affluent side of town isn't having all this extra expense. I know who I'm not voting for in the coming election.</p>
Object - Church Cowley	<p>Longer car journeys, more expensive, more traffic on Oxford Road and Cowley Road, I've a disability and rely on the car. We had no knowledge of this happening until they appeared in the middle of the roads in the area.</p>
Object - Church Cowley	<p>No clear signs about alternate routes. Delivery drivers have got lost trying to get to our road. Bartholomew Road planter is pointless as cars are still driving through. Some roads selected are not rat runs, but big roads. Littlemore Road in particular is an example of this. Don't think the right roads have been selected for this scheme.</p>

Object - Church Cowley	<p>For me to now get home when travelling from Sainsbury's Heyford Hill - I can either go to the Tesco roundabout (which at off peak times is busy and time consuming) and come back up the bypass or cut back through Blackbird Leys or go via the Grenoble road - on match days this will be hideous. A journey that used to take 5 minutes is now taking 15 minutes minimum. I am now driving through other neighbourhoods that I had never done so before - surely this is not fair on these residents?</p> <p>Bartholomew road and Crowell road are main road's and needs to be open to traffic. If they were not then the articulated lorries travelling to Cowley would not use them??</p> <p>I am also a mobile hairdresser and have clients in these areas - getting to these clients will be awful for me and the cost in time and additional petrol will not make it worth me working here. Since the LTNs have been in place I have stopped visiting Sainsbury's, often I would use the co-op on Bartholomew road too but no more. My husband is a gas engineer and these have added at least an hour on to his day when travelling between jobs.</p> <p>When people start to return normal and when an issue occurs on the ring road the traffic will be even more hideous, I dread to think about when road works happen.</p> <p>I already walk everywhere I can, but when working or shopping this is not possible.</p> <p>Although I am objecting I can see why this scheme is being trialled however I do not believe is it for lower emissions as they are causing so many to drive for longer.</p> <p>Constructively I do think there are things that could be put in place to make this trial work better:</p> <p>Place road signs in an appropriate place ie at the top of Newman road rather than just before the LTN.</p> <p>Communicate these changes better - if people can plan journeys they won't be so cross as they can plan better too.</p> <p>The traffic lights on Tesco roundabout need amending - coming off the slip road from rose hill direction, the lights let 3 or 4 cars through, so even with minimum traffic it still takes about 5 minutes to actually get to the roundabout!</p> <p>The LTNs need to become accessible to all (with communication) on match days - road works or in case of accidents. They almost need to be part time?</p>
Object - Church Cowley	<p>I believe the scheme is causing unnecessary problems in and around my local area. I understand some residential roads are used for rat runs which the residents do not like. But certain roads such as Bartholomew Road, Crowell/Littlemore road and Rymers Lane/cricket road should not be closed. It would be better if no barriers were in place but the mentioned roads I believe should not have barriers in place. This for a few reasons which include adverse consequences to my local area. By closing the said roads traffic increases in around where I live in rose hill. This is not fair as I did not sign up to have other roads traffic in my local area.</p> <p>Another reason is I have relations in taxi and food delivery. Both professions have told me their ability an income has now been significantly reduced and for the taxi driver customer are reluctant to pay additional fairs for going around the barriers.</p> <p>I believe to overcome the issue of rat runs during peak hours on the smaller residential roads to possibly put restricted time zones where external people cannot drive similar to the one in high street. Also possibly putting in traffic calming features such as speed bumps and chicanes.</p>

Object - Church Cowley	<p>This and all other LTN's have massively impacted travel time to certain parts of Oxford by MORE than 10 minutes.</p> <p>On church hill road cars and trucks constantly try to come through and have to turn around. The turning vehicles mount the footpath and private drives as there is inadequate space to turn around. This is extremely evident when bin lorries have to reverse either onto or off of the main road to travel up this. This is ILLEGAL and a direct result of the poorly planned LTN's. This is also causing frustrated drivers to speed away from turning around creating further hazards in the affected areas.</p> <p>As an alternative suggestion, one way systems in some of the areas would be far more beneficial. If planned CORRECTLY this could drastically reduce the traffic flow with a greatly reduced effect on traffic flow in other areas of Oxford as well as a low cost to implement. This also removes emergency service restrictions and avoids the issues pointed out above. For example church hill road most cars travel up the hill, setting a one way down the hill could reduce the traffic as much as 80% (figures to be verified however accurate from observations of living on the road). Alternating direction on parallel roads would prevent any traffic jamming from contra-flow and bring many of the benefits without most of the downsides and is seriously worth considering if pursuing the LTN's</p>
Object - Church Cowley	I oppose everything put in place by the System. There are no exceptions. Either you're a citizen or a fascist, power-pushing PIG.
Object - Church Cowley	<p>Because i lives on the Hillsborough Road and this is my only street to go home is very disappointing what County councils they do!</p> <p>I am not agreeing with this mess what they do.</p>
Object - Church Cowley	<p>It is taking my husband twice as long to go anywhere and that is without heavy traffic on the road as currently much lower than usual. We use Bartholomew Road frequently as a way of getting our shopping and for my husband to travel to work. We shop for my elderly mother as well as for ourselves so the extra time that is added on to our journeys be it work, shopping or other reasons affects our leisure time. I also have mobility problems and whilst I walk as much as I can if we need to use the late opening Co-op it is now unrealistic due to carrying things that distance. Also am concerned that we cannot just pop out now at night. As a female I don't relish the idea of a walk in the dark.</p> <p>My son and his partner live in Temple Cowley and drops off his daughter with me one day a week for childcare. This now means they have to come earlier as they are unable to then progress to work without having to negotiate the bypass and its traffic.</p> <p>It seems idiotic to trial this when the roads are naturally quieter as of course the noise is less and to do it on arterial roads such as Bartholomew and Crowell road defies belief.</p> <p>Although we received consultation about the parking aspect of our road we certainly did not get anything to do with the LTN as we would have raised our concerns and objections. As for making the roads safer you are diverting all the traffic to main roads which will hold up traffic and cause frustration, will still have to be used by children anyway and I fear will encourage bad behaviours in driving. I have already seen cars mount the pavement to get round the planters because they were unaware when the restrictions first came into place.</p> <p>I would love to ride a bike or be able to walk for half an hour to get my shopping. But unfortunately like a lot of people this is not practical for me to do. I rely on my husband driving me to where I need to go but if I cannot get there in a reasonable time and without sitting in traffic I will, like most people probably not go out so much. So rather than encouraging people to get out and about I feel that there will be some of us that will struggle with our mental health because of this</p>
Object - Church Cowley	They are causing dangerous bottlenecks as all traffic is being pushed down certain roads. We were not properly consulted on this and there is an overwhelming feeling of frustration and annoyance over them. Accessing schools in the local area is trickier and we cannot get to Crowley centre anymore with heavy shopping bags so we will no longer use these local shops.

Object - Church Cowley	<p>Whilst my children attend Church Cowley St James and I want them to be safe getting to school. The fact that I'm now cut off from my family and in the current situation more importantly my support network is terrible. Yes, I can still drive to them at the additional cost in time and money. The ability to nip anywhere has been removed. The roads around me are not rat runs to me, they are important connecting roads to the community and amenities. Today I needed to pop to get bread after dropping my kids to school. We were using a mixture on scooters and bikes in the group. I could not pop and get bread as there a bit enough time to get [to] Cowley centre and back in time to start work. If the roads were open, I could do this in the car. You may wonder why the coop was not an option. My son is autistic and will only eat a certain type of bread which they do not do in the coop. Getting to the big Sainsbury's is also not an option at that time in the morning as I don't think there is enough time to get there and back. My lunch 30 minutes is needed to pick up the kids from school. Being a single parent with a child who has special needs, things are done to a timetable. Evenings are planned and changes need also to be planned in. The ease of being able to pop anywhere have been remove. FYI. I normally fill up my car once every couple of months (non COVID times) and I've nearly used a whole tank since the road closures came in. I've definitely upped my carbon footprint. Please remove the closures.</p>
Object - Church Cowley	<p>It will only push traffic and pollution to nearby streets. This really is "make it someone else's problem"</p>
Object - Church Cowley	<p>This installation completely cuts the residents of Littlemore off from the Cowley centre, Florence park and Cowley road. This is already a deprived area with people relying on cars to do shopping at local shops however now have to attempt to leave the LTN via Newman Road which is a shockingly dangerous junction.</p> <p>The LTN has done nothing to reduce speeds of traffic along Littlemore Road which in my opinion was the biggest problem and that could have been solved by speed bumps such as those on Magdalen Road which ensure you slow down due to their severity.</p> <p>The barriers are inconvenient for delivery drivers, community workers and, as seen by national news, emergency workers. Changing the barrier to a collapsible one may solve one of those problems but for the rest of these services it means more inconvenience and more time spent on roads with traffic displaced to someone else's road rather than a reduction overall.</p> <p>I feel that these plans were pushed through with minimal consideration of the cons and I feel that when I raised valid points they were just dismissed out of hand as the county council had already made up its mind that they would initiate the scheme.</p>
Object - Church Cowley	<p>They have increased my traveling 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? A case of 'we are all equal, but some people are more equal than others'</p>

Object - Church Cowley	<p>Consultation not fair as huge numbers did not receive your letter through their door advising of proposals, although they are being massively impacted. Not everyone has access to broadband and many of those are the worst affected. Not all are fit enough to walk or cycle. I for one will feel very vulnerable if I have to walk at night now as less traffic and bearing in mind the recent events involving attacks on women but also men. The Oxford Mail recently reported 'in the first 6 months since the Coronavirus pandemic hit, stalking was reported 9 times a day on average'. It states that this is more than double recorded in the whole of the previous year.</p> <p>Nice air, quiet roads and safe for cyclists and pedestrians(daytime) within the LTNs seems to be at the expense of many others on perimeter roads and areas, picking up much more pollution and noise from traffic. These roads now more difficult to cross and less safe. Newman road junction so dangerous before and now so much worse as it's the main way out of littlemore now. Needs traffic lights and a crossing there. The exit from Oxford road onto rose hill roundabout is already at full capacity as you should be aware. Also, 100s more houses being built in Armstrong road and Railway lane so will be even busier. The traffic will increase greatly as we come out of lockdown and into the winter months so the trial should continue beyond 6 months if it's not scrapped before then. Walking along Littlemore Road to Templar's Square I witnessed fewer cars, but all were speeding so that should be monitored. Emergency services still a big worry - complete mix up with incorrect bollards being installed. Communication dreadful alround. I was told blue badge holders would be able to use bus gate but not now apparently as too expensive to manage. How is High street bus gate managed as blue badges can pass through them and supposedly can in the planned ZEZ scheme? Yet again another attack on the elderly and infirm. I agree Beauchamp Lane should be closed as a definite rat run and so narrow. How will the council decide whether or not this project is working as am unaware of any traffic or pollution controls in place in Littlemore or Church Cowley road. I understand traffic there and Oxford road Cowley is horrendous now as well. When Asda and other shops reopen it will be total gridlock and I think people will shop elsewhere. Finally, but very importantly, the bus service from Littlemore, Minchery Farm and Sandford is very poor. The nearest dentist for anyone in these areas is in Templar's Square and Dr surgery in Holloway or Temple Cowley to which there is no direct bus route. The number 16 bus does pass Donnington surgery, but I think will take much longer to get there with all the extra traffic.</p>
Object - Church Cowley	<p>These systems are going to clog up the main roads even more and cause more pollution because people will drive the long way round. Put cameras up but stop closing roads.</p>
Object - Church Cowley	<p>Make my journey 15 mins long every day and it's not environmentally safe</p>
Object - Church Cowley	<p>It's scrap plan</p>
Object - Church Cowley	<p>Born and bred in Oxford and object to Roads that have existed and are ROADS being blocked off to the general public. These roads are for use by the public, not private gated communities where those individuals alone are responsible for these roads, they are paid for by the greater public. I lived in Littlemore and have relatives around this area and object to Roads being removed for use making journeys longer and pushing more traffic onto other roads making those people living on the unblocked roads even busier. I work in Cowley and travel in one car with 2 other individuals who work in Cowley so all travel in one car together. What makes the residents in these streets that more special and privileged that those living in all other streets. The Co-op store in this location will suffer a drop in through traffic and therefore sales as I imagine will Cowley Centre shops which are all struggling as it is without the council adding difficulties.</p>
Object - Church Cowley	<p>Increased congestion into and through Littlemore and Cowley. And a complete waste of taxpayers' money when large increases on the council tax for this year has been imposed on us residents which could and should be put to better use. I wonder if you will use your green credentials in saving the mature trees when the redevelopment of Northfield house Sandy lane West starts?</p>
Object - Church Cowley	<p>I object the proposals set out to have LTNs in the church cowley area. I travel through there 5 days a week to my child's school. It has made it impossible in the mornings and afternoon to travel to and from the school without the massive build-up of traffic on other routes and having to go completely out of the way adding an extra 15-20 minutes onto what would have been a 5 minute journey. It's causing traffic in places that never had issues of a build-up in the past. Overall the LTNs are doing nothing but causing chaos.</p>

Object - Church Cowley	Waste of time to get around those blockages. People can drive still drive in, so it is pointless. Also, they make traffic far worse on Iffley road and temple square area. Junction from Westbury Crescent to Iffley Road is terrible, same goes for temple square traffic light area
Object - Church Cowley	<ol style="list-style-type: none"> 1. Littlemore road is a main road and not a rat run. 2. By closing Littlemore Road, you force diverted traffic toward Bartholomew road making the school less safe. 3. If you fully closed Bartholomew road resident of Herschel Crescent would have to go through the ring road to go to Temple Cowley. 4. The only road for which closure makes sense is Beauchamp lane as there is an ease parallel alternative.
Object - Church Cowley	These barriers do not help reduce traffic as it requires you to take a longer route thus creating more pollution. The reason people use these roads are to get from A and B using the best route possible. If a road is tarmacked it should be possible to use it. Templates Square is already half full of empty shops. The LTNs will serve to drive shoppers to other places away from Cowley. They are a waste of council money which could be better spent on repairing damaged roads.
Object - Church Cowley	My great aunt lives in Cowley. She lives alone and I (and my sister) regularly take her groceries and pop in to make sure she's OK. Both of us work full time. My sister lives near Bicester. Visiting her by bicycle is not an option. The LTNs are already impacting her as it's taking a ridiculously long time to reach her. Yesterday it took me around twenty minutes longer (both ways). We have both decided we cannot continue to visit as regularly due to the length of time it takes to reach her and have now had to organise more grocery deliveries via Ocado as an alternative. So instead of seeing her great nieces regularly (and us making sure she's OK / having a chat / helping her with jobs) she will now see just a delivery driver. She's already lonely and isolated and this will just add to that. My sister and are both incredibly upset by the LTNs and that they are making it extremely difficult to visit our great aunt. My uncle (who is 80 and also lives near Bicester) also visits her about once a week. He already finds the journey difficult by car (due to his age) and he just can't believe what's happening with the LTNs - this is a journey he's been doing for some 60 years and he's very upset that it's been made so much harder for him. There will be hundreds of elderly people whose families are now visiting the less because of these roadblocks. Her cleaner (who is also part of the team who keeps an eye on her) comes from Greater Leys and is also finding it takes much longer to reach her. You could say she should cycle there but she cleans all day long (takes her Hoover with her) at multiple addresses. It seems the LTNs are designed for people who use getting to work by bike as a form of exercise - forgetting that many of us do manual labour and cycling home at the end of a long day is the last thing we want to do.
Object - Church Cowley	<p>I fell that Littlemore Road is a main route to the Templars Square shopping centre from Long Lane. There are traffic lights at the junction to the John Allen centre. I don't fell this road is a cut through. I am having to be on the road longer than before.</p> <p>I think that other roads are more valid to have been put in the programme. I can understand the reasoning behind Mayfair road, for example.</p> <p>I also understand the need to keep school children safe, but traffic calming may have been more suitable for littlemore road.</p>

Object - Church Cowley	<p>Bartholomew road as well as other roads have been cornered in and not been taking into consideration when making this decision! We have only one way to get into our roads and the same way to get out of this area. It's a shame that the council had not been considerate to the people which are living in this area.</p> <p>Regardless motor vehicles are a common use in our day to day lives we require them for work, for shopping, general errands etc. We don't expect our time being wasted on extra traffic which is unnecessary. Having to use the Newman road interchange and having to wait 20-30mins to get in/out is appalling and dreadful! You think having these LTNs is helping but all it's done is increase traffic on the main roads which in a sense has not helped the main purpose of this scheme.</p> <p>The only solution to this is by removing the LTN which is on Littlemore road as that is considered a main road so that we as residence can access this side of cowley without being stuck!</p>
Object - Church Cowley	This is an ill-conceived plan. I will be looking to relocate my business probably out of anti-car Oxfordshire. Which will result in a loss of jobs
Object - Church Cowley	Because my journey times are starting to increase greatly at busy times of the day Because all traffic using the few roads available.
Object - Church Cowley	<p>I work for a company that is on a route towards cowley centre, we have been really impacted on less customers since the LTN have been put in place on littlemore road, employees fear for their job security as when there is less custom equals loss of jobs. I am also concerned of pushing congestion and pollution from vehicles elsewhere in littlemore and cowley and making those other roads gridlocked, as we have been on lockdown recently, we really don't know how its gonna really effect a wider area when all goes back to work. I work with a trainee paramedic and they said that they feel the LTNs would impact the time level to get to a patient, myself being a asthmatic this worries me, if you are having a heart attack or a stroke, time is very important...to be able to get to them...if the other roads are gridlocked how the hell are the emergency vehicles be able to get through to get to the patient in time?</p>
Object - Church Cowley	<p>First because it cuts me off from friends and family in Rose Hill and Littlemore.</p> <p>Second because I work in Reading and do Liftshare with a resident in Rose Hill</p> <p>Third because I deliver food parcels in Littlemore and Blackbird Leys and this has meant that the routes which I do as a volunteer in addition to my full time jobs take more than twice the time.</p> <p>Fourth because there are plans to reduce the community facilities in Blackbird Leys and as a resident living on the outskirts of the city I am not easily able to reach amenities close to me by public transport quickly making me feel</p> <p>More cut off by these barriers.</p>

Object - Church Cowley	<p>I am complaining about all of the restrictions. I have children in schools in all your restricted areas and trying to get them to school safely now and then get to work myself has become really bad and dangerous. They journey has increased by 40mins my pollution output has tripled now for this journey and I no longer feel my children are safe on these journeys I have seen many cars doing dangerous and stupid manoeuvres because of these restrictions' cyclist as wellbeing dangerous because the restrictions have given them false confidence nothing will be in there way. I have lived in Oxford all my life and you can tell who ever came up with this scheme does not live round here, have children, or use a vehicle. Also blocking the main road between littlemore and cowley now littlemore is inaccessible without going all the way round two estates to get to it again increased pollution output, I thought Oxford cared about its pollution levels obviously not if you have just increased the journeys of everyone in a highly populated area that's disgusting and unhealthy for the children that live on these main roads that are not choked up with long lines of traffic. As a resident in this town this has made me realise our council is all about the money and not the residence extremely disappointed and embarrassed to be an Oxford resident because of decisions like these. The added danger also for emergency services being restricted as well a breach of basic human rights. These bollards are insane and a delusional dramatic solution to a minor problem could of been solved so much easier and with much more consideration for all the residence commuting in Oxford this just makes it look like you are favouring certain estates over others instead of equality for everyone you've embarrassed your town. I also know many people have stopped coming to Templars Square and the local shops in that area simply because of these restrictions but obviously local shops are not considered either again embarrassing. Also, I have noticed late at night where you have made these restrictions are more unsafe now as there is no-one about and I know many people who have been followed and approached by unsavoury characters mainly women due to how quiet the area is now, you have made it more of a danger for women alone now. I now feel my town is assisting offenders with providing quiet secluded areas with no through traffic to deter people. That's a breach of human rights again the right to feel safe walking down a street gone.</p> <p>Since these LTNs have started I have come to hate where I live my travel situation has become so stressful because of these and have had to cancel many things in my life as I have difficulty getting to my destinations in time and getting reprimanded for being late but have no way to change this. Using a bike, bus or walking would make me even later and I can't afford to lose my job or pay a fine because my children are always late for school but this is what I am trying to deal with on a daily basis because of the restrictions it has made me so exhausted just trying to come up with constant plans just to deal with the new restrictions plans and stress that I never had before these LTNs I have lived in Oxford all my life in the cowley area and I now feel unwelcome in my own town and now hate Oxford because of this but cannot afford to move. Thanks for making locals feel trapped and unwanted. Not everyone works in the town centre and can use buses, there is no bus from where I live to where I work so not even an option to swap to public transport and to far to bike or walk. You are discriminating against people's freedoms and dictating to people how they should travel by restricting their movements and affecting their mental health, my mental health has definitely been affected by these restrictions and the added stress factor.</p>
Object - Church Cowley	<p>The massive increase in traffic resulting from road closures diverting all traffic onto already busy roads.</p> <p>People turning right out of Newman Road onto Oxford Road is a dangerous junction, but now with increase traffic and the increased need for people to navigate around the various closures. Whilst I understand the desire close residential roads to remove "rat runs" closing roads such as Bartholomew Road and Littlemore Road whilst great for residents on those roads, it is causing excessive traffic on Oxford Road, Rosehill and Church Cowley Road like I have never seen in the 20 years I have lived here, also as no changes have been made to the phasing of the John Allen Centre/Church Cowley Road/between towns roads and the Church Cowley/Rosehill junctions traffic lights there are regular traffic jams and this is before traffic returns to normal levels following COVID.</p> <p>I feel the correct enforcement of the 20mph restrictions and better separation of cyclist and motorist where possible would remove most people's concerns not just closing roads.</p>

Object - Church Cowley	<p>I write with regard to the recently installed Low Traffic Neighbourhood (LTN) in Mayfair Road and Churchill Road, Cowley, Oxford. Initially I was in favour of this scheme and indeed I am still keen to see the traffic in the area reduced and therefore willing to work with the council to enable all residents in the area to benefit from such a scheme.</p> <p>We live [in] Westbury Crescent South, where we have experienced an increase of vehicles. There have been several near misses (near road traffic accidents), due to road users refusing to give way to oncoming vehicles. On Saturday 13 March 2021 at 3.30pm approximately we counted 76 vehicles travelling on Westbury Crescent South. On 30 March 2021 someone damaged my son's car, whilst we think, trying to squeeze past another car. The vast majority of road users do not observe the 20 mile an hour speed limit and I feel this is exacerbated because there is no one to enforce it. Happy to try LTN, however it has not proved beneficial to Westbury Crescent South. There is more traffic than ever.</p> <p>Currently there are 10 roads or residential complexes using Westbury Crescent as the way in and out of this estate (Westbury Crescent, Mayfair Road, Fairlie Road, Hillsborough Road, Hillsborough Close, Kelburne Road, top of Churchill Road, Wyekham Crescent, Rose Court and Queens Court). It seems very unfair to make all of this traffic go out of Westbury Crescent South. Although, I know Westbury Crescent North have found the LTN to be a great benefit in reducing traffic. There are a significant number of small children, elderly and vulnerable people living in the area, who are at much greater risk of road accidents when walking or crossing the road.</p> <p>We are still experiencing much more traffic than usual and feel that with the way LTNs are currently organised, it is more of a high traffic neighbourhood for Westbury Crescent South. Perhaps you could consider making Westbury Crescent a one way road, so the traffic is more evenly split between both sides of the crescent, as at the moment it feels like Westbury Crescent South are the only residents not to have benefitted from this scheme. Alternatively move the LTN barrier in Mayfair Road to the junction between Mayfair and Kelburne Road. This would be my preferred option. In fact, we have been disadvantaged by the LTN in terms of more traffic, traffic travelling at greater speed (vastly outside of the speed limit), higher risk of accidents and greater air pollution.</p> <p>It would be really beneficial if you would be able to arrange a socially distanced outside meeting with myself and interested other residents to discuss a way to help all residents in the area benefit from the Low Traffic Neighbourhood scheme.</p> <p>Many sincere thanks in anticipation of your response.</p> <p>Best wishes</p>
Object - Church Cowley	<p>The traffic is fundamentally worse. The roads being blocked are to stop people from using routes through church cowley as short cuts to bypass the traffic on rose hill and church cowley road (presumably associated with the shopping centre). While this does reduce the traffic along the roads in the estate, it drastically increases the problem on the main roads- roads which were already dealing with higher volumes than they can cope with. The problem is that for this LTN you end up just adding more traffic to routes that are already too congested. This would be justifiable if the roads were only required by through-traffic (that is being actively discouraged) but the current layout of the LTN means that these main roads are still necessary for use by residents of Bailey Road, Knolles Road, Boswell Road for entering and exiting the neighbourhood. As a high traffic flow problem, surely the solution requires either opening more low traffic routes rather than closing routes (to reduce main road traffic and make it a more appealing option over using the neighbourhood roads) or ensuring that a low traffic route exists to connect the neighbourhood to the ring road but not the neighbourhood to the high traffic roads.</p>

Object - Church Cowley	These are dangerous. Traffic has been pushed elsewhere and it has made the roads much more dangerous, and we are not even fully out of lockdown yet! I have elderly relatives down Herschel Crescent and these LTNs have caused major disruption onto a once quiet area. Going anywhere near Cowley/Florence Park area is a disaster, especially for emergency midwife appointments. This has not been thought through enough.
Object - Church Cowley	I find the LTN system a nightmare. I work at a school in Temple Cowley and live in Herschel Crescent, it is a nightmare to get to work or go anywhere. It used to take me ten mins it now takes 40!
Object - Church Cowley	<p>As the HR Manager [of a 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 and time getting to and front work.</p> <p>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.</p> <p>Equally to go another route and back up Shelly Road for which colleagues need to turn right onto a busy road and in rush hour puts colleagues lives at potential risk of accidents. The traffic then builds up near the police station and it is pure congestion.</p> <p>Personally, I travel 18 miles into work, it takes now takes me between 50 minutes and an hour to get home. The main bulk of this time is leaving my place of work which is St Gregory the Great Catholic School which is taking anything from 30 to 40 minutes to get to the A34.</p> <p>After a long day working, the additional travel time add to colleagues stress and anxiety to get home and potential accidents.</p> <p>At the least, open up Rhymers Road into Cricket Road as this is a through road and allow an easier flow of traffic</p> <p>When education is so important, how can these implantations be made without the consideration of local schools and recruitment of staff. I would really like someone to contact me or be involved in any meetings please.</p>
Object - Church Cowley	I have elderly parents who live in The Grates who Don't drive so now a 2 minute journey to pick them now becomes at least a 10 minute journey if you can turn right out of Newman Road and also, I'm putting more wear and tear on my car and also more pollution into the air.
Object - Church Cowley	I am objecting because this is causing longer travel times and more complicated journeys for older people and people with disabilities. It is also not reducing emissions, just pushing them elsewhere.
Object - Church Cowley	Trying to get in, and out of Courtland Road, onto Iffley Road a total nightmare for me at most times of day because of extra traffic having to use Iffley Road. Church Cowley Road (Between Towns Road) huge volumes of static traffic pumping out pollution into the air especially the 4-6pm timeslot. I take my little dog for walks in Florence Park and it's ridiculous trying to turn right onto Church cowley Road from Florence Park Avenue during these times, and difficult to at other times. Thirdly, my short journeys (I am disabled and need to drive) to get to printers in Crescent Road, and old lady I help in Rymers Lane mean twice the length of time (and pollution) for me. Very angry, as are all the other motorists in the traffic jams. Are you listening?
Object - Church Cowley	The widespread use of the LTN across Cowley has caused major traffic disruption and gridlock on the Cowley and Iffley roads causing longer journeys & increased pollution. When combined with inevitable roadworks the above is increased yet again. People will get fed up of these journey times and decline to visit local shops and businesses if they cannot access with a vehicle. Amazon and the major 24hr online delivery services seem a much better option rather than what was a 200 yard journey now a 2 mile round trip taking half an hour. To expect people to walk and cycle to the shops and then carry shopping bags back is unrealistic and unsustainable. Not to mention the roads that have been shut off by the LTNs now take longer to exit from as the main roads are blocked up.

Object - Church Cowley	<p>My ability to travel freely to patronise local businesses is severely impaired following the introduction of the LTN.</p> <p>Traffic congestion and general inconvenience now means that I no longer find it practical to travel to my nearest shopping centre. Instead of making a local trip, I am now obliged to cross or go via the ring-road, at which point travel to a major or out-of-town retail park is more convenient. For specialist local stores (hardware, motor parts, stationery) I am now using online retailers instead.</p> <p>The LTN will severely impair the local economy and impact family-owned brick and mortar retailers at a time when the whole retail sector is under pressure. This will directly attack livelihoods.</p> <p>Once local retail dies, the nature of a community is changed forever.</p>
Object - Church Cowley	<p>I have taken some time before submitting my comments in order to give the LTN some time. However, as I feared the impact on myself and my family has been realised. Since the introduction of LTN in the church cowley area the amount of traffic passing on the Oxford Road has increased thus meaning when I need to use my car and turn right (as I can longer go down Newman Road to get to my destinations) the time I spend waiting to get out is increased. My journey time around cowley has increased and the time I spend sitting in traffic has increased. I have noticed a significant increase in traffic on sandy lane west, a particular concern as the primary school where my children attend is here. As a community nurse for children with complex needs in the area my time going to the homes of these families, either to visit or deliver essential supplies has increased. I have to take routes with significantly more traffic even at non-traditional rush hour times and this impacts my ability to work and care for children and families. In summary the LTN road closures have moved cars further out making roads such as Oxford Road, Between Towns Road, sandy lane west busier and we are still not fully open as a society! I often have no choice but to travel by car for personal journeys and for work it is essential. I accept that I live in a city where there will be traffic. What now may be quieter for some is blighting the lives of so many others.</p>
Object - Church Cowley	<p>Causing too much traffic on the major roads and Causing delays for emergency services. Bikes are also having more danger in the main roads due to the massive increase of traffic. Hope you can live with when someone dies or get killed because you think you know what is best for the community</p>
Object - Church Cowley	<p>They are moving more traffic onto other roads causing more congestion. You have cut off Littlemore to Blackbird Leys Cowley. A journey from Rose Hill Roundabout to Barns Road/ Blackbird Leys Road now takes an extra 20 minutes in peak time. Sends extra traffic to Cowley Centre area where there is already congestion.</p>
Object - Church Cowley	<p>I'm objecting to the LTN because since it was put in place the whole surrounding area of Cowley has got a lot busier and it now takes longer to get round Cowley with long queues.</p>
Object - Church Cowley	<p>I live in Kennington, however, I occupy property and have interests in the Leys, meaning that I would normally drive through Littlemore to reach the Leys, which is now precluded to me.</p> <p>In turn I am forced to go to the next junction on the ring road and turn around to access the Leys from Sandy Lane West, action that can take forever as the Mini roundabout has multiple quick traffic lights with plenty of traffic, resulting in petrol and time wasted watching the lights go red several times.</p> <p>The LTN has lengthened my journey and that of any resident following a similar path, to the detriment of neighbouring areas that are now suffering with increased traffic and pollution.</p> <p>The idea is not entirely bad, however, the blocking of Bartholomew road is indeed a major issue for many.</p>
Object - Church Cowley	<p>With you putting in these flowerpots church cowley road is busier than ever. We can't park our car outside our home we can't cross the road safely as there is a constant stream of cars 24/7 we can't have family visit as there is nowhere for them to park either!!! The noise is mind blowing we have lived in this street fir over 30years !!!!!!!</p>

Object - Church Cowley	<p>It is detrimental to the environment by changing what are less than 5 minute journeys to 15 to 20 minute journeys, or more at times!</p> <p>It's absolutely ridiculous, a MASSIVE waste of taxpayers' money, causing more traffic elsewhere. There is now much more traffic and danger around cowley centre and the Holloway areas and now I've witnessed many more people cutting through blackbird leys. Traffic queues are now horrendous causing me to be late for work and I have 3 children who have hobbies and each have their own daily routine so I have to reassess my timing on a daily basis!!</p> <p>I also have my own business where I have to deliver to my customers - this has caused me to spend so much more money on petrol and much less time to work around my family to be able to run my business, which I will not be stopping any time soon. I'm absolutely fuming!!</p> <p>Whoever made this decision clearly doesn't live in the areas and hasn't spent taxpayers money wisely at all.</p>
Object - Church Cowley	<p>The unbelievable nightmare it causes to be 3 minute drive from all the shops in cowley centre which i now have to drive my elderly parents 15 mins all the way round either Iffley Road or bypass, so much more time wasted and fuel. The LTN blocking the road down to Cowley centre is by far the biggest issue as it stops all the residents gaining access to the shops. Everyone's argument to decrease use of cars just isn't possible when doing a large shop or helping elderly or disabled people, the statement that is stops rat runs is weak as the people who use the roads are residents and know where they are going, a commuter who works in Oxford isn't going to come off a main road and use our streets to cut through as its residence that know them and how to get local places. or home from work. We will be as will a lot of other residence look to move out of Oxford as these LTNs are a significant enough pain to our city lifestyle that we will look elsewhere, the fact that if my Dog needs urgent treatment for example and i know i can nip there in a matter of minutes but now i have to drive and sit in traffic for 15 mins is a real change to my life style and has huge impact on my daily routines, i dont also understand how these are expected help with environmental issues as now everyone drives much further for longer and increases traffic massively in other areas rather than it being spread out. We all do our bit to reduce car travel and walk when we can but these LTNs take away our rights when we do have to use a car and its then made difficult to get anywhere, we need without wasted time, fuel and a knock on affect to the pollution due to increase time in transit,</p>
Object - Church Cowley	<p>I have 2 children who attend Church Cowley St James Primary School, from September my Autistic son will start at Oxford Spires Academy, because I live in Abingdon, on the days I have them overnight I need to take them to school in the morning, this project will make it nearly impossible for me to get both my children to school safely.</p>
Object - Church Cowley	<ul style="list-style-type: none"> - As a resident of Church Cowley Road, since both the Church Cowley LTN and Florence Park LTN have been introduced, we have noticed a significant increases in the traffic, noise and air pollution present on our road. - We feel the introduction of LTNs is a good idea, and good for improving cycling and public transport, and that there may be a slight adjustment period, however we feel Church Cowley Road has been severely impacted as a result of both local LTNs being introduced, and has now become the new rat-run for local residents and visitors to the area as traffic has increased substantially. - The parking and speed of traffic on Church Cowley Road was already a significant issue prior to the LTNs being introduced, and these have both become much worse in the weeks since. These factors need to be addressed urgently, either by speed bumps on the road, a speed camera or making the road a 20mph. - With regards to air pollution, we have noticed a significant build-up of dust and dirt on our parked car since the LTNs were put in, which will have come as a result of the increased traffic. The impact on our health could be substantial and isn't something which the local council should be willing to accept as a by-product of the LTNs. - Overall, we were for the LTNs initially and still are if significant improvements can be made to reduce the subsequent impact these have on other roads, such as Church Cowley Road. Improving the experience for the majority at the expense of a few is all well and good, but when putting yourself in the position of those few, would you want to be dealing with increased noise, speeds, air pollution, congestion and parking?

Object - Church Cowley	It is ridiculous the local roads are now closed which I used to go to the local shop, visit friends in Littlemore, drive home the easiest route to park properly in a disabled space and now increased traffic everywhere. opening my windows now is noise and fumes as idling traffic queues now. A few minutes to get anywhere has gone so it will affect me being disabled and many others not to bother going out at all as you have made but more effort, energy, time and impossible quite frankly! Disgraceful no consultation to anyone in my area either! Voting locally for whoever is against them now as so many other locals are!
Object - Church Cowley	<p>Traffic getting home to Didcot after work is ridiculous. You want us to get the bus but if a car can't get you from A to B quickly, the public transport would be worse.</p> <p>Cowley Road and Iffley Road are congested from 3pm until 5pm, sometimes later.</p> <p>Also, my wife's nan lives on Crowell Road. Sometimes it is necessary to take her to hospital/doctors' appointments, but you have to go all the way round to pick her up. It is fine consuming, and the roads are unpredictable. With two small children of our own, it is vital we do not waste time on the roads of Oxford because of some ridiculous decision to block off so many streets.</p>
Object - Church Cowley	<p>You only consulted in the area of the LTN and did not consult the areas they are impacted by the Additional traffic diverting to avoid the LTN.</p> <p>The LTN has successfully increased traffic in and around littlemore, making our lives worse'. Where is the equality in this? How can it be fair to diminish one neighbourhood to 'improve' another?</p> <p>Traffic on the littlemore roundabout has increased causing queues In littlemore and worsening conditions for cyclists and residents alike.</p> <p>There are no plans to improve traffic flows in littlemore. The plan is to actually slow it further bu introducing traffic calming. This is crazy and not joined up thinking. The end result will be grid lock in littlemore, and on the ring road. Where is the research into traffic flows around the city and the impact the LTNs are having away from the LTN?</p> <p>You also seem to ignore that by making it harder for littlemore residents to reach the cowley centre, the choice is to shop online. I understand the assumption was that residents will walk to the shops - why would I do that in this day and age? The LTN is likely to impact on the long term viability of retail in cowley as you have made it less convenient to shop there.</p> <p>You cannot be certain if any changes are the result of the LTN or changes in behaviour due to covid. The validity of your research assumptions and methodology is therefore suspect and open to challenge.</p>
Object - Church Cowley	Ltn are supposed to lower the traffic but instead they are doing quite the opposite. As e fellow citizen I am very concerned and have to commute every day at work and when coming back I find it harder to arrive at my destination and that would be at least 10-15 minutes later I strongly object the placement of Ltn
Object - Church Cowley	As a resident I wasn't being asked for the barriers and since the day they applied the barriers has been so much pollution for our road and a horrendous and terrible traffic and noise. I'm not happy with what Oxford City Council has done and I wish they remove this barrier and be involved on more important things that the City needs.
Object - Church Cowley	<p>More traffic congestion</p> <p>More pollution</p> <p>More time on the roads than needed</p> <p>Me and a lot of older people cannot walk far or ride a pushbike</p> <p>If we use a taxi the cost of trips have gone up.</p>

Object - Church Cowley	<p>i am a self-employed child minder and the road closures are having an impact on my business new parents don't want to use me as the LTN s are making it difficult to get to me i have 2 sets of parents who live the other side of the barrier in Bartholomew rd, and it has increased they journey to and from me and then on to work. i also do a drop off and pick up from a local school which now takes at least 45 mins instead of 10/15mins I'm not able to walk as i have small children who cannot manage the walk there and back. i also pick up a school child on route to school the parent doesn't have the time anymore to get to me and back again before starting work. these barriers are now forcing me to turn right at the end of Newman rd across 3 lanes of traffic. a nightmare at a normal time of day let alone 8am ... I'm sitting in queues of traffic and I've doubled my fuel cost</p>
Object - Church Cowley	<p>I live in cowley and work in blackbird leys my commute to and from work are now 20-30 minutes longer than before and it is not a journey that I can walk or cycle too. The road closures have also had a negative impact on myself using local shops as I cannot get to them by car which I need to do so I now only use the big supermarkets which isn't helping me support local businesses. I also now have a 30 minute journey to my doctor's surgery. I have to always use the awful junction at Newman road as it's the only way for me to get anywhere and this junction is extremely dangerous when wanting to turn right due to the traffic coming off of the rose hill roundabout at such fast speeds ignoring the speed limit signs. I am now also having to pay out far more for fuel and making longer journeys sitting in gridlock traffic is surely worse for the environment. The blockade on Crowell road is ridiculous that road is a main road that connects Littlemore to Cowley it is not a rat run.</p>
Object - Church Cowley	<p>Blocking off Crowell Road means considerably longer journeys/ more traffic for everybody trying to access Templers Square carpark from that side of Oxford. Most people I have spoken to, have stopped using the shops at Temple Square, opting to drive somewhere with easier access and parking. I myself have stopped shopping there due to the inconvenience of sitting in the traffic to get to the car park.</p> <p>When turning right into the car park at the traffic lights on the B4495, there isn't a filter light to let cars through, so at busy times of day the traffic lights can change to green, yet no cars can turn right into the car park.</p> <p>Surely access to car park should be made better not worse?</p> <p>Speaking to staff at [a shop] on Bartholomew Road, They have told me they have seen a great reduction in the number of customers. This is a great shame, as local people need to support their local shops.</p> <p>All littlemore residence, now have to exit via Newman Road or Oxford Road. This causes large amounts of traffic on both roads.</p> <p>The chicane at the end of Newman Road has become even more dangerous, with cars trying to squeeze through. There is usually queueing traffic trying to turn out onto Rosehill through the chicane, meaning anyone trying to turn off Rosehill into Littlemore cannot get round the corner. A car nearly smashed into the back of mine, last week.</p> <p>On Oxford Road, there is now large amounts of queueing traffic, causing pollution for local residents, and a danger for children attempting to cross the road.</p> <p>The idea as a whole, has caused more traffic, meaning more congestion and pollution for people living in Oxford.</p> <p>Emergency vehicles will also be affected by the traffic, and road blockages. It must increase the amount of time it takes emergency services to attend calls.</p>
Object - Church Cowley	<p>Extra journey time. Only one way of exiting the road where we live. Limited access to amenities and more congestion to the one access point</p>
Object - Church Cowley	<p>Looking after my 90 year old father, takes me longer on the road, more traffic on the Iffley road, all the middle areas are closed, only way round Iffley or cowley road, to many roads closed off, also the emergency services take longer, using more petrol also creating more emissions, Mayfair road and Littlemore road should not be closed, the smaller roads yes. Causing more stress for people and also getting more anxiety, for me to get to my fathers. This Idea is totally not good, causing more Traffic in the other areas.</p>

Object - Church Cowley	Traffic on Church Cowley Road is now very heavy. During peak hours it is gridlock. As a result, it is noisier and more polluted. Cyclists are having to ride on the pavements as they cannot get through on the road and so now it is much more dangerous for pedestrians and cyclists. Outside of peak hours people still drive too fast along Church Cowley Road which is also very dangerous.
Object - Church Cowley	Highly inconvenient having to go out of my way to get to somewhere that would normally only take 10mins to get to, as I suffer from painful feet if I have to walk any extra distance.
Object - Church Cowley	Whoever thought of this idea needs their head examined!! By shutting the side streets to traffic you are funnelling vehicles along the Cowley / Oxford / Iffley roads causing absolute congestion chaos. I'm frequently late picking my children up from school because of this farce of an idea! And a 10 minute drive home now takes 30+ minutes! What if there's an accident / incident on these roads!??? Or road works etc !?!??
Object - Church Cowley	TheLTNs have just pushed the traffic, noise, and pollution onto already busy and congested roads. They have not encouraged me to use my car less which I am presuming is behind the implementation of them ... the amount of traffic noise and pollution levels in the area remains the same, just on different roads. The current system has just moved the issue onto a different location. To decrease the traffic, noise, and pollution in this area the public transport system needs revising as it is completely inadequate currently.
Object - Church Cowley	Whilst I agree with the aim of reducing pollution, the method of blocking roads utilised by the practice of creating Low Traffic Neighbourhoods (LTN) makes people feel trapped, annoys people, takes away people's ability to travel by car or taxi. It also causes more congestion and pollution on the streets that traffic is funnelled into, and significantly increases travel time, which irritates people, and causes taxis journeys to and from the city centre to be more expensive. Disabled people, parents with young children, and key workers working in the community (such as community nurses and care workers) who need to drive to people's homes to work, need to be able to drive their cars (or be driven in their cars). My son is severely disabled and a wheelchair user and he relies on his wheelchair accessible vehicle to be driven around, for example. The buses in Oxford are excellent and are mainly wheelchair accessible, but my son also has daily bouts of epilepsy and is prone to severe chest infections, so using public transport is not suitable for his needs. A better solution is to promote electric and hybrid vehicles, not the blocking of roads. For electric cars, infrastructure to make recharging as easy as possible is needed. One area to consider is the imposition of a charge on petrol and diesel vehicles, which would strongly encourage people to switch to electric & hybrid vehicles. That said, some wheelchair accessible vehicles are currently only available in diesel format, so wheelchair accessible vehicles should be exempt. By promoting & supporting the use of electric and hybrid cars, the goal of reducing pollution can be achieved, but people can still travel freely.
Object - Church Cowley	I am an elderly resident who is disabled and need my car to get to cowley for my shopping. This has made my journey much longer and as i am a nervous driver it has increased the traffic on the journey and made turning right out of Newman Road extremely dangerous
Object - Church Cowley	Increased traffic on Orchard Way, it is now used as a rat run for local school. Increased number of cars speeding on Bodley Rd., Littlemore/Cowley Rd, Bartholomew Rd. and Newman Rd. Increased traffic on ring road without any increase in road capacity, leading to increased journey times. Any traffic congestion on ring road leads to queues trying to access or exit estate. Traffic lights on Iffley Roundabout have not been altered to take account of the increased traffic turning right into Iffley Road. No changes made to access or egress from Newman Rd. Increased number of cars turning right in to Iffley Road from Newman Road - there will be an accident. Long traffic queues to enter/exit Newman road. Longer journeys and journey times. Increased traffic on main roads. Increased prevalence of speeding on Cowley/Littlemore road

Object - Church Cowley	<p>It makes local journeys longer, for example my GP surgery and pharmacy I use are in Blackbird Leys and I now have to go around the ring road to get there, which depending on the time of day can extend the journey time (and stress) by huge amounts.</p> <p>I realise it doesn't factor in to many people's thinking, but the vets I use is in Pets at Home, which used to be a quick journey down Crowell Road, (which my cat disliked) but now having to go along Newman Road, trying to get across traffic coming off the roundabout, to go along Rosehill Rd (A4158) and along Church Cowley Rd to get to the vets causes distressing to the cat and me, as it is upsetting to listen to pitiful cries while she is in the car. Also, for the same reasons, I rarely go to Templars Square, so local businesses are losing out on custom</p>
Object - Church Cowley	<p>we live 2 houses before the 2 planters i now have to do a u turn in the street because i cannot go through the barriers as it only allows buses and taxi , this mean i have to go up to rose hill then down Rosehill turning right at the traffic lights passed cowley centre the into barns road which then brings me to the bottom of my road Bartholomew road were i live this the way i have to go to work every day it is causing me a lot more time to get to where i need to be , all so i has become very dangerous outside our house as cars and lorries get to the planters then see they can't go though so reverse back up the road or do a three point turn it is really bad</p>
Object - Church Cowley	<p>Unfortunately, due to my line of work I have to commute with a van and have no choice. The LTN have caused huge delays and detours. Some city infrastructures will and do benefit from LTNs, but I do not agree Oxford is one of those. All it takes is a road closure/accident/roadworks and it takes over a hour to get from Rosehill to Cowley road for a emergency call out.</p>
Object - Church Cowley	<p>I am astonished at how the LTN has been introduced and the devastating effect it is having.</p> <ol style="list-style-type: none"> 1. The initial consultation and implementation of the LTN has been shambolic. In my area there was narrow support for the plan, but this was gerrymandered since only those who get the most benefit was consulted (i.e. those on roads which are now quieter). People who actually need to use those roads were not even asked (i.e. those outside the ring road). The questionnaire itself was a joke, asking questions like "Do you want safer, quieter roads?" etc. Of course, everyone wants that but at what cost? Even the ambulance service weren't aware of the changes and there was very little warning. For the last 4 weeks I've seen non-stop people driving down these roads, getting confused when there is a roadblock and then turning round. The communication on these developments were poor. 2. It isn't being enforced in the slightest. Mopeds are openly, flagrantly, and un-apologetically driving straight through all of them, all the time. As a cyclist I have nearly been knocked off several times since now I am negotiating a tighter space, against mopeds and motorbikes. I was practically laughed at when I reported this to the police. The bus-gate style ones are also being ignored by absolutely everyone, so what is the point? Like many policies, law-abiding citizens such as myself are penalised, but the rule-breakers get off and then get to their destination faster. From what I understand cameras will be installed but why wasn't this done first? Such a joke. 3. My journey to work, shops and to care for my disabled father are now all longer and more difficult. Now I have to spend more time in traffic and burning petrol, just to keep some nimbies happy. 4. This is a gross abuse of people's civil liberties. Who owns the roads? Who has paid for the construction and upkeep of these roads? The people. The people who are now being blocked from using the roads they have paid for over generations. Destroying infrastructure like this is about the stupidest and most disrespectful way of treating tax paying residents. Our economy is now on its knees are you are trying to make things worse? People's livelihoods and businesses should not be gambled like this for some green-utopia dream being forced on us through the back door.
Object - Church Cowley	<p>I object because this has caused more hassle to get around, it has been getting me late for work, by going around, it is causing more traffic, and if there is a emergency it will cause problems.</p>

Object - Church Cowley	Because this is only disrupting the lives of all residents, workers and people who need to pass through these streets, the traffic is not decreasing it is just being redirected to other streets and with this it is causing a huge congestion in other areas that previously did not have no movement. I talk to the residents and everyone is not satisfied with these barriers. There are several other ways to reduce traffic without blocking streets, this was an action you took without asking the opinion of the residents.
Object - Church Cowley	I object to the LTN because it causes inconvenience and makes me feel unsafe. We have to do long detours to shops, nursery, and GP (journeys we cannot just do on a bike), as our only exit is at Newman Road. It can only be worse for the environment. LTN do not lessen traffic, they just move it somewhere else, and make it worse on those roads. Newman Road is such a dangerous junction, a terrible bottleneck. I worry if there is an accident, then emergency vehicles would be unable to reach us in time.
Object - Church Cowley	They are ridiculously situated, we have been completely shut off from Cowley and BBL! I have to do 2 drop offs in the morning for my children one in Littlemore the other Sandy lane west, this means I have to go up the bypass and back down again! We never had anything through the door so we're completely unaware of these until they were suddenly installed!!!!!! Causing mayhem on local roads making life a misery, we were not even aware that these were even being installed considering how close we live to the ones in cowley!! They need to be removed ASAP
Object - Church Cowley	The LTNs are unnecessary in my view. They add greatly to journeys to and from my home in both distance and time. Traffic in other surrounding areas have also increased significantly since their installation.
Object - Church Cowley	I live near the junction of Church Cowley Road and Rose Hill and since the installation of LTNs the traffic has considerably increased making it harder to cross the roads on foot and also hampering my vehicular access on to Church Cowley Road.
Object - Church Cowley	If you have 2 routes into oxford and you cut one off, then all the traffic goes through the one remaining route. This is fairly predictable. This means queues, angry drivers, and a much worse environment for cyclists. The Littlemore road is far narrower than the road you have blocked - so great for the people that live there but terrible for us. I do all my town travel by bike and you've made it worse - you can't turn off half the routes without reducing the cars at the same time. More Buses? Cheaper Buses? Not insanely stupid cycle lanes? (Rose Hill down to In between towns road - not even wide enough to get a picture of a bike in it and so uneven due to the 'resurfacing' approach oxford seems to love to use outside of North Oxford. TheLTNs blocking off main routes into the city without adding additional public services or alternative means of transport into the city - therefore resulting in all original traffic shifting to remaining routes. 1. Building a ton of housing in littlemore (Armstrong Road) a good % of which will go through littlemore. 25% 50% - at least some would have cut back through the now blocked route. 2. The Ring Go service which would have gone some way to make up for the hourly bus service was canned due to lack of funding. So.. much more demand, less public services and all being funnelled through a street that has already had numerous crashes and incidents due to essentially being a single lane. Genius. Trying to go into work (currently 1 day per week in the office, expecting to go back to 5 days soon) Queuing over the roundabout from Littlemore and solid stationary traffic all the way down rose hill/Henley avenue. Never had it this bad. Terrible for cyclists this much traffic. Not quite sure what you expected to happen - have you got anyone out looking at the impact of this plan? Traffic counting before / after? Will this get published anywhere? I guess the logic was the same as putting a huge car park under the west gate and being surprised at the gridlock.

Object - Church Cowley	I feel it is more dangerous, an ambulance failed to get to a patient in time before he passed away. As a district nurse it adds a lot of time to my journeys, I can't do my job by walking cycling or taking public transport. Public transport is not reliable enough and the cost of a taxi journey has increased. It is not making the environment cleaner as people are still having to drive but their journeys are now taking longer therefore emitting more emissions. There are quite a lot of elderly residents that are unable to walk, cycle and can't rely on public transport. There are 2 car parks for templars square and to get to them know you have to go a long way out to come back in yourself for the car park surely it is affecting trading for templars square. I don't think it was thought out very well before being implemented
Object - Church Cowley	I understand the LTNs are to get people walking/cycling rather than using a car which I usually do as much as I can (my kids walk to school etc.) but they have completely blocked all directions off. I find myself getting worked up about the smallest journey. I have a doctors appt. coming up then have to get some food through a volunteering service so I will need the car to do both as the food is too much for me to carry. I am thinking of cancelling my appointment which seems ridiculous but due to LTNs and parking it seems impossible. My main concern is that the fumes from cars is being pushed in the same direction (Church Cowley Rd/Oxford Rd Littlemore. Tensions seems high between drivers and cyclists whenever I am out and about. I just feel that I don't like living here anymore.
Object - Church Cowley	Blocking so many roads in Cowley has forced all traffic on a one-way route around Cowley which has caused extreme traffic conditions. This morning the traffic was backed up from Rosehill roundabout down to the traffic lights for the turning to Iffley Rd and Church Cowley Rd. The traffic was more or less at a standstill all the way past Templars Square to the traffic lights at Oxford Rd junction and all of Cowley Rd. Which used to be a 15 minute journey from Sandford to Manzil Way this morning took me 55 minutes, it was horrendous !! This is because of the volume of traffic that has been forced to use the same roads as a route to access anywhere in Cowley. Church Cowley Rd cannot cope with the volume of traffic and it is difficult to pass parked cars in certain parts. I can't understand why you have classed Crowell Rd as a side residential street and blocked it by the Co-op / Bartholomew Rd? This road needs to be re-opened to allow access and help traffic flow around the Cowley area. Also blocking the route in Rymers Lane by Florence Park has added to Cowley's traffic issues. Blocking Bartholomew Rd has cut off easy access of Blackbird Leys to Cowley. Templars Square is already struggling to attract retailers / shoppers, and this could be the final nail in the coffin for Templars Square as shoppers will just choose to go to shopping areas that are easier to access without the traffic issues.
Object - Church Cowley	The LTN at Church Cowley has not reduced traffic but instead displaced it onto other roads increasing journey times, congestion, and pollution. If this LTN is to continue some serious thinking needs to be done to improve the signalised junctions at Church Cowley Road and Iffley Road (as well as others I suspect). Some thought should also be given to making Iffley Road (outside the Car Garage) an Urban Clearway during rush hour times.
Object - Church Cowley	As a self-employed tradesman with storage in Compass Close, I now have to take major detours around Cowley to access my equipment and materials between jobs. This adds unnecessary time and thus cuts down the amount of work I can carry out in a day. It also costs me more in fuel with the detours and adds to pollution due to the longer journey times and traffic increases caused on by the LTN
Object - Church Cowley	Our previously safe slip road has turned into a dangerous speedway as frustrated drivers speed down it to queue jump the awful increase in traffic and jump the lights. There is always traffic idling & queuing outside our home now and you've made no changes to the road/traffic light infrastructure. There is so much frustration at increased travel times impacting on all those that have to travel in from further afield via this area to provide our hospitals and universities with a skilled workforce & will also impact on them. Terrible.
Object - Church Cowley	LTN are disturbing the life pattern with long queues on Cowley road which delay me to drop and pick my children to Cheney and Headington schools. In order to go to dual carriageway from Gaisford road, I have to take a very long route. It adds to pollution, petrol money etc.

Object - Church Cowley	This has put a lot of pressure on the main roads journey times are gone longer. Morning and evening times very long queues on oxford road Crowley and Iffley Road and rose hill because of this. There are people living alongside these roads with kids what is their fault too face that much traffic. Whoever you ask they are not happy with the decision. This is not right
Object - Church Cowley	There is much more traffic since these LTN have been in place
Object - Church Cowley	As a community nurse based at Raglan House Cowley myself and colleagues have been dramatically affected by the surrounding road closures in church cowley and temple cowley. The office on Between towns road is where our equipment that allows us to support and care for our families is. It needs and to be accessed regularly at all times of day. Due to the closure of the surrounding roads and the increase of traffic on Church Cowley Road up to and down the Oxford Road, the back log of that traffic onto Rose Hill has meant the time sat in traffic for us has dramatically and we have been at times unable to access our office building. A significant time journey to collect what is required by a family has resulted in increased in petrol costs and pollution to the local area and this is unacceptable. It has made an already difficult and challenging job even more so. Having no alternative routes for essential workers and no doubt local people needing to use their cars is simply short sighted and needs to be rectified.
Object - Church Cowley	We are One Cowley. Businesses, disabled and people that rely on cars for their only means of transport to get around are facing huge traffic jams and this is leading to their quality of life being diminished.
Object - Church Cowley	I am a foster Carer and trying to get children to school/nursery out of catchment areas and to family contact is impossible with the current traffic caused by LTN
Object - Church Cowley	Since the schemes have been in place, Henley Avenue has been congested for Much of the day. The cars are stopping and starting, their engines producing far more pollution and Carbon than if they were moving through at appropriate speed. Whilst I understand that one objective is to reduce emissions, all that is happening is that they are being concentrated on Henley Avenue, which is equally a residential area. The action is just passing the buck and making it awful for the residents in our road. This totally unfair. Noise levels have also increased. What on earth possessed OCC to embark upon these schemes? It's not working!
Object - Church Cowley	i object because in my opinion all theLTNs are doing are moving the traffic and pollution to different streets, including Oxford Road, Southern bypass, Church Cowley Road and Rose Hill, which directly affect me.
Object - Church Cowley	Increases traffic and makes the main roads a lot busier. Extended commute time.
Object - Church Cowley	This is one of the very inappropriate for the people living here, instead of low omission n safe driving, LTN are creating very high level of bad driving and frustrating, all people living this area is in highly stressed. Cowley Road and Iffley Road is getting very busy and hard to survive. If me or my wife picking children from school, we get late as we need to go around and making very hard. This planning is making no sense and making life very difficult. They are implemented without proper homework. Kindly take them away. Public is completely stressed and want to get rid of them
Object - Church Cowley	Horrendous traffic since the LTNs have been in place, more pollution and terrible for emergency services to try and get through the traffic!
Object - Church Cowley	Traffic in Barns Road was always busy, but it is now significantly worse. I work in Headington and need a vehicle in connection with my job delivering to customers. Instead of a 15 minute drive home it is now taking me at least 45 minutes on a good day due to the increased traffic in Hollow Way and surrounding ring roads.
Object - Church Cowley	I believe that closing access to the roads around Cowley are just forcing congestion onto other roads, which isn't making life pleasant for those living on those roads, it is also compounding essential journeys to chemists etc, by making these journeys much long, standing in congested traffic causing even more pollution.

Object - Church Cowley	<p>It has had a negative impact on hollow way, fern hill road, Horspath Road and Wilkins road It's taking me an average of 1 hour and 20 minutes for 0.15 miles (I have timed it from fern hill road corner to bottom of hollow way (traffic lights). Fern hill road, Wilkins road and Horspath Road are being used as shortcuts therefore the traffic has increase probably around 50 times of what it was before (or probably more) The long queues in fern hill road are so bad that it takes an average of 1 hour to get from my home (number 15) to hollow way road (that's a few meters) Drivers are driving over pavements in fern hill road to turn around, overtake etc because of the stress and frustrations of the long queues Drivers are driving with no care of pedestrians in fern hill road because of the stress and frustrations of the long queues. I have witnessed myself several times children in their bikes nearly getting run over by drivers driving over pavements The car noise, people arguments, etc has become intolerable. It really is horrendous</p> <p>Freelance or people with businesses like myself are being financially impacted losing wages. I have lost an average of 3 hours wages a day. I lose 2 hours in the morning dropping my son at nursery and then another hour collecting him The dropping and collection of my son used to take me 30 minutes. The dropping and collection of my son since you decided to close some roads around mine is taking me 3 hours and 30 minutes. I am a single mum and I don't get financial support from my son's father, The wages I am losing will get reflected in what we can eat and what I can buy (clothes etc) so it's heavily impacting out wellbeing and quality of life</p> <p>In general the stress this is causing is impacting my mental health and therefore my son's mental health too. It's not acceptable that we are on this situation I am sure we could sue the council for the distress caused to a single mother and a child.</p>
Object - Church Cowley	<p>Whilst I understand just how the residents of roads within the areas affected by the LTNs I am very concerned by the increase in the number of vehicles passing my front door. I live in Oxford Road, Littlemore and, following the introduction of LTN schemes in the local area, I have noted significant increase in the number of vehicles using the road. This regularly results in queuing and slow moving traffic in the area. I can only imagine what the effect of all this traffic has had on the local environment and levels of pollution</p>
Object - Church Cowley	<p>Much longer access to Blackbird Leys Leisure Centre for my children swimming lessons. Difficult access for shopping in Temple Cowley centre and medical centre and Florence park. Heavy traffic on Rose hill road causing long delays.</p>
Object - Church Cowley	<p>I am disabled with mobility Issues so can only use my car or on worse days be a passenger in a car to get around to go shopping. doctors or hospital appointments and these LTN's are an absolute nightmare. Not only have they caused more traffic congestion Which takes a very long time to arrive anywhere on time and also, I have to go further afield to get anywhere or to get back home !!</p>
Object - Church Cowley	<p>I have been unable to get out of my street. Traffic backed up from 7.30 am until. 10.30 am or later. I have been off work because I need my car to carry my work stuff. It's disgusting. Are you going to pay my bills and take my kids to school? Or better still pay for my parking permit. I don't sit in an office. I work and so do the hundreds of other people who are sat in grid lock</p>
Object - Church Cowley	<p>The traffic since all of these LTNs have been installed has been horrendous adding lots of time onto the journeys of many. I strongly object.</p>
Object - Church Cowley	<p>Because of traffic build up</p>
Object - Church Cowley	<p>The LTN on Littlemore Road is a complete hindrance to the area. For me to be able to access the eastern bypass I now have to go through Church Cowley Road, which at peak times is nightmare to travel on. My other option is to turn right which again is a nightmare, as the lights favour the traffic coming out of the John Allen Centre and only one or two cars are able to turn right, and again I have to sit in heavy traffic on Between Towns Road. I understand the LTN's on the side roads, but Littlemore Road is not a side road, it is a main road like Church Cowley Road.</p>

Object - Church Cowley	These are making journey time much longer and pushing traffic on to main roads causing problems.
Object - Church Cowley	Makes my and my family life very difficult to move about in this area. Businesses are affected, flow of traffic is very bad, more pollution due to long traffic ques. This is very dangerous for local community if we have need for ambulances / fire brigade service. This will get worse whenever we get back to normal out of Covid period.
Object - Church Cowley	I am alarmed at the huge volume of traffic that is now being forced down Rose Hill and past my front door and along Church Cowley Road where my house backs on to. The pollution and noise affects me greatly. I think it is unacceptable to displace traffic and pollution for the benefit of the minority. It takes one problem to cause havoc. The main ring roads cannot cope with extra traffic pushed out to LTNs.
Object - Church Cowley	I strongly object to the LTN scheme in my local area for the following reasons: Poor or in some circumstances, no, resident consultation prior to the installation. No meaningful impact assessment undertaken prior to the installation. No meaningful emission readings taken prior to the installation that can be used to measure success. They are creating considerable congestion on Rose Hill and the surrounding arterial roads - simply pushing all vehicles onto one main road causes additional emissions as cars sit idling in traffic jams. This totally counteracts the purpose of the LTNs in the first place. In order to get in and out from the road where I live, I have to drive in a massive circle, its completely ridiculous and very frustrating. They are causing unacceptable delays to blue light services when travelling to an emergency. No consideration given to residents with a disability or the elderly who are unable to walk to their destinations. The incorrect bollards were installed - permanent rather than collapsible / operated. Cllr [name deleted] tried to blame the contractors with not a shred of evidence it was their mistake. These have not yet been replaced despite being told by [name deleted] they would be. Significant impact on the local shops whose trading has been adversely affected. Westbury Crescent has become the worst rat run of all, as this is the only route in and out from a large residential area. People are also parked on both sides of the road, on corners and creating blind spots. It's an accident waiting to happen. It's created a false sense of security that there are no longer cars on the road, with people and cyclists in the middle of roads. Residents still have cars and will continue to use them! The signage on the planters includes scooters, despite them being illegal on the road? This just encourages e-scooters putting themselves and car drives at risk. There is absolutely no discernible benefit to these LTNs whatsoever, and zero care or consideration for those affected every time they leave their own homes. I would like ALL LTNs in the Church Cowley, Temple and Florence Park area removed immediately.
Object - Church Cowley	causes problems for local people to reach the shops in templars square as now have to do nearly a 3 mile round trip. This causes more traffic pollution and congestion. The bollards at the end of Mayfair Road are ludicrous - how on earth is a fire engine or ambulance going to get through in an emergency - causes more congestion along Church Cowley Road and through Westbury Crescent.
Object - Church Cowley	All the traffic has now been moved to one road causing more traffic and a great inconvenience to the community.
Object - Church Cowley	I am completely against this scheme because it has already added 40 minutes to my journey kids are late for school being stuck in traffic and the added time cars stuck in traffic will increase In pollution and damaging for the environment
Object - Church Cowley	I was walking from my house to Iffley Turn bus stop when I was over-whelmed by the choking traffic fumes. It was frightening to think that I may have to wear a mask when leaving my home. It is almost always loaded with traffic now and is causing so many hold-ups. I think it is totally unfair that church cowley road has to be over-loaded like this. It is seriously worrying, and I can't believe that I have to consider moving. This is totally unnecessary. My husband has asthma and is already noticing a major difference in his breathing. I think it's totally ridiculous that we have to move due to a very backward and selfish idea.

Object - Church Cowley	<p>The LTNs are awful and have caused more traffic and worst air quality. They have done nothing but put the traffic to the perimeter rds. They need to be removed immediately.</p> <p>The air quality has decreased massively since the introduction of the LTNs. As a asthma sufferer I have noticed this massively.</p>
Object - Church Cowley	Great difficulty to get home and traffic congestion
Object - Church Cowley	These LTNs are totally cutting off Littlemore from cowley and blackbird leys. All traffic now pushed to Newman road & Littlemore more roundabout, which are a total nightmare at the best of times, now even more so. Also, the level of traffic on church cowley road is ridiculous.
Object - Church Cowley	<p>Traffic now is absolutely disgusting, the pollution levels at Cowley centre are diabolical. I don't understand how anybody with any breathing issues is expected to shop at Cowley centre or at the John Allen centre as there are always long queues of traffic all with cars running, fumes causing choking smells.</p> <p>We can access our house via car by only one road, Crowell road. Due to the LTNs, the traffic is an absolute nightmare so far, the longest it has taken to get from the Swan to the grates was 35 minutes, this is an absolute joke!!!</p> <p>We were not consulted about these.</p> <p>They are dangerous, especially on Beauchamp Lane, the LTNs say "for pedestrians, bikes etc" people speed up that road and the road has a gradual bend, it won't take long until somebody is killed! You should not be encouraging people to walk on the roads period.</p> <p>Emergency access is another issue, we as residents still forget they are there and get trapped and have to go back around - Of course this is going to happen to emergency vehicles!!!</p>
Object - Church Cowley	I do not support the Church Cowley LTN specifically the one on Littlemore Road. I do not understand why you would add one to a main road that connects us in Littlemore to Templars Square. As a result, I have not gone to templars Square to do shopping as it is a nightmare and a very long winded journey and takes me more time to get there now. I have been shopping elsewhere.
Object - Church Cowley	Traffic has become so much more frustrating Please help the environment at least. The round journeys take 2 hours or more on peak times that's not healthy.
Object - Church Cowley	LTN is causing too much traffic, noise and environmental pollution and stress/anxiety. Please take them off
Object - Church Cowley	Causes a lot of issues trying to get to school. The reasons people drive to school is that you can't cycle with little kids. Traffic is slow in the morning as it is, but with these barriers it added additional 30min!!!! To the journey. People are now late for work and they can't leave earlier due to doing a school run. It is unacceptable. If someone wants to live in a quiet area, they should move to the village and not live in a busy town. And with the barriers it is busier than ever. Unacceptable.
Object - Church Cowley	As a building surveyor, I am requested to visit many houses to inspect them to provide a professional report. The LTN makes this extremely difficult as my Satnav takes me the most practical route which tends to be the very route that you have blocked off. This must apply in the same way to many thousands of delivery drivers who are trying to deliver goods. The Satnav then becomes completely useless because it tries to take you back to the original route. On a basic level, any diversion adds distance and time to complete the journey. This means that more miles are covered, more cars are on the road, and more fuel is WASTED undertaking the journey. In a time when Oxfordshire has undertaken to reach net zero carbon by 2030 it is counter-productive to make travelling distances longer. Every effort should be made to reduce fuel use, not increase it. These LTNs are a VERY BAD IDEA and should be discontinued immediately.

Object - Church Cowley	<p>The LTNs are not just creating a few quiet cul-de-sacs. They are displacing a lot of traffic from well-used routes such as Littlemore Road, Rymers lane and Cornwallis Road onto Rose Hill, Henley Avenue, Between Towns Road, and Hollow Way. These are residential roads too. Our children deserve clean air; our elderly need to be able to cross the roads as much as children in Florence Park and the elderly of Temple Cowley.</p> <p>The LTNs are in more expensive areas with good resources (shops, surgeries etc) that have become recently gentrified, while are suffering from the changes are the least advantaged in terms of time, money, and access to basic services. How is this fair? Improvement shouldn't be just for areas that have a lot of loud voices who know how to work the media and the councils.</p>
Object - Church Cowley	The blockages restrict our access to local shops and facilities, meaning we have to drive much further and sit in much more traffic to be able to visit local facilities such as grocery shopping, banks, dentist etc. It is not often practical with a young family to walk and the Church Cowley blockages effectively cut off Littlemore
Object - Church Cowley	<p>Very inconvenient for me to visit my elderly aunt as have to use a lot more miles- bad for environment.</p> <p>Plus poor cowley road has taken the flak</p>
Object - Church Cowley	The measure doesn't encourage people to reduce car use, so the same number of cars are travelling on fewer roads. The tail backs at the Rosehill Roundabout are now ridiculously long. The volume of traffic on the Oxford Rd has more than doubled. The Oxford Road was identified by the council as being dangerous before the LTN. To quote the planning officer 'The most aggressive and dangerous driving he has seen in Oxford' and that was during the first lock down of last year when road traffic was greatly reduced. The LTNs have increased noise and air pollution. They were expensive and divisive in London and they are here too. I don't drive for environmental reasons, so I find this misuse of public funds for a predictably ineffective project maddening-especially as council coffers are stretched. Subsidise the bus routes instead!
Object - Church Cowley	These measures are diverting all cars to the major routes in / out of Oxford City Centre, causing daily heavy traffic. City Centre businesses are struggling to gain ground due to the pandemic and by making driving into the city extremely difficult businesses will continue to suffer. This is a scattergun approach that bears zero thought for; tradespeople travelling within the City, deliveries, emergency services, or families with small children who need to be transported by car, or drivers generally.
Object - Church Cowley	It is taking me much longer on my journey from work to school and then to get home!
Object - Church Cowley	<p>I live on the periphery of the new LTNs on Oxford Road, which has now become nearly the viable road out of Littlemore (let's face it, Newman Road is so difficult to safely turn right out of that most will avoid it). The idea of having LTNs may be nice but the reality is that it simply pushes heavy traffic onto other roads. The traffic on our road has significantly increased since the LTNs were implemented. Oxford Road is due to have speed calming measures put in later this year (therefore already acknowledged as having a problem) and is used frequently by children walking to school, or by families going to the park. The road is beginning to feel unsafe, and I expect pollution of the street is also increasing. Does our right to clean air and liveable streets not matter? Oxford Road may be an arterial road, but it IS nearly wholly residential.</p> <p>Also, it is not as simple as changing behaviour to only walk/cycle or take public transport. As a woman, I would not feel safe walking or cycling through the underpasses at either Oxford Road or Cowley Road when dark, yet the bus service is infrequent in the evenings, so I now feel that I am somewhat cut off from the city and Cowley centre, given car journeys are being made very difficult. I think that at the very least Littlemore/Cowley Road must be reopened to through traffic to keep Littlemore connected and relieve pressure on Oxford Road, and preferably the 3A bus service improved in the evenings. Finally, what would happen if there were an accident which closed the Eastern Bypass by the Littlemore roundabout? Oxford Road will be completely gridlocked, and people unable to leave Littlemore.</p>
Object - Church Cowley	The LTN's do nothing but cause massive traffic jams and congestion. They do not help anybody in any way and have massively disrupted the roads.

Object - Church Cowley	The LTN areas do not calm traffic. They cause a build-up of traffic because there are fewer routes for cars to take.
Object - Church Cowley	We have been based on Kelburne Road for over 15 years and have NOT noticed the road being use excessively as a cut through or speeding vehicles. However, since the LTN Road closures have been carried out on Mayfair and Church Hill Road. I have noticed a massive increase in traffic and speeding vehicles around Westbury Crescent and Kelburne Road. The traffic is also very congested on Westbury crescent leading to Rose Hill (also the surrounding main roads) and only a matter of time before accidents will happen. The LTN Road Closers have just made traffic chaos & gridlock when there was not a problem in the first place. Did anyone actually carry out a traffic survey before these restrictions were put in place? Asking residents if they want road closers without explaining the repercussions is not the answer. All businesses are being affected, whether it's customer coming into shop or staff trying to get to their jobs. In the current climate / restrictions this is not helpful.
Object - Church Cowley	I absolutely object to this LTN as it's causing problems for people around Cowley centre area we have to travel longer.
Object - Church Cowley	The ltn scheme has taken an hour a day from my life, not to mention the extra petrol cost and fumes caused waiting in the queues. I do the school run from Cowley to Littlemore and then back to Headington. It's a joke!!
Object - Church Cowley	i am objecting to it because the council has created more problems with the introduction of the LTN, traffic is now chaotic and our roads look horrible, it is a complete mess.
Object - Church Cowley	These LTNs have made my life far more difficult and every journey to Cowley and Blackbird Leys longer. I now spend longer sitting in traffic and travel much further to reach my destination. The LTNs have forced all of the traffic to use one route e.g. for Bodley Road, Littlemore Road, Herschel Crescent, Van Diemens Lane etc there is only one way to get out now. This is via Newman Road which was already a heavily used road as the traffic from Littlemore, Sandford etc all comes this way.
Object - Church Cowley	The ltns in this area have been poorly thought out meaning that cars are pushed onto already heavily congested bypass and A4158 and other surrounding roads. To now get to my work office I now have an extra 6 miles added on to the journey. I have to drive my care for work in social care so cycling, walking or getting the bus isn't an option. As well is the 6 miles it also adds sometimes up to 20 minutes on to my previously 4 minute drive to the office depending on the traffic. I have read these ltns are about reducing traffic and pollution, it is not, it is merely pushing it elsewhere. This will also be damaging the takings of businesses that are now cut off such as coop on Littlemore Road. I have significant concerns about the safety of people walking alone in these areas now at night such as my sister who is now petrified to do so because it is so quiet and because of the LTNs and no more passing traffic.
Object - Church Cowley	Because they cause more traffic which makes it hard travelling to and from work when it makes your journey 30 minutes longer than it should especially during rush hour as rush hour is bad enough as it is
Object - Church Cowley	My journey to Cowley Centre now requires that I pass through 4 sets of traffic lights where previously this would have been one set using a route now blocked off. The lights at Henley Avenue where I would turn right along Church Cowley Road, are now experiencing much greater volumes of turning traffic and have only one lane until you are very close to the lights. There is no filter light to allow queuing traffic to turn and there is virtual continuous traffic coming from Oxford. The outcome is that my journey is longer, takes more time and therefore causes more congestion and pollution but in different residential streets. I live on a residential street which has enormous traffic congestion and pollution and none of the measures put in place have made much difference. With three different bus routes, alternate kerbside parking and several chicanes plus a 20mph speed restriction, we now understand that two new housing developments with their only entrance and exit being onto Oxford Road, have been given the go ahead from planners. In my view, this will only make a difficult situation, much worse. Schemes such as the one now in place, may benefit a few but are very much to the detriment of the many.

Object - Church Cowley	The severe congestion caused by ALL the Cowley LTNs have produced serious problems for me, my family and the local community. Unprecedented tailbacks in our streets have produced poor air quality, disrupted bus services, delays to visits of my husband's daily carers, delays in obtaining medicines and a depressing stasis to public transport and deliveries. Please stop this appalling experiment.
Object - Church Cowley	The traffic around the surrounding areas has increased dramatically; traffic has just been displaced. I understand roads with schools having LTNs but no other roads.
Object - Church Cowley	I object to the Ltn's as they do not reduce traffic but only just displace traffic onto surrounding main roads making life a misery. They cause chaos on roads and have since only increased congestion and pollution on main roads Iffley road, Church Cowley road and Cowley road. The inner road Westbury Crescent is a nightmare with long queues having to wait to come onto Iffley Road. A small town like Oxford should not ugly with LTNs. One should be able to move around freely considering we pay car tax rather than short journeys made longer.
Object - Church Cowley	They are badly affecting my business. Having been closed for an entire year to now basically prevent people from getting to my business on time is truly appalling. My customers have appointments that they are consistently late for or worse, they turn around and don't come at all. Many have decided that it's not worth the bother getting here. You are killing the local businesses. Also, Cowley centre is badly affected. I have been going there for many years, but now I really can't be bothered because I have to go so much further, and it takes me so much more time. Family and friends feel the same. LTNs are the worst thing the council has done to our city. At a time when we've never been more restricted, to further imprison us like this is in extremely poor taste!!!
Object - Church Cowley	Huge increase in traffic in Cowley has made living in the area a nightmare. LTNs do not work for the Roads surrounding them that have had huge amounts of traffic pushed onto them. They especially do not work during roadworks and bring the roads to standstill. I live off Barns Road which has been negatively affected by the LTNs although I do own a car I generally only use it for longer journeys and for collecting larger shops or heavy purchases so myself, partner and children walk, cycle, scoot or bus as most stuff is in walking distance including my youngest child's school which we walk to but the increase in traffic on our journeys to and from school have meant more pollution we are breathing in due to idling cars sat in traffic, less safe to cycle on the road and less safe crossing the roads. My oldest has to use the bus to travel to school and due the increased traffic caused by the LTNs and badly timed roadworks she has been late to school several times and has also missed her connecting bus several times meaning that she has had to wait in the City Centre for half hour to catch the next available connecting bus. We have done what has been proposed in not unnecessarily using our car, walking, and taking the bus but it has actually caused use more disruption having the LTNs in place! Whilst you have decreased the traffic in certain areas to make it healthier and safe for some you have increased traffic in other areas making it less healthy and less safe for others. I live in one of the areas negatively affected by this but wasn't deemed worthy of being consulted on the effects that would be imposed on myself and my family!
Object - Church Cowley	TheLTNs both displace traffic to other roads and are an inconvenience to the residents of the roads where they are placed. Traffic in Cowley has increased along Between Towns Road, Church Cowley Road, Cowley Road, and Iffley Road The traffic doesn't disappear. Whilst turning right from Rose Hill into Church Cowley Road the traffic lights changed three times before a couple of cars could get across. It is now a lengthy journey to get to Littlemore instead of being able to use Crowell Road. Please don't tell me to walk or use a bike because I am unable to do this. Your questionnaire only allows one area to be selected but I actually object to all three areas as they all affect me due to the increased traffic on the roads mentioned above.
Object - Church Cowley	The LTNs are causing tail backs elsewhere and mean I cannot get to individual homes I need to visit for work purposes without detouring elsewhere which is surely causing more pollution?

Object - Church Cowley	I'm cycling for 16 years and the amount the traffic on the main roads like Iffley Road and Cowley Road after LTN where introduced is beyond the belief. I no longer feel safe cycling on the road the angry drivers, blocked cycle lines, my with my 3 old son trying to slalom between the cars to get to the nursery. I get the concept of LTN, but I don't see that as easier for cycling even walking or crossing the main street is a big challenge.
Object - Church Cowley	I grew up in Cowley and still have family living there. I no longer visit family there unless it is absolutely necessary and no longer shop or socialise in Cowley at all because it is just not worth the stress of getting there. I run a dog walking business, but I no longer take on clients in Cowley and I am in the process of cancelling contracts with existing clients because getting to them is no longer time efficient. I agree that the side roads shouldn't be used as short cuts and with a bit of adjustment the LTNs could work well on them, but Littlemore Road, Bartholomew Road and Crowell Road are all main access roads between Templars Square, Cowley, Littlemore, and Blackbird Leys and should remain open, possibly with speed humps to slow traffic. Not everyone can cycle or use public transport and no amount of road closures will change that.
Object - Church Cowley	I live between two barriers So if i go from Holloway there no. Parking Space i have to go. All the way back by March road (that's the only Way i can go with the shopping) all the ltn is just create a big chaos and all Oxford is stuck in the traffic. I found that complete bad idea and i don't understand why i have to pay with my Time for it? I pay lots money for cc and for my home and i don't think is fair that my Way to home is Block!
Object - Church Cowley	Totally ridiculous plan, having no concern for tax paying residents
Object - Church Cowley	My son travels to school in Abingdon on school transport, with other children being picked up in the way. Due to his special needs, he struggles with the extended travel time, and has been coming home in tears. He cannot hold his bowels for that long, which is distressing. The travel time has extended, as compared to pre LTNs. Also, Cowley is the main and nearest shopping area. We try to visit only once per week, but that means the bags are very heavy. A trip that that takes 30 minutes now takes 60 minutes.
Object - Church Cowley	Littlemore has been effectively cut off with extra journey time = more pollution and making littlemore roads busier
Object - Church Cowley	Massively increases the traffic and blocking on the main roads and with no actual benefit to the side roads
Object - Church Cowley	Appalling traffic delays to main routes. Dangerous road narrowing and subsequent dangerous behaviour by majority of road users of all types, on Newman road made 5x worse. Tortuous routes to all local destinations. Just a nightmare please remove as soon as possible.
Object - Church Cowley	I have to commute to Kingston Bagpuize every day. The LTNS add 15 minutes per day to my commute home via church Cowley road. The bus not an option anymore because of all the congestion on oxford road which has added 30 minutes because of the LTNS So I have now stopped using the bus to now instead use my car because of the LTNS making bus travel a nightmare
Object - Church Cowley	It's an absolute nightmare, not sure who came up with the idea!
Object - Church Cowley	Experimental Low Traffic Neighbourhoods are displacing traffic and pollution rather than easing traffic and pollution.
Object - Church Cowley	These LTNs are pushing pollution to other areas that are already heavily polluted and on top causing traffic mayhem across the city.
Object - Church Cowley	Its cause congestion
Object - Church Cowley	Waste of time

Object - Church Cowley	<p>I think this is an absolutely ridiculous scheme. Firstly, I have been living in oxford for the past 4 years. Traffic has always been bad, but I lived with it as I understood that the road network isn't suited for cars.</p> <p>So obviously I was furious when I found out that the council is actively making the road network worst in Oxford. All this scheme has is diverting more traffic to the main roads. It has had the complete opposite of the desired effect. It has increase traffic and congestion increasing carbon emissions.</p> <p>Also, the LTN scheme has rendered the busses to that area useless. Which again invalidates a sustainable form of transport. Furthermore, Oxford has one of the best bus systems in the country, which obviously has had a significant investment put into it. Hence, the reducing the effectiveness of buses with this scheme is not only a poor environmental decision, it is also a poor financial one too.</p> <p>On numerous occasions I have seen emergency services struggle to get down Cowley Road when the traffic is bad. In fact, I have seen an ambulance completely stuck for over 10 minutes before! I'm sure I do not have to remind you that in these situations, quite literally, every single second counts. This scheme could be costing lives. Therefore, is so morally and ethically wrong it should be eliminated from our city.</p> <p>Finally, this scheme wants to promote cycling or walking. I would like to state the obvious, but many people cannot cycle or walk for various reasons. One of which is people with disabilities. This scheme inadvertently discriminates against people with disabilities. Again, further supporting my argument that this scheme is ethically and morally wrong.</p> <p>I hope I have highlighted the numerous issues and I hope this scheme, like many others around the country is abandoned.</p>
Object - Church Cowley	<p>Emergency services being delayed Nowhere to divert when accidents etc on main roads No increase in bike lanes or dropped kerbs to access them e.g. crossing Garsington road from Phipps Road no drop to get onto pavement bike lane Increased perimeter traffic Unfair on those reliant on motor vehicles due to mobility problems So far, no apparent modal shift or significant reduction in perimeter traffic which was claim. Only going to be worse in winter</p>
Object - Church Cowley	<p>Not solving congestion or pollution. Just directing it elsewhere. You are not going to encourage people to cycle, especially those that have children, making everyone late, stressed and choking on polluted air by having more cars in a certain area idling because of congestion.</p>
Object - Church Cowley	<p>How can this stupid idea be of any good to the ozone? You have to travel even longer to get to places surely, it's not good for the environment, the emissions must be even worse with this ridiculous idea People will always use their cars whatever new ideas are brought in, it is just making everyone really angry having to wait in long cues to get anywhere</p>

Object - Church Cowley	<p>The proposals are being rejected by myself as these bollards/planters will severely affect our operational activities as a lettings/property management business. This will inevitably mean that our staff/contractors will be unable to effectively travel to work, undertake viewings, property inspections and maintenance visits in the normal manner via car/van. This also extends to the regular official inspections which are conducted with the Council by myself relating to our HMO Licensed properties in these said areas.</p> <p>Having considered the arguments that it may reduce noise/pollution etc. in these neighbourhoods and that the current traffic renders these strategic cycle routes unattractive for pedestrians and cyclists, this entire scheme proposal completely fails to recognise the impact that this will have upon local businesses and thus the local housing economy. This therefore means that these traffic restrictions will ultimately render life more difficult for agents, landlords and tenants in the letting/management of their respective properties for the inhabitants in these said neighbourhoods alongside the additional time and resources required in terms of travelling to reach these properties. Thus, for people/employees etc. with tight schedules and a lack of available time, this is going to prove most inconvenient!</p>
Object - Church Cowley	<p>I object the LTNs. Traffic has been horrendous since the LTNs were placed. Emergency services get stuck, the other day fire engine was stuck and couldn't reverse or turn around. Dropping kids to school in the rain takes 8 times longer in time and 3 times in journey. Missed hospital appointments because of the LTN traffic chaos. As there is a traffic jam on all the main roads so the pollution is much worse due to the LTN. I believe LTN are a waste of time, resources, tax money. The council should look after the convenience and interest of people rather than causing problems for the local people paying so much council tax.</p>
Object - Church Cowley	<p>These are not solutions What has the council done over the years but make the situation worse All the austerity cuts! what did it lead too? and now this! This is an opinion shared amongst residents & work colleagues, that the council needs to address more immediate & important issues rather than wasting time and money on this trivial little things! making lives more difficult & awkward. Invest in the infrastructure namely quality of the roads & network, schools & funding, Only council that has performed the worst 3 years running</p>
Object - Church Cowley	<p>Not allowed to go down Bartholomew Road towards Barns Road. Cannot go down Littlemore Road towards Cowley Centre. Only way out is on Newman Road/Rose Hill junction. There are road 'shoulders' at this junction which causes a bottle-neck effect causing queues down Newman Road and out onto Rose Hill. This is also difficult as the road is quite narrow already, along with the cars parking on the side.</p> <p>It is difficult to turn right onto Iffley Road because of traffic coming off the roundabout and wanting to turn right into Newman Road. Traffic is often queued back to the roundabout. Residents are effectively trapped have to go well out of their way to get out while also having to negotiate a difficult junction. Please please remove both LTNs to improve the access and decrease congestion.</p>
Object - Church Cowley	<p>I object to the LTNs in this area on the grounds that they have so far increased traffic to nuisance levels and noise and air pollution on the remaining open routes to unacceptable levels. Also, that the new proposals to close off through roads between Cowley Road and Iffley Road are set to make these problems far worse for residents on these routes.</p> <p>This form forces me to choose which of the three LTNs I object to, i.e. Church Cowley, Florence Park or Temple Cowley when all three have an impact on traffic density on the main routes in the surrounding these areas. This seems disingenuous of the council and may well skew the results of objections to the scheme. I object to the effects of all three.</p>
Object - Church Cowley	<p>We are trapped in, as the main roads are constantly blocked and backed up in every direction. This makes after school activities, nearly impossible to get to on time. My child plays football in blackbird leys, it takes nearly an hour to get from Iffley Turn to that side off Oxford. Rosehill blocked, church Cowley blocked! I also rely on a childminder who lives in van demons lane, I rely on her to get my child to and from school, school is St Frideswides. It's added more time for all essential trips. They have been late to school multiple times. I do not drive due to health problems, but I do rely on others to get to me when needed, including my childminder.</p>

Object - Church Cowley	We try not to drive but we do have to and now it's a mess and really hard to get to Cowley centre, and also to get to Cowley road pharmacy
Object - Church Cowley	Too much traffic on main routes now. Congestion is worse.
Object - Church Cowley	i object the LTN because it brings misery to people who has to drive as part of their work and daily life. also, it only benefits people who live in the areas that are closed, while it brings more pollution more noise, more risks to people who leave and use the main roads where all the traffic is concentrating now. a benefit for few for the misery of many
Object - Church Cowley	I live in Stone Quarry Lane Iffley. When trying to turn left or right particularly right from the Iffley turn the main rd has become much busier due I believe to LTNs and more difficult to access safely. It is dangerous as you cannot always see clearly if there is traffic blocking your view. It also takes much longer on the bus at busy times to access going into town. There is more congestion, and I am sure more pollution. An elderly lady with a walker trying to cross to get to the bus stop the other day from Singletree was in danger. So sad. I think it is a good thing for Beauchamp Lane and Westbury crescent. I believe that however there is too many roads now not accessible causing danger and pollution. Sandy lane where St John Fisher School is an accident waiting to happen. The Council should be looking at the ongoing problems and that area. A child will be killed. There is so much traffic when exiting the Iffley turn that it is often dangerous due to lack of visibility. It takes much longer to drive up the Iffley rd or to Templar Square for shopping. I am concerned for both cyclists and pedestrians. Especially by Singletree.
Object - Church Cowley	The traffic going up rose hill in the morning and afternoon now is terrible. Worse than it ever has been. People are driving longer distances and sitting in traffic jams pumping fumes into the road. The system is simply not working. People are more frustrated and therefore driving erratically and dangerously trying to get to work on time. As a cyclist you have to ride through all the fumes with my son on the back of my bike. Drivers trying to weave on and out of the traffic makes it dangerous. The environmental impact is massive. The wellbeing of everyone involved is negative. The cut through a people used in the past reduce the amount of cars on the main road. You need to reduce the speed people are driving on those roads and not block them completely as it is bottlenecking all drivers. Another concern is people are still being advised to work from home when they can. We are not yet back to full capacity on the roads and when this happens, I can't imagine how it is going to be. Please put a stop to this now and rethink.
Object - Church Cowley	I think it's been badly thought out and doesn't think about the fact that people still need to travel around and through the area. I think you should've added more speed bumps to slow people down and maybe make some roads one-way to keep the amount of traffic using certain roads. To close off a lot of major through routes and make every car in the area drive down Between Towns Road is just ridiculous. The queues are enormous, and the standing traffic creates more pollution than traffic that is moving. You're never going to get rid of all the cars from all the roads around Oxford. Why would you want to? People still need to travel and to get to Templars Shopping Centre and not everyone has the time to use public transport, which is at best, mediocre. I can and do cycle around the area, but not everyone is able to do this. I think you need to re-open the roads but add a lot more speed bumps and make some roads one-way to help ease the flow of traffic. Not halt it altogether. I wonder how much the shops have suffered around the Cowley area because some people can't face the horrendous traffic jams to get there.
Object - Church Cowley	More traffic on main roads.

Object - Church Cowley	<p>The LTNs are causing longer journeys and congestion on the other local roads that can still be used. Newman Road is now very busy and is a dangerous junction when turning right due to the close proximity to Littlemore roundabout. There is also long queues of traffic on both Church Cowley Road going towards Henley Avenue and on Cowley Road, especially during busier times e.g school start and finish times and general rush hour times. The LTNs are not working as they are just moving the problem of pollution to other residential areas. By limiting the number of roads cars can use even more traffic is being forced onto the remaining local roads such as Newman Road. Please remove them</p>
Object - Church Cowley	<p>Since the Littlemore Road (Site CC3) planters and bollards have been in place this has meant more turning traffic e.g. cars and lorries in Compass Close, which is small. Some of this had been at high speed, frustrated drivers, just avoiding residents' vehicles. Now the emergency vehicles are not able to use the access route of Crowell Road/Littlemore Road it makes the area feel unsafe, at least to me.</p> <p>The gaps between the bollards/planters, situated near the brow of the hill, for cyclists etc. is being used by fast motor bikes including mopeds (a lot of learners!). There have been occasions of people jumping out of the way... fortunately adults not children that I have witnessed. Added to that now fast electric scooters, which appear to be allowed now?!</p> <p>The residents parking and with more double yellow lines in this area came into force just before the LTN was put in place and it appeared to me that this made a big difference to the reduction of traffic on the Crowell Road/Littlemore Road.</p> <p>I am not currently a car driver/owner.</p>
Object - Church Cowley	<p>It's created congestion which is a major cause of pollution. You must see that 2 mile long queue</p>

Object - Church
Cowley

In my opinion this fails at every level. Laudable as it is to try and reduce car usage for local journeys. Environmentally this is just rearranging the deckchairs on the titanic. 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. possibly catching queues on the church cowley / in between towns road and more recently queues to the ring road roundabout going up past Newman Road turn off up and over Rose hill. Previously I could choose to proceed down Bartholomew Road. I notice the failure to enforce the bus "gate/camera" has resulted in a speed increase of the vehicles using Bartholomew road. It appears as they know they are already doing wrong by using the "gate" they are also no longer heeding the speed limit past the school. There will also be a significant proportion of people in each divided area doing the same and having to circumnavigate the LTN to get to their single entrance, where before they could simply come off the queues on the larger roads at the nearest convenient opportunity. There has been no mitigation for the Disabled and vulnerable. While on low incomes they are now expected to travel longer in their cars, and it is expected their visitors to do likewise. It's essentially just an increase in their cost of living that for many is already close to the wire, and no additional support from the LTN scheme to them to mitigate this. Despite various reassurances that emergency services have been consulted and have all the information about where the filters have been placed the amount of their vehicles turning round clearly shows they did not have and continue to not have that information. It appears what little to no actual consultation they had was based on the collection of existing general statements and not active current attempts to engage them over the then proposed LTN filters and their effects. The lack of enforcement at the Bartholomew Road filter also has meant there has been a failure in stopping the allegedly undesirable East to West and vice versa through traffic. Gritting my teeth and keeping to the longer routes when driving home to only then see non bus & taxi traffic speeding along the road ignoring the filter is maddening when I'm out walking to friends / play areas with my child. Pushing traffic from through the LTN to roads that ring it is unjust. People on already busy roads get to suffer more direct and intense air pollution and a reduction in air quality while those more central to the LTN have allegedly better air quality. When there was no proven issue with that air quality. With the increased time and length of vehicle journeys caused by this LTN the overall emitted pollution will have increased but initially displaced still has to drift at points back into the LTN negating the benefit to all but those perhaps right near the middle of the LTN. In short, the LTN creates more pollution than it might remove. The timing is also as bad as it can be. People are loath to cram into public transport during a pandemic. Some simply can't take the risk and you should not be expecting them to. More public transport alongside such a scheme might have been helpful in more non-covid times. but none has arrived as part of the scheme. No additional devices to help those less able to shop more local have been part such a scheme (personal shopping trolleys for example). An extension/adoption of the "Pick Me Up" point to point bus service that stopped might have been useful. The Newman Road junction and associated Pinch-Point/Chicane which seems to be designed to be as awful as possible to Motorists, Cyclists and Pedestrians has just doubled its lethality since the LTN trial went in. I assumed it was an attempt to discourage the use of Newman Road but the LTN has made its use essentially mandatory for a large portion of residents of the LTN trial. Sooner or later a right turn out from it is going to go wrong with someone coming hot off the roundabout and I find it likely to be fatal. Also coming off the ring road roundabout to turn right into Newman Road is now very dangerous: In my experience Every other day I see a vehicle coming south has come round the rest of the queue and has crossed into the northbound lane (that turns right into Newman Road) either partially or fully. It is only a matter of time before that becomes a head on collision.

Object - Church Cowley	<p>Because the council has put in these new schemes without making appropriate amendments to the effected roads, in particular church cowley road which is where all traffic from the church cowley LTN and Florence park LTN has been redirected onto and combined with the new CPZ meaning more parked Cars on this road has made traffic a nightmare for the alternative routes. Traffic jams have significantly increased and generally higher levels of traffic for longer periods. If the estates are to remain closed traffic measures such as single yellow line no parking between 8.30 to 6.30 mon- sat should be made on the east side of the street to improve flow along with an extension of the double yellows by the traffic lights to allow larger vehicles to turn in to enter the road with the increased traffic. Similarly speed calming such as 20 mph restrictions on church cowley road, barns road etc should be considered being introduced to calm traffic and improve air quality for residents not directly within the LTN (ie so their pollution levels aren't worsen to benefit the big gardened houses lucky enough to now have better air quality from the LTN.</p> <p>The council should actually police the parking around Templar square especially the parking on the double yellows effecting traffic flow and consider improving traffic flow on these routes by creating a turning right lane into the shopping centre earlier along between towns road to avoid the area blocking up and people being unable to reach their houses easily as the only route now available is through these main roads.</p>
Object - Church Cowley	The current LTN scheme directs traffic to a dangerous junction on Newman Road and isolates Littlemore.
Object - Church Cowley	Traffic speed increase, vehicles still using blocked off roads, further, to travel by car for access to blackbird leys, Holloway and Cowley road, church Cowley road chaos at times and the Oxford road. This has been a complete utter nightmare, a few People in power exposing this on the local community
Object - Church Cowley	<p>It is not helping traffic flow and is causing delays and inconvenience to many. The arguments for the LTNs do not outweigh the difficulties. Oxford is a city not a village and there are plenty of parks for children to play in and no-one should be encouraged to walk in roads. Please put the roads back to where they were.</p> <p>LTN's are impractical because they cause delays by extending journey times and traffic build-ups. It is a vocal minority which is in support of them. People who want to live in a rural suburb which these areas are certainly not. The rest of us are content and even desirous of living in a city, which Oxford is.</p> <p>No-one is arguing with the need for fewer journeys by car, but you are going about this the wrong way. Changing the infrastructure of the roads will not work. You need to change people's *minds* on car use. And it goes without saying that the bus services to areas such as Littlemore need to improve. Two buses an hour, less frequently at the weekend, and which stop at 8pm? It's not nearly good enough!</p> <p>You cannot expect people to walk in the underpass between Rose Hill (where there are more frequent buses) and Littlemore after dark. As a lone female, I'm not comfortable walking through it at any time of the day.</p>
Object - Church Cowley	<p>The ltns have increased traffic in other areas, they have also increased people's journeys to work, and back be it on a bus or car giving them less free time and increasing stress levels. The way the council has gone about these LTNs installing them on roads we pay for in our council tax and road tax has really ruined county's Councils reputation. especially during the pandemic time where the government have messed the public about!</p>
Object - Church Cowley	<p>Being a local resident, I feel that we should have access to drive through the LTN on Bartholomew Road. As now every journey we make we have to go via the dangerous junction at the top of Newman Road. We will no longer use our local shops at Templars Square shopping centre as it is a 15-20 minute drive each way rather than less than 5 minutes before the LTN in Crowell Road was installed. This will affect local businesses. By making journeys longer and restricting the roads that can be used adds to pollution in other residential areas. Traffic has also increased on the routes that drivers are being forced to use as there is still the same amount of traffic. Please see sense and give passes to local residents.</p>

Object - Church Cowley	I strongly object this LTN as it's making our life hell, we have to travel longer always traffic children getting to school late emergency services can't get through at least 20 times I have seen emergency services had to turn around as littlemore road bollard. I absolutely object LTN on littlemore Road as it has disconnected the families for me to see my friends I have to drive longer as I can't walk for long due to bad knee this is absolutely unacceptable please reconsider you design.
Object - Church Cowley	Significant increase in congestion in the area. Longer journey times. Concerns about impact on emergency services.
Object - Church Cowley	This is making my journey to school and work hell. I now can't get to work on time without the use of breakfast club which is costing me an extra £50 pounds a week on top of the extra fuel. You have completely cut littlemore off from cowley and blackbird leys which makes caring for my elderly mother in blackbird leys extremely difficult. How is this fair to residents???? In one of the more deprived areas in Oxford you are now costing families more money. I understand that in an ideal world people would walk everywhere but thats not realistic and not a luxury that everyone has!
Object - Church Cowley	I am in my 80's and now trapped by the new LTN's. I usually use a moped for ease of travel as walking or cycling can be difficult for me with shopping etc., but now I am forced on to Newman Road which is very dangerous to exit right and I don't want to use the bypass with my moped limited to 30 mph. It's ridiculous to block Crowell Road access to the shops. Also, since the introduction of the CPZ on Bartholomew Road, Rahere Road has become very congested. Turning in to Rahere Road is now very dangerous due to the volume of cars parked near the corner. I regularly have school staff parked all day outside my house, not that I blame them as I don't know where you expect them to park. At least either Crowell Road or Bartholomew Road barrier needs removing. Preferably both! I also have family living in Blackbird Leys who are less mobile, so now it's really difficult for me to see them.
Object - Church Cowley	I have a hearing impairment that affects my balance and I also have a knee injury. I don't feel safe walking around Oxford as I have had multiple close calls with men following/harassing me and I have been attacked twice. Reducing pollution is a must and I think some of these LTNs are a good idea but some of them are in ridiculous places. It's putting the majority of the traffic problem elsewhere and is still affecting the pollution rates. I'm asthmatic and my asthma is worse as all the traffic is being forced down Cowley Road (Littlemore) and the Eastern bypass. It's ridiculous sitting in traffic as well as this uses more petrol which increases emissions. Bartholomew Road and Littlemore Road are main roads, I've noticed now Bartholomew Road is now going to become a bus lane. When this finally happens, this is going to put even more pressure on other roads. It's taking me ages to get to work (I work in the NHS) and to get to my GP in Manzil Way is taking ridiculously long. I feel like I've effectively been cut off to a certain part of Oxford. Please can you open either Bartholomew Road or Littlemore Road. You really need to think about everyone in Oxford, not select streets.
Object - Church Cowley	I do not drive a car, but I walk and cycle. I have seen no evidence of increased walking and cycling activity as a result of the LTN, but I do see heavier traffic and pollution on the roads remaining open. There used to be four ways of accessing Hillsborough Road by car, van, or lorry, now there is only one, Westbury Crescent, and most traffic travels longer distances to reach me. This includes emergency vehicles - I was recently returned home by ambulance from the bottom of Bartholomew Road via Barns Road, Church Cowley Road, Rose Hill, Westbury Crescent, etc. rather than simply being taken back up Bartholomew Road and down Mayfair Road. The satnavs of emergency vehicles should at least show bus gates. My immediate neighbourhood had low traffic anyway. The main rat run was Beauchamp Lane; blocking off Littlemore Road and Crowell Road must disadvantage the Cowley Centre, which is important for local shopping.
Object - Church Cowley	Increased journey times caused by driving out of the way Increased fuel usage caused by driving out of the way No decrease in road traffic noise as motorbikes and scooters, the noisiest vehicles, can still use the roads - the planters don't stop them Increased danger due to motorbikes and scooters using the roads unexpectedly, as the planters don't stop them Decrease in safety due to lack of police patrols Decrease in safety due to lack of emergency vehicle access Reduction in available parking due to double yellow lines surrounding planters

Object - Church Cowley	<p>Loss of trade due to poor access and parking</p> <p>Increase in journey lengths for delivery drivers</p> <p>Increase in journey times for delivery drivers</p>
Object - Church Cowley	<p>Work is Reading (frontline NHS) and now I cannot go through Bartholomew road which adds 5-7 minutes to my journey. I spend more time in the car which is not good for the environment. I have a baby and now will not go to [shop] as it is such a long way round. It's not convenient for me to walk or cycle with a baby and working unsociable hours.</p>
Object - Church Cowley	<p>These do not reduce traffic. They funnel traffic onto already congested main arteries, causing bottlenecks at major junctions, e.g. at the south end of Hollow Way. This increases journey times (including for buses), discourages shoppers, and increases emissions for those living on artery roads (who are often there because houses are cheaper than in LTN neighbourhoods)</p>
Object - Church Cowley	<p>I am objecting to the LTN proposals in Church Cowley, Crowell Road and Florence Park areas. My objections are based as a resident, living, and working in this area and on the amount of increased traffic that now travels from Rose Hill roundabout, down Rose Hill and along Church Cowley Road.</p> <p>At peak times (especially weekends) traffic along Church Cowley Road is at a standstill, causing fumes. At my property I have experienced a big increase in the noise caused by the additional traffic, as I hear the traffic coming down Rose Hill and along Church Cowley Road.</p> <p>Travelling along the Oxford Road, Littlemore, Rose Hill and Church Cowley Road route, the residential area between the Rose Hill roundabout and Templars Square, has only two controlled crossing sites (outside Co-Op, Rose Hill and Templars Square retail park junction) - this has isolated residents and with the increased traffic on the roads has made it unsafe to cross Church Cowley Road and Rose Hill. Given the number of elderly and school age people living in this 'block', I do not feel this is acceptable.</p> <p>With the increase in traffic using Church Cowley Road, entering Church Cowley Road from Eleanor Close is also very difficult at times.</p> <p>I am concerned that Bartholomew Road (which is made narrower due to residents parking outside their properties), continues to have an operating bus route - even though it has a large primary school which children have to access twice daily. Would it not be better to block Bartholomew Road and open Crowell Road with buses routed via Between Towns Road and Crowell Road. Crowell road is a main road, with less on road parking and in my opinion reopening the route via Crowell Road to Newman road would alleviate the inconvenience caused to many local people.</p> <p>People really are not going to stop using their cars and are entitled to a traffic system that works safely and brings a quality of life to all its residents.</p>
Object - Church Cowley	<p>On the peripheral roads there needs to be SPECIFIC research and response.</p> <p>Rose Hill, Church Cowley Road, Iffley Road have become SO BUSY!</p> <p>Pollution, noise, speeding, congestion, road rage, danger for cycling and pedestrians all impacted. (And perhaps house values). It is not fair.</p> <p>This scheme is a nice idea if you live in a newly created silent haven. BUT If you live on the edge it is an appalling decay of life quality.</p> <p>Please SPECIFICALLY investigate the impact on the periphery.</p> <p>There's a balance to strike. E.g. Some roads re-opened with proper traffic calming (20mph speed cameras).</p>

Object - Church Cowley	<p>I am objecting to the ltns in Little more road/ Crowell road and Bartholomew road. 1. The ltn s have cut off Littlemore from cowley. 2. It is shifting traffic to Oxford road Littlemore which is more congested. 3. It is difficult to cross Oxford road for children crossing to the 4local schools (children from Rose hill and littlemore). 4. Crossing is more hazardous for all, including elderly crossing to Sainsburys. Due to the traffic increased from the ltn. 5. Pollution and noise has increased on Oxford road due to increased traffic. 6. Ltns have had a detrimental effect on mental health of the elderly in Minchery farm/ Littlemore as they feel cut off from cowley, blackbird leys, Holloway etc. 7. People from littlemore/Minchery farm have to make extended. Journeys to reach these areas wasting fuel and time which increases pollution to other areas. 8. Using the bypass roundabout at Oxford road is hazardous as there is increased traffic using the roundabout. 9. The turning from rose hill into church Cowley road is dangerous and needs filters at the very least. 10. it has made travel difficult to reach appointments at cowley road doctors, dentists etc. 11. It is having a detrimental effect on the elderly who use templar square for shopping, socialising or just somewhere to be for company as travelling to there , if by taxi is more expensive as further to travel.</p>
Object - Church Cowley	<p>Not enough has been done to consider the impact of displaced traffic and higher traffic volume along Church Cowley Rd and Iffley Rd. The turn in/out of Florence Park road is dangerous (particularly if turning right onto Church Cowley Rd) and the resident parking close to the Iffley Rd junction cumulative with the increased traffic in/out of Temple Cowley from Iffley direction makes the traffic lights is horrendous for cars, cyclists, pedestrians alike.</p> <p>I genuinely don't think people use cars unless they feel they have no alternative. There is neither the bus routes nor timetabling infrastructure to connect communities and prevent car journeys at present, so the journeys taking place (which are essential within the community and as from Littlemore access to Templars Square for pharmacies, opticians, veterinary needs) is now all forced along Church Cowley. My community area - Littlemore - has been woefully under consulted, despite the fact that services in Templars Square are essential to a large number of residents that live here.</p> <p>Honestly, waking to/from Templars Square along Cowley Rd Littlemore is terrifying. The reduced traffic and delay in placing a camera on Bartholomew Rd means the driving is worse. There is nothing to brake for - speeding is worse than ever and that does nothing to protect cyclists or pedestrians. Couldn't speed traffic control cameras also be part of the traffic calming measures? Sooner or later there will be a serious and wholly avoidable accident. Please listen to the concerns of the citizens and residents that are affected by the LTNs. We are worried, rightly, about the effect on our areas.</p>
Object - Church Cowley	<p>Living in Littlemore we now have only one way out of the area. We have to drive up Newman road, which is already congested, and then either turn left onto the by-pass or turn right, which is very difficult. This means long queues in Newman road and more mileage if you want to head towards Cowley, Iffley road (Doctors) or Blackbird leys. I can understand maybe that some of the side roads might be better but there is no way Bartholomew road or Littlemore road should be blocked. I do not remember being consulted before the introduction and yet Littlemore residents appear to be the most affected</p>
Object - Church Cowley	<p>Bartholomew Road is NOT a rat run, it is a main thoroughfare road from BBL to Littlemore, Rose Hill etc. The same with Crowell Road, this is NOT a rat run. The people who make these decisions obviously do NOT live in these roads. This does NOT make Oxford greener, it has made it a lot worse because we now have to travel at least 3 times the distance to avoid theLTNs to get home, and join the rest of the traffic, so our journeys have trebled, and we are now sat pouring out fumes in queues of traffic. Hollow Way is just as bad. Easy for you to comment on them during the Summer Holidays, wait until the traffic returns to normal. Bartholomew Road sign states cameras - are there cameras now, will you inform us when they are live, will residents receive amnesty? Not enough information given. - just feel you are wasting the money again.</p> <p>Same with permit parking - no traffic wardens visible - or on weekends so why make permit parking in Cowley Centre. Any time of day walk around the back of Templars Square, Barns Road etc always cars parked without permits, on double yellows, outside the back of the shops but no tickets given. You like to waste money on putting up signs etc but not follow through.....</p>

Object - Church Cowley	Cause higher local traffic and more unneeded travel time which will lead to more pollution specially when working conditions backed to normal, small 5 minutes journey now takes me half an hour!
Object - Church Cowley	The traffic has been ten times worse, the changes in road layouts in and around the area coupled with the shutting off of roads has caused far too much aggression on the roads in the area, and it really isn't a nice place to drive anymore.
Object - Church Cowley	Is affecting my business, is a lot of traffic, never seen before and I feel sorry for the families living on the main roads, this people who do not want cars in their road, should not have cars and be banned from driving on the main roads because they are killing this families in the main road. This is a City not a village, move to a village or boars' hill.
Object - Church Cowley	The LTNs impact the most vulnerable- they don't reduce traffic they displace it, making more pollution, congestion, and misery for all in the process - especially those on the main roads. Please stop using us all as guinea-pigs for ideological reasons that negatively impact real people's lives
Object - Church Cowley	They cause delays on other roads. The neighbourhoods where the barriers are placed always were low traffic. You have done nothing more than waste taxpayers Money and cause frustration. This is not how to reduce car use. Invest in infrastructure, make buses cheaper and improve security so bikes don't get stolen every 5 minutes.
Object - Church Cowley	As a person with Dyspraxia, it has taken me years to get to know the route to cowley centre and areas in the vicinity. With various roads now blocked I am so confused and find myself giving up on my original destination. I don't like driving on unfamiliar roads and these road changes have left me in a complete panic if I need to shop in that area.
Object - Church Cowley	This isnt working. I'm from the area and often used to go to cowley centre and areas around it, but it stops me going where I want to go. Also just makes all other surrounding roads gridlocked! Traffic now much much worse everywhere making cars just go down all the other roads! Cars are here to stay. Stop making it so hard to get everywhere. Cowley centre will become a ghost town and if new shopping centre and hotel is built no one will visit as can't get there any horrendous traffic everywhere cos roads are blocked! Please open roads, put traffic calming measures in place, 20 mph enforced, but stop shutting roads or everyone will just go elsewhere to workshop and live.
Object - Church Cowley	You have cut us off from our locals shops, it is costing more money in petrol to travel for our businesses You have made Oxford road Littlemore more dangerous for us to get out of You have made Littlemore roundabout more dangerous for us to get out off and you have made it more dangerous for us to travel from rose hill to Littlemore as the road signs are incorrect you have also cut us off from blackbird let's and we have an disabled son who cannot also walk to oxford academic now takes us over 15 mins to get him to school and this is unfair on the locals of church Cowley rd
Object - Church Cowley	No thought has gone into the layout, roads are now worse than ever before thanks to Ltn, cutting off communities from one another, a five minute journey is now a 15 minute journey. On the 18th August I saw an ambulance with blue lights having to turn around because of the blockades at the top of Bartholomew rd. ltn in not a good idea, it will produce more pollution, more traffic, a larger danger to the public as people will be in more of a rush to get from a to b from having to drive 4 x the distance.
Object - Church Cowley	I object on the grounds that it is taking me about an hour to get to work every day now whereas it only took 30 minutes before. The knock on effect on the Cowley area is horrendous. I trip to Cowley used to take 10 minutes it's can take anything up to 40 minutes now. I worry about the emergency services getting through. I'm also concerned that although the people that live on these streets are breathing cleaner air you have just increased the fumes & noise levels on to other people on the main roads. People should look into noise & traffic etc before they purchase their houses & if not happy them buy somewhere else. I am born & bred Oxford & I can't believe the mess our once beautiful city has become. I am 100% against them.

Object - Church Cowley	<p>I drive into Cowley frequently having lived there for 39 years until 2 years ago. Surely the pollution is now more concentrated in the Rose Hill, Church Cowley Road area as these are the only access roads? Newman Road is frequently blocked by heavy traffic, caused by the chicane and traffic blocking the junction trying to turn right onto Rose Hill. My husband (disabled) and I cannot cycle anymore so need to use our car. Sorry but cars are here for the foreseeable future!</p>
Object - Church Cowley	<p>This has caused a build-up of traffic and more emissions as people are having to find alternative routes in their cars which take three times as long as the original blocked route. Not everyone is able to walk or cycle, people rely on their cars, especially my elderly family members. It has caused havoc for them</p>
Object - Church Cowley	<p>This is just moving traffic that was a constant flow, and barely traffic more cars just moving from one area to another, and creating traffic jams in other areas, creating more pollution and more dangerous main roads.</p>
Object - Church Cowley	<p>Roads are made for cars to drive on. Footpaths are meant cyclist and pedestrians. We pay road tax for the privilege of driving on the road. I think it's disgusting how our rights have been revoked and given to cyclist and pedestrians who don't pay road tax. The council would like to lessen carbon emissions; but have failed to realise by putting these measures in place the main roads have become more congested thus producing more pollution in the air. There is also the problem of the inconvenience this has cost, being late for work, getting home late, difficulties with shopping; all aspects of our daily lives and activities are affected. Also have you considered the emergency services. How would you like it if you had a life threatening emergency and because of the obstruction you could die? All because of a road closure to appease cyclist and pedestrians, not thinking of anyone else. The committee that thought of this scheme should come and live in an area and see how they would cope. Everyone that pay road tax have the right to use the roads that they pay for, we should Not feel guilty using the roads; when there are cycle lanes, footpaths, and pavements available. If you deem that these are not adequate enough, then why have you not provided adequate services for them to use? We pay our council tax, so why should our rights to use all the roads be revoked? Why should they have more rights than car users and we paid our dues? How would you like if all tax paying road users refused to pay road tax? It's up to the government to ensure that the manufacturers of these polluting vehicles produce more eco-friendly vehicles, more pressure should be put on these companies; if they don't comply, they should be fined. We should not be penalised for something that is not our fault. Driving our vehicles is a necessity not for joy riding, it's part of our daily life. Public transport does not cover all aspects of travel. I believe you should take this matter seriously and remove these obstacles and let people get on with their lives.</p> <p>Thank you Littlemore resident</p>

Object - Church Cowley	<p>This LTN along with the others in the Cowley area have to a degree made Cowley a no go zone for me as the traffic on the major roads is significantly heavier meaning it takes much longer to get to Cowley and once in Cowley to get to the various places that I need to go. Along with being more time consuming, it's also more difficult. As a consequence, I am visiting Cowley less often and using shops that are quicker and easier to access via car which aren't in Cowley. I am also reducing the number of times that I visit elderly friends in the Cowley area as I don't have the time as more of my time is spent in traffic. This is a shame because just a Covid restriction were lifting and I could visit them, while I still visit them it is less than pre-covid because of the LTNs.</p> <p>While I only usually visit Cowley about once a month, I tend to go to several places at one time, I refer to this as via-routing as I'm going somewhere but to make most use of my time and petrol, I go via several other places that I need to go in that area. Via-routing worked a treat and was very efficient until the LTNs came along which means that I end up back on the main road in traffic jams instead of being able to use residential areas to get from A to B, then B to C, then C to D etc.</p> <p>I also object on the principle because in this country we operate a road network which in principle is open to all other than bus lanes/gates. Roads are not owned by the residents who live on them and they should be fully accessible to all traffic which the road can physically manage, so obviously some narrow roads simply cannot accommodate HGVs. In the rare situation where there is a proven record of accidents that have caused injury (rather than people just thinking it's dangerous without the evidence to back it up) then it is reasonable to make a change to the road which as a last resort could be an LTN block. However, I feel in principle it is wrong for LTNs to be brought in to deter people from driving or to make it more difficult.</p> <p>I'm in favour of looking at roads and junctions to see how they can be better used by all forms of transport including pedestrians, but we should not be preventing any form of vehicle from fully accessing the road network.</p>
Object - Church Cowley	<p>LTN's have severely impacted travel times. I have been late for work on several occasions as a result. My partner works day shifts and I work late evenings. We work opposite ends of the day as we do not have adequate childcare for our children. I have little time between him returning and my shift starting. I am unable to walk or cycle due to the little time I have to get to work. Prior to LTN's there was never an issue, now I'm arriving 5-10 minutes late every shift.</p>
Object - Church Cowley	<p>There is enough roadworks in place in the local area and enough built up traffic areas without putting wooden boxes in the roads. I sat on Newman road for 35 minutes on Friday because of your ridiculous ideas. You've blocked the main roads off last the school and the main road which leads from Littlemore to Cowley centre. Whoever's idea these were clearly have no sense or knowledge regarding traffic in the local area. They should be removed and 'rethought as the positioning of them is absolutely horrendous.</p>
Object - Church Cowley	<p>My grandmother passed away the funeral was held in st James church these measures made a very upsetting and stressful day for my family even worse. In addition this I know of friends whose business are being affected by this stupidity.</p> <p>It is causing a build-up of traffic on the main routes that was not there before</p>
Object - Church Cowley	<p>I want you to imagine a heart if you shut off all its veins the pressure on the heart increases. Just as you've done with the roads. You've diverted all the traffic to one place, restricting flow an increasing more pollution.</p>

Object - Church Cowley	LTNS have pushed a lot of traffic to the bottom of Rosehill & Iffley. Trying to get out the bottom of Rosehill was difficult and dangerous as it was. Now traffic builds and sits across the junction making it impossible to get in and out the estate. Same with Newman road. The junction is so narrow and building traffic gets stuck with nowhere to go. Rosehill round about and eastern bypass during peak times is now at dangerous level. We have a disabled child who can't walk so using our mobility car is essential. But we are being pinned in by traffic which has resulted in a limited choice for a nursery setting for our son. Which was already limited due to the needs of his Education care plan. Trying to plan his sessions or cutting them short to avoid the sitting in traffic clusters. Making our regular hospital visits now takes 20 mins longer. I'm concerned for the impact on emergency services during peak times.
Object - Church Cowley	I object to the LTNs as they have caused issues in places where there weren't issues to begin with. Smaller residential roads such as Beauchamp Lane and Mayfair Road I can agree with. But not The Littlemore Road and Bartholomew Road. These roads barely had any queued traffic to begin with and provided relief to surrounding roads where traffic was already very bad, and now even worse. Traffic has been forced from these previously nicely flowing roads, to those already burdened with too much traffic. I understand these roads are somewhat safer now to pedestrians and cyclists, but the problem has just been taken elsewhere. It now takes much longer to get anywhere, and walking isn't always an option for me as a female on her own. Getting from my house in Herschel Crescent to my gym at Cowley Centre used to take me under 5 minutes, and now can take up to 20 to go around the houses.
Object - Church Cowley	They have created more traffic problems than they have solved.
Object - Church Cowley	i am objecting because not being able to use these roads is making getting about hopeless as you now have to drive all-round the houses just to get to the local shops ie temples square or the John Allen centre plus to get to temple cowley doctors you now have to go down the bypass come off near BMW and then along to the swan meaning you need to set off earlier to get to appointments.
Object - Church Cowley	Causes way too much traffic!! Also stops me from watching to even go to the places and means I'm shopping online a lot more
Object - Church Cowley	It's not what was proposed, my local shop is the Co-Op at the top of Bartholomew Road and if the camera comes into effect then I won't be able to drive to this shop, this means I will have to use larger less convenient stores as I will get a fine for using the road. The traffic has increased along the road I live on as more cars are having to divert around the closed roads. This is a way to make money for the council it doesn't have the communities' best interest at heart. Blackbird Leys was supposed to get LTN's but because they have a parish council that looks out for local residents they objected and it wasn't introduced as it is considered a low income area, so is this area but we don't have a parish council helping fight for our rights!
Object - Church Cowley	Although creating low traffic for residents you're creating an excessive amount of traffic in other areas. Surely this is affecting other residents by drivers having to take a different route. What about those residents? I am one of many carers who works out in the community I especially work in the cowley area. I am also a car driver. Unfortunately, in my job it is not viable for me to walk or cycle as I go from house to house. The build-up of traffic from these road closures is ridiculous. I do not see how long term this will work. My journey home used to take approximately 5-10 minutes from cowley it now takes a minimum of 25-30 minutes due to this. You're considering the residents views on this but what about the rest of us who work out in the community on a daily basis. My care company has handed back care packages due to where clients live and being very difficult to access around the cowley area. This has no just an impact on people travelling but other vulnerable people.
Object - Church Cowley	The introduction of LTNs will and has displaced traffic onto other roads like ours. We have to put up with all the things residents on "leafy" streets don't like. This is going to further inequality in Oxford and do nothing for the environment. Indeed, I feel sorry for all the shop owners on Cowley road who are against this, making clear the inequalities this system is exacerbating. Think through a comprehensive environmental plan for the whole city rather than this nonsense which will only increase inequality.
Object - Church Cowley	It is taking longer routes to get to destinations which is making it worse and congested elsewhere.

Object - Church Cowley	I live facing cowley road, Littlemore and since the LTNs have been in place the amount of speeding cars going down cowley road though the day and night is ridiculous. I have two young children and i worry even crossing the road to our home. I have drivers beeping their car horns at all times of the night waking myself and Children up. As a resident of Littlemore, this has had a very negative impact on our daily lives since the LTNs have been installed.
Object - Church Cowley	I have family that live in the area and a journey that used to take 10 minutes now takes 30 minutes due to getting stuck in the traffic caused by not being able to take the shortest route
Object - Church Cowley	We are boxed in. The road is still really busy. Traffic is faster than ever. A 30 min essential car journey took an hour and 25 mins on Monday. More traffic, excessive pollution. People living beyond the barriers using our road, and our roadside of te barriers, as a car park so that they don't have to take the "long route around" to park in their own streets, then walking off through the barriers. Double win for them! Direct access to the bypass and a quieter van and car free street to live in for them! Pushing traffic onto other residential roads. Creating new more dangerous "rat runs" by forcing residential traffic out to other roads. An absolutely disastrous idea. God forbid one of ours needs an ambulance/police/fire engine quickly. The money would have been better spent removing the death trap road narrowing in Newman Road and installing better placed crossings, lights and calming measures which are SAFE We are trapped now on all sides. Barrired in. Unable to access local amenities without driving miles around. No, I can't carry a week's shopping and a disabled mother on a bike. The incomplete Bartholomew Road barriers have done nothing to discourage those still using it as a cut through to elsewhere (Cowley/Barns Road/Bbleys etc). The further result is that the cars doing so whizz up our road at an alarming rate. Worse than ever before. So dangerous. These LTNs have done nothing to serve the residents of Littlemore Road barriers backward towards the village. People living beyond the barriers who still want the convenience of parking but not the long drive round from the bypass are using our road and the Mayfair Road turning point as a car park. In fact, we have a drop backed very large van parked opposite us who uses it as a storage facility and comes and goes on foot back through the barriers to his nice quiet, virtually car free street! Not quite sure what possessed the powers that be to close the Oxford Road. I'm sure the residents of Newman Road are thrilled with all the traffic. The cyclists that use that road during busy times are now all cycling on the pavement. Marvellous. The right hand turn out of Newman Road with the bottleneck is deadly and seriously needs addressing. It's a dangerous to the extent that its sometimes impossible to get out. It's now our only exit out of Littlemore. Please sort it out before someone gets badly hurt. Bartholomew Road is still technically open and a free for all. You have created a rat run! The traffic outside our house is speedier and as heavy as ever. Whatever possessed you as an authority to half finish a scheme and have the audacity to declare it a success? Ask and actually take into account the opinions of people who actually LIVE here, not pop trough, how successful it is. Newman Road is a death trap. Open up the bottle neck, put in better pedestrian crossings further down the road, not at the top. You cannot safely turn a car into Newman Road if another is exiting. I have no idea how the buses are coping. Far too narrow given that some residents have to park outside their homes as well. Narrow road, parked cars, buses. Disaster.
Object - Church Cowley	It is taking ages to get anywhere, using more fuel sat in traffic jams and having to take longer routes not environmentally friendly. It is effecting my work as I cannot get there on time and I am dictated by what times the school starts and finishes.
Object - Church Cowley	I object because getting out of Littlemore where I live has become difficult, at the moment the only route out is via Newman Road. This has caused more traffic in the area as everyone is forced to use the same route. The LTNs may have decreased pollution in certain areas, and made those routes quieter, but all that has been achieved is taking the pollution elsewhere and making it worse as people have to queue in more traffic and take longer routes than they used to. Since the LTNs have been put in place, I know of 3 collisions that have happened along the Newman Road, where all the traffic has been forced, which likely wouldn't have happened before.

Object - Church Cowley	Bartholomew Road LTN causes Pollution, heavy traffic & potential for accidents on Newman Road/A4158 Oxford Road due to traffic reroute as this is the only access required to Cowley/City Centre. Turn right onto Oxford Road is very dangerous because of extra volume of traffic displaced by Bartholomew road LTN. The traffic is also busy on the Ring Road. I need to use my car to go to work daily in Berkshire this adds 25 minutes to journey times. I cannot use my bicycle or walk to work!
Object - Church Cowley	Absolutely stupid. Now very limited ways into Cowley. With elderly parents in Bartholomew Road 10yrds from the bus gate the only option is to go via the ring road and Newman Road. If there are any accidents that side of the ring road it is impossible to get to them. They have been stuck trying to get out of Newman Road for 30 minutes due to the new measures. Anyone in that part of Cowley is totally cut off from getting from one side of Cowley to another, Dr's Surgery in Holloway, Temple Cowley, elderly people are not able to walk, it is making more traffic on the roads, and more pollution as more and more traffic jams are being caused. The number of LTNs in Cowley is ridiculous. We've seen funeral cars getting stuck in Beauchamp Lane or having to turn around at the top of Crowell Road as they can't turn into Beauchamp lane. As for your comments about it was given a consultation, the main people it is affecting are the elderly who don't have access to computers, or the knowledge of how to navigate the consultation process if they were aware of it in the first place, I know my parents were not.
Object - Church Cowley	The LTN are not ideal. It makes travelling around cowley a nightmare. Being a community midwife and needing to travel to people's homes has become unbearable. The traffic now on the main roads causes chaos. I have to go out of my way to get somewhere that used to take 5 mins, it's putting extra miles on the car and also the main roads are going to end up needing repairing constantly due to the heavier traffic load. I am very opposed to ALL of the LTNs in Oxford.
Object - Church Cowley	The impact to our local community has impacted by traffic build around the Littlemore area, with additional traffic on Oxford United matchdays the area can become gridlocked with stationary traffic. Causing longer journey times that affects or local bus route with additional delays. This has affected local business one major business is Cowley Centre where people are now not willing travel shop. Emergency services have been affected, which is outrageous delaying times to preserve life.
Object - Church Cowley	The closure of these significant roads has almost severed areas of Cowley & Littlemore from the rest of the city. The further closure of Oxford Rd has seen Newman Rd the only open route of access or exit & with the narrowing to the entrance of this Rd has at times become completely clogged with queuing traffic. At one point last week there were 2 double decker buses a great number of cars all queuing when an ambulance with blue lights tried to get through! It is only a matter of time before there is a major incident in Newman Rd I am also concerned that to date only positive remarks have been acceptable when opinions have been sought!
Object - Church Cowley	I provide home visits in the area and the LTNs have hugely affected the efficiency at which I am able to travel throughout the neighbourhood. My journey home is also much longer as the LTNs force the traffic onto the main roads (Oxford Road, Iffley Road). I would be interested to see whether there is any benefit carbon footprint-wise in cars sat idling and safety-wise with cars and vans having to do three point turns in the street when they come across an LTN. I am on the verge of discharging my OX4 patients purely because traveling around the area is such a nightmare now.
Object - Church Cowley	Objection. Our route to and from Cowley Centre has now changed. We have to go via the Swan traffic lights. It was busy there before and now even busier resulting in a longer journey time. The traffic has now been pushed to somewhere else so other residential streets get the traffic. Cannot see what the benefits are. Be interesting to know that. It is good that you are asking public opinion and hopefully you will report your findings back to us who have completed the questionnaire.

Object - Church Cowley	Has redirected traffic to a very small number of roads that are not much larger than the roads closed off by the LTNs. It has had an almost unnoticeable positive impact on the quietness of e.g. Littlemore Road - I do not feel it brings any advantage as a cyclist who uses Littlemore Road and Beauchamp Lane daily. It has made the journey from Herschel Crescent towards e.g. Temple Cowley or Iffley Road awkward and inconvenient. We travel by bike for the vast majority of our journeys in Oxford but feel punished to drive locally in the area we live, especially when travelling to nearby shops to buy things not practical to transport by bike. Do not feel there has been a material benefit as a cyclist or pedestrian to the implementation of the LTNs
Object - Church Cowley	I am having to take longer road routes and it's causing more air pollution, wasting time (as I am a busy mother of 4) and the traffic on the roads is now horrendous and makes us feel we stuck on the roads all day long.
Object - Church Cowley	LTN's may reduce traffic in the area but increase it in others. Why should some areas be prioritised over others? Since the introduction of the named LTNs traffic has built up on other roads in the vicinity. One of the reasons for the introduction of LTNs was to reduce pollution, however, you are having exactly the opposite effect. Drivers, even residents within the LTN zones, are forced to travel further to get to their house/destination creating more pollution and harmful emissions. .
Object - Church Cowley	Severely restricted flow of traffic. Traffic is now concentrated in 1 area. Slower moving traffic.
Object - Church Cowley	. Long route and face heavy traffic to school . Long route to retail Park . We have two cars, different jobs and both cars stuck in traffic all day long sadly making pollution worse. .fuel expenses increased.
Object - Church Cowley	More congestion on other roads causing more pollution in these areas, and possibly more accidents because of traffic overload on these roads dangerous possibility of causing accidents and delays to emergency services journey takes longer as always stuck in traffic therefore causing more pollution
Object - Church Cowley	Because it has caused huge traffic congestion, having to leave the house much earlier, sat in queues, causing more pollution to world. It's had a negative impact on my back and shoulders due to my injury and disability as I can't sit in queues for that long. Cost of weekly fuel has gone up as I am taken the longer routes just to do school runs. Taking a taxi has made no difference other much more costly. Made children's life more stress full as well are doing long drive to get to somewhere that would normally take few minutes. It's also causes huge amount of frustration amongst the community who are showing anger when talking about these issues, even the residents are not happy either.
Object - Church Cowley	The commute to and from work is getting longer and if I need to get the doctors on the Iffley road can take so long because car users can no longer use the LTN Roads
Object - Church Cowley	I don't understand the reason behind this thing. Does it even matter how many people object? I have hardly seen any comments supporting it! Because of these LTNs the traffic has increased so much on the main roads and don't think anyone will be using scooter in coming cold weather! Not everyone can cycle or walk to schools and jobs and bus fares are way too high! Why should we be paying road taxes if we are not allowed to use the roads?!
Object - Church Cowley	I have lived on my road for 19 years & there has never been a problem with traffic. Now it takes me twice as long to access local amenities which means twice as much time & twice as much fuel. All the traffic has been pushed to Newman Rd which is already dangerous. There are constant traffic jams there are also on church hill road getting to Templars Square & shops. I work for the county council in children's social care & it has made my day a lot more difficult with the short time I have on breaks & lunch where I could 'pop' somewhere to pick up shopping/bank. Now that is just not possible at all. I am very happy to walk but cannot do this with all my shopping to carry.
Object - Church Cowley	Ltn just cause the traffic to build up on other roads causing worse pollution than there would have been had you not blocked routes!

Object - Church Cowley	All these roadblocks do is move the pollution from one area to another and in effect cause more pollution as people have to drive further to avoid the roadblocks. Complete waste of money which could be better spent building new or improving existing roads to ease congestion.
Object - Church Cowley	The emergency workers that need to use the main route are unable anymore to get quickly where they need to go. The people on the main road suffer the highest pollution and when I go with my pushchair on those roads it is detrimental for my baby.
Object - Church Cowley	The program has no positive impact on our city Oxford nor our planet. It increases the traffic on our neighbours (Iffley Area) and increases Oxford emissions, people drive longer than before to their destination and that increase the emission.
Object - Church Cowley	<p>The increase in traffic on the remain roads is increasing emissions for those residents due to the increase in cars and the increase in cars sitting idle in peak times.</p> <p>There is dangerous driving due to impatience due to delays in traffic flow increasing the risk to cyclists and pedestrians</p> <p>The parking on roads which cars are only allowed to travel on now is increasing delay due to lack of flow of traffic.</p> <p>I am late to work due to traffic delay which can be avoided due to having to undertake a school run which takes longer than previously due to the route changes. This impacts on my employer which is a local government.</p> <p>The Crowell, littlemore rd, Cowley rd should be opened back up.</p>
Object - Church Cowley	The effect the LTNs have had on the Oxford Road in Littlemore is astronomical. The road was always a rat run but the LTNs have forced more traffic down it, effectively supercharging the rat run. The traffic grinds to a complete halt in the mornings and evenings with the increase in pollution noticeable. Traffic queueing from the Littlemore roundabout to travel down to the Heyford Hill roundabout and out to the A4074 has realised it can cut that stretch out by coming down the Oxford Road. Not only has car traffic increased but the number of hgv's forcing their way down has probably trebled, despite the road having a 7.5 tonne weight restriction. They would never have been on the roads where the LTNs are in place but are avoiding the grid lock they have caused. I am not totally against the idea of LTNs but MUCH more thought needs to go into the effect they have on other areas and how best to mitigate it. At the very least, thought has to be given how to control the flow of traffic in and out of Littlemore, particularly from the Littlemore roundabout. The LTNs effect on the Oxford Road Littlemore has been nothing short of disastrous for those of us that live on this residential road.
Object - Church Cowley	<p>My initial concerns regarding the fact that there is now only one way in/out of the part of Littlemore in which I reside to the ring road have now been proven.</p> <ol style="list-style-type: none"> 1. for the recent closure of the Cowley Road south of the ring road for a number - this resulted in increased traffic trying to get in and out of the only route available via Newman Road to the ring road ... resulting in long queues backing up to the Iffley Roundabout, and down to Long Lane, with increased travel time and pollution. 2. for the closure of a lane each way on the ring road towards Hinksey. last night this increased in traffic delays along the ring road back to BMW. A journey that should have taken a few minutes took over 20 when I took the option to drive 3 sides of a large square to get to my road, rather than sit in the long traffic queue. <p>This single route in/out of this LTN, via the Iffley roundabout has been a concern as ... any delays/issues on the ring road from the A34 to Horspath means residents are going to be, potentially, unable to get home.</p> <p>Please consider opening up Bartholomew Road - this will give additional options for access/egress to this part of the LTN .. so, spreading the traffic, and reducing the pollution caused by long queues of cars sitting in traffic.</p>

Object - Church Cowley	<p>I strongly object to these measures being enforced by the council. I am a mum who has 2 children in different schools.</p> <p>I need to go down Oxford Road and cowley Road twice every day. The sheer weight of traffic that is now on these roads is unprecedented. It's frustrating because a journey which took fifteen minutes is now taking me thirty to forty five minutes. Even leaving with extra time my children are arriving late for school which they are being penalised for.</p> <p>It is unfair that we are having to deal with these stresses as we have already suffered alot for the last year and a half with the pandemic. I am suffering with anxiety and my mental health is very low and this situation on the roads is not helping.</p> <p>My children's journeys to school as well as extracurricular activities are suffering due to these restrictions.</p> <p>I don't understand how this is helping the environment when cars are on the road longer and have to go the long way around to get to where they need go.</p> <p>It's causing me a huge amount of stress and anxiety and I feel that the county council needs to remove these restrictions.</p>
Object - Church Cowley	<p>Increased traffic and pollution on roads where traffic has been displaced. No access to the doctors and dentists' surgeries or essential shops for the disabled and elderly who find public transport difficult. (i.e. it's all very good if you're young fit and able.)</p>
Object - Florence Park	<p>Regular visits to 96 year old father-in-law who lives in Campbell Road. Traffic along Church Cowley Road heavy, cars parked both sides of road since LTN introduced so difficult to pass through easily. Far more fumes than before - if walking can taste fumes. Have to drive at least an additional mile if coming from Donning Bridge direction as cannot now go through Cornwallis Road. Regularly have to collect medication from Pharmacy in Henley Avenue so have to walk or drive the long way round. Carers visit father-n-law 4 times a day and have same problems with addition travel.</p>
Object - Florence Park	<p>The LTNs have been extremely disruptive and decisive. At best all they do is move traffic from one neighbourhood to others, thereby increasing traffic and air pollution to the residents outside the LTN area. It is also very disruptive to those that are most dependant on cars or taxis, elderly people or people with disabilities. This is great a cost for the sake of my making a more pleasant ride for cyclists. This is ruining the very fabric of our wonderful neighbourhoods. Please listen to the people and stop!</p>
Object - Florence Park	<p>I am a resident of Howard Street in Oxford. The effect of the LTNs has been that Howard Street is overwhelmed with commuter traffic in the morning and in the afternoon. By introducing the LTNs, traffic has been displaced to other streets. I am not happy with this, and I want these schemes to stop.</p>
Object - Florence Park	<p>I live in this area and do not believe in the principle of segregating communities, making journeys take longer and pushing traffic jams to other areas.</p>
Object - Florence Park	<p>The increased traffic and associated air pollution on Church Cowley Road is intolerable</p>
Object - Florence Park	<p>The LTN trial in this area has been nothing but a problem, both to residents and transient commuters.</p>

Object - Florence Park	<p>It's clear from the trial there are too many negative knock-on effects on people (including children, the elderly, disabled people, vulnerable or marginalised communities) living in the area, especially the artery roads. The LTNs have simply displaced - and worsened - the traffic and safety problems from small side streets onto everyone else. The idea of LTNs is laudable in theory but in practice it has to take into account local conditions and infrastructures. Oxford simply doesn't have enough or wider artery roads to absorb the additional traffic, and the significant increased congestion and pollution is unacceptable for people living on or near those roads and cannot justify the benefits for the smaller numbers of people living on the LTN streets. LTNs alone also don't solve the broader environmental or car use concerns, without free Park & Rides, much cheaper, more frequent, and environmentally friendly public transport, safer junctions, etc. You cannot punish people out of using cars. The wider issues of jobs, homes, amenities, etc. no longer being located near one another to walk or cycle are compounded by the climate conditions we live in which don't allow for year-round ease of cycling or walking. Not to mention those who simply cannot cycle or walk due to health problems or disability - asking this diverse group (and their carers) to bear with "a little inconvenience" of longer, more difficult driving routes actually means asking an already vulnerable population to bear increased fuel and time costs, on top of a greater strain/stress on already diminished energy, health, and capacity/resources. And not all who suffer from long-term ill health qualify for blue badges or mobility scooters, so there's a significant swathe of neglected people whose health issues are likely to worsen because of all these growing pressures. The LTNs simply do not take into account these complex, deeply intertwined issues. If you provided more incentives for able-bodied people to use public transport more and improved road safety for both cyclists and car drivers, that would make a longer-term difference. You would also get greater community buy-in if you listened to voices other than those who can afford to easily adjust to these changes, i.e. middle-class, able-bodied (often white) people who have the finances, time, and health to be "inconvenienced".</p>
Object - Florence Park	<p>Despite living in Florence Park, myself and my neighbours were not consulted about LTNs as we are a peripheral road. There is a LTN at the bottom of my road and It has literally divided my community. I watch ambulances reverse down my street wasting valuable life threatening time in reaching their destination. The traffic has undoubtedly increased on Church Crowley Road and Oxford Road (and Howard Street!) leading to poorer air quality, but I was told by councillors at a zoom meeting that there is no system in place to measure this. I was also told at the meeting it was a way of saving money on maintaining roads! Disgusting that people's health and quality of life on the peripheral roads is sacrificed in order to save money. Please remove the LTNs immediately and consult properly and widely. Not just the people living inside the area, who are likely to agree as they experience quieter roads! I agree measures have to be bought in to reduce car travel, but this is incredibly divisive and not effective, and has been totally undemocratic! Where was my vote on this? It's not even been fully or correctly implemented. There is still no camera on Cornwallis Road or moveable barrier as promised so emergency vehicles could pass through. Remove them.</p> <p>The council is not following its policy of inclusion by having an online consultation only. Many people do not have access to the internet and LTNs should not have been introduced during a lockdown without access to public meetings. The council has been swayed by a vocal and articulate minority and ignored the impact on the majority of people in these areas. Florence Park is not used as a 'rat run'. They are normal roads and should not be closed off. I live here and can vouch it is not a heavy traffic area. Not everyone can cycle or walk everywhere, and it severely disadvantages those who have to drive for work, caring responsibilities or disability etc. A few streets are benefiting from this, but the surrounding streets are paying the price in terms of greater traffic use. You are dividing communities by implementing this scheme.</p>
Object - Florence Park	The LTNs are adding more congestion and delay to other areas
Object - Florence Park	You haven't fixed anything just displaced traffic!
Object - Florence Park	It is causing longer journeys and travel congestion in neighbouring roads
Object - Florence Park	Blocking Florence Park increases traffic on the Cowley and Iffley roads, where traffic is more problematic. Closing Rhymers lane increases traffic on the Cowley & Iffley roads

Object - Florence Park	slowing down vehicle access, including emergency vehicles. Likely to lead to additional deaths.
Object - Florence Park	It is unfair to simply move traffic elsewhere and punish people who live in those roads with noise and pollution!
Object - Florence Park	The roads blocked have caused journeys in the car to take longer in miles petrol and time. Further all cars pushed onto the major roads are causing increased pollution delays and congestion. I avoid using a car when I can but do need to drive to work in Weston-on-the-Green as there is no public transport. It is no safer in area as less traffic simply means that cars are driving faster. Pedestrians are not looking before crossing roads and cyclists are choosing the main routes now with far more vehicles to contend with. Far too many roads are blocked.
Object - Florence Park	Traffic chaos that it is causing wasting fuel sat in traffic causing pollution having to leave 30 minutes earlier, meaning sat in traffic 30 more minutes wasting fuel causing pollution.
Object - Florence Park	In the time this has been on trial the traffic has been worse on the main roads. This causes added pollution in poorer areas. It's a punishment to the least well off that can afford to live off the main roads. The traffic issues in Oxford are a daily incoming problem. Thousands come into Oxford every day for work, they would not be getting out of their cars and on bikes as it is too far to cycle and buses are very expensive to use every day. In our local school only a few staff members can afford to live in Oxford the rest travel in every day. If we make it harder for them to come into work, we will lose valuable teachers. The education of our community will be done by inexperienced staff that can rent and afford to stay in Oxford not experienced people who want to buy a home and start a family. High turnover of staff would be the norm! At Larkrise school the staff turnover has increased, and the head doesn't know why. Lots of newly qualified teachers with no experience is not a great way to educate our community
Object - Florence Park	As a resident of the main road, I believe congestion has increased since the implementation of these LTNs, and it has made my regular journeys longer and meant I have to use busier roads. This benefits residents of the chosen LEN areas only. It has zero benefits to residents of main roads and just increases our exposure to traffic (including cyclists and dangerous E-scooters). It means we have to plan longer routes as drivers, impacts disabled people using taxis and makes LTN areas blockades for emergency services. Overall, the idea is really divisive, causing arguments amongst neighbours over social media, and causing frustration to residents of the areas receiving the traffic that would have been flowing through the now closed off roads.
Object - Florence Park	I don't see a problem with rat runs as you initially described. All I see is you punishing residents by removing the short cut we have between family. I cannot travel down Cornwallis road, Littlehay road and Clive road to Oxford road to get to grandparents' house. You have changed a 4 minute journey into a 15 minute trip due to traffic on main road. This also affects our school run and is incredibly inconvenient so I strongly object to LTNs. How does this help when you push the traffic to Oxford road and others creating long traffic jams in these other areas. This is also creating more pollution as cars take longer and are concentrated in certain areas.
Object - Florence Park	It's been proved not only they don't work; they have done nothing but worsen the traffic around the LTN and the whole city.
Object - Florence Park	I object to the horrendous traffic queues, and heavy emissions on the main roads caused by the blocking of through routes through Florence Park Estate.
Object - Florence Park	causes too much traffic on the Crowley road.
Object - Florence Park	I am not happy about the LTNs as they are creating more traffic on Cowley Road and Howard Street. It is not practical for drivers as so many cars end up having to do a 3 point turn to go back in the other direction. It's not practical for ambulance drivers either. Please remove all LTNs in Oxford as this city is already congested.
Object - Florence Park	Causing queues on surrounding areas
Object - Florence Park	The LTN results in blockage of traffic in the roads surrounding the LTN area, and often results in a long detour and lengthening of travel time resulting in more traffic pollution and inconvenience

Object - Florence Park	The increase in traffic is horrendous. Whilst quiet on the blocked roads this has led to congestion, increased pollution and time wasting sat in traffic. It is near impossible to exit from any adjoining road onto a main road due to the volume of traffic. The cost of putting planters, signage and obstructions were not consulted and has wasted taxpayers monies.
Object - Florence Park	Although we have a car, we rarely drive and mostly walk/cycle/bus. However, I fundamentally disagree with the principle that blocking certain roads will magically create fewer cars on the road without any other support in place such as cheaper/subsidized bus fares and more cycle lanes. So far, it is simply causing more traffic in the non-LTN areas and making emissions worse in these areas both due to congestion as well as the increased amount of time people must be on the road to get to their destination. Even errands to shops in Templars Square or around the ring road take ages and are not always possible to do on foot or by bicycle depending on the errand and what needs to be picked up.
Object - Florence Park	It has increased traffic on Henley Avenue. by almost 50%, based on a 9-month survey from January to October 2021 (data available upon request)
Object - Florence Park	They are causing way more traffic and it is more dangerous for cyclists along the Iffley road, church cowley road and between towns road. It means cars go faster down roads that have reduced traffic. It has caused congestion to all routes leading to the dual carriageway and causes delays getting to and from work. It has also made cricket road inaccessible for taking equipment to the allotment. It is causing more traffic pollution as more cars sit idle in traffic instead of getting their destination efficiently. It seems as though the LTNs have been put in place by people who neither live nor work in the area.
Object - Florence Park	I live on Oxford Road, in-between the different LTN zones. Since introduction of LTNs, there is a constant congestion on Oxford Road, and when I walk my children to school (Our Lady's) in the morning we are breathing in extreme amounts of fumes from the cars. I am more supportive of the proposed cycle routes along Oxford Road/Cowley Road as a way to reduce car traffic. The LTNs just shift the problem from one area to another.
Object - Florence Park	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. Judging by comments on various social media, it appears to have become very divisive, and politicised, with people quickly becoming entrenched.
Object - Florence Park	A 3-4 minute car journey is taking 12-15 on the main road I go to see my elderly Parents every day, they help and support me with my two little boys and I help them Going down Cornwallis road and little hay or Clive road was a quick and easy journey I never saw it as a rat run Now the main rias are always busy and congested My Parents live on the main Oxford road, it is always busy People are saying it's nice to have children being able to play in the road I don't see why children need to play in a road There is always traffic around the main roads now I didn't see that there was a problem before The LTN's have caused the problems
Object - Florence Park	It is only pushing the traffic onto certain roads making congestion, long queues and pollution worse. I understand the need for safe bike routes, but this is not the answer. I have grown up in this area and I am now 54 I have never seen it so bad just so a few people don't have traffic on their streets

Object - Florence Park	<p>I live on Oxford Road which has become far more heavily congested and unsafe for pedestrians, cyclists, and residents since the introductions of LTN's.</p> <p>The noise pollution let alone the exhaust fumes from standstill traffic are now horrendous. Living here has become a living nightmare.</p> <p>Our lounge and main bedroom windows look out onto the Oxford Road, which now have double decker buses and lorries constantly blocking out our natural light. Instead of sunlight we have a million faces constantly staring in at us.</p> <p>There is no chance we would ever open these windows now either - if it's not the standstill traffic fumes coming through the windows, we have the screech of horns beeping from frustrated motorists.</p> <p>Cyclists have understandably taken to the pavements. Cycling back to the houses along this road is lethal.</p> <p>I am videoing how bad the situation is - if you would like video evidence, just ask.</p>
Object - Florence Park	I cannot access the front of my property from my off road parking at the rear of my house. Also added 5 miles a day to my journey to work
Object - Florence Park	I'm objecting because since the experiment commenced in March and the lifting of COVID restrictions the congestion on roads such as Oxford Road Cowley, Church Cowley Road, and Iffley Road has increased excessively bringing with it an increase in pollution and increased journey times of around an additional 30 minutes per journey at peak times.
Object - Florence Park	Awful traffic congestion
Object - Florence Park	<p>Increased journey time to elderly parents - It blocks access to my mother's home and makes the journey very long. It has increased traffic and congestion for other roads</p> <p>Increased journey time and altered route in getting special needs chd to school</p>
Object - Florence Park	<p>The additional traffic on Cowley Rd, Iffley Rd, Between Towns Rd, and Trying to get of Newman Rd is a complete nightmare.</p> <p>County have reduced traffic in this area but has multiplied pollution in surrounding areas. How is this fair to the people that live on, the NOW CONGESTED roads.</p> <p>Everyone is still using their cars, the journeys are longer, causing more pollution and I have even noticed more road rage due to congestion.</p> <p>Not only is it frustrating for car users, I feel really sorry for the refuse drivers having to reverse up/down these LTN roads. Ask ODS (under the freedom of information) how many accidents have happened since these LTN's were installed. (I know, I work there) .</p> <p>Not only that, the 999 services and taxis, going round the houses to take customer home and cost more, which in effect is resulting in less booking as the charge is higher.</p> <p>Then there are also local businesses that are suffering, like COOP.</p> <p>The word ROAD in the dictionary means = "An open way for vehicles"</p> <p>People brought, rent the houses in this area before the LTN so they were happy before to live there, so please, OPEN all the roads up again.</p> <p>This is NOT working, stop the experiment and let's get back to how it was before. NORMAL.</p>

Object - Florence Park	<p>These LTNs are a crude and blunt instrument, poorly applied with little thought and literally zero democratic process. We live on an affected road and received absolutely no information up-front and were surprised when notice boards for the roadworks went up, informing us we were to be part of an LTN. I then had to find out what an LTN was myself. There were supposed to be letters sent out in advance, which were never sent to us. Some boundary roads received letters after the road works had started. I'm aware of one person who received a letter up-front, but since they're one of the three people lobbying, advocating, and lying to everyone, I'm not inclined to believe them.</p> <p>So far, these foisted-upon-us LTN schemes are so poorly thought-through that bus-lane cameras still haven't been installed to allow the council to "start" the "trial"! They're going to infinitely extend this rubbish each time they decide the data still doesn't match their made-up assertions.</p> <p>Remove this mess, and talk to the people that live here, not just some lobbying groups with too much time on their hands, and not nearly enough empathy for a single other person that doesn't agree with them.</p> <p>Also, yet again disabled people are completely not thought about in any way. People that need carers. The carers themselves stuck in newly-made traffic jams whilst en route to help those people. Emergency services are getting stuck down brand-new cul-de-sacs which don't appear on any maps, delaying services. Medicine, food, and other deliveries get cancelled as drivers are unable to find their way around the bizarre, senseless, and non-signposted mess of closed roads.</p> <p>Remove this mess. It's making 99.9% of everything worse, and the only people happy about it are those getting paid.</p> <p>Remove this. Please.</p>
Object - Florence Park	<p>Like many thousands of decent hard working people & families in Oxford, I HAVE to use my car for my work & other essential personal journeys I have driven in Oxford for decades & can definitively tell you the LTNs have made traffic much worse in Oxford. My travel times through the area have increased since the LTNs were introduced (including in comparison to pre-pandemic times). I object to all 3 LTNs as they are clearly vastly increasing traffic gridlock, congestion & journey times for all, due to all the traffic displacement. There LTNs are generating traffic jams for all residents, visitors & businesses making essential car, van & vehicle journeys through the area & are thereby hugely increasing emissions & pollution. The LTNs are not only not green, but they are also unsafe, as they are holding up emergency vehicles.</p> <p>Pretty much everyone I have spoken to know the LTNs have failed badly & been a disaster for Oxford, resulting in widespread division, gridlock, misery & protests. The LTNs have been worst transport policy in recent history & they should be removed immediately. Like many thousands of other taxpayers in this City, I do not want our tax money being wasted & abused on these disastrous LTN schemes. Let's have constructive transport policies, like cheaper public transport, potholes being fixed, more support & infrastructure for electric vehicles & cheaper Park & Ride for many of the major employers in the City (such as the NHS hospitals).</p>
Object - Florence Park	<p>It is making life more difficult as my wife needs a lift to and from work at the Churchill and needs a stick when walking due to osteoarthritis.</p> <p>This is now a slower longer journey.</p>
Object - Florence Park	<p>you will be just creating more traffic somewhere else as i cannot see drivers using the bus, therefore vehicles will still be used but to another area, more pollution</p>
Object - Florence Park	<p>It is low traffic for side roads, but more traffic on main roads. Nothing has changed, it just moved to another location. This is not a solution to any problem.</p>

Object - Florence Park	<p>This scheme has just literally moved all the traffic up one street and therefore caused major congestion and hence pollution from idling cars.</p> <p>The bus gate on Cornwallis Road is good in principle BUT it should not be operating 24/7. It would be much more logical if it were only active between (say) 07:30 - 09:30 and 16:30 - 18:30, Monday to Friday. At other times traffic should be free to go through - similar idea to the one in place on The High. There was never a problem in the first place.</p>
Object - Florence Park	It's causing more traffic elsewhere and it's a pain to a lot of people
Object - Florence Park	having it in place on Littlehay road and Florence park adds a extra half hour trip to school for my son he has extreme special needs and finds distressing the extra time in the car
Object - Florence Park	All the Ltn has achieved is to move the traffic along church Cowley road which is impacting on the congestion pollution noise and environment. Also, it has affected emergency services as reported in the press. Journey times are much longer for drivers.
Object - Florence Park	The LTNs have created more traffic on main Roads causing cars to be on the road longer creating more emissions! As a member of a family who hold two disabled badges, we do not support them, and they create us more hassle.
Object - Florence Park	Traffic has become unbearable on the road we have lived on for the past 35 years since closing down the side roads. The pollution levels are also higher as my breathing issues have become worse and I now require an inhaler.
Object - Florence Park	This has caused extreme congestion on the Oxford Road especially eastbound and has very significantly increased journey times. It has also dramatically increased the amount of driving needed to cover formerly short distances. The increased journey times are out of proportion to the benefits to cyclists and pedestrians, affecting a very large number of people.
Object - Florence Park	Object as these causes more traffic problems and don't benefit the old or disabled. Nothing accessible ...
Object - Florence Park	N/A
Object - Florence Park	Lots of congestion right outside of my door a lot of times now. I am concerned for my small children's wellbeing due to the increased amount of pollution present now. Can really smell it. Another concern would be a negative effect on our house price for the future due to the increased traffic/pollution
Object - Florence Park	Pointless disruption to local businesses and dreadful pollution that was previously dispersed now focussed on the main 'open' roads in the area. Dreadful traffic problems complained about today on Next Door and every day. Dreadful lack of consultation to those most adversely affected. I am now far less likely to visit single and vulnerable friends in Florence park and family locally as the traffic makes the journey too stressful. I am elderly and disabled but even buses are caught up in the chaos.
Object - Florence Park	There is a constant cue of stationary traffic outside my house for a large proportion of the day. The resulting increase in noise & pollution means that we cannot open the front windows. It is increasingly difficult and dangerous crossing Church Cowley Road. The whole LTN thing has impacted negatively on the lives of everyone in my family.

Object - Florence Park	<p>At weekends the traffic on Church Cowley Road regularly comes to a standstill because of the LTN's - prior to the 3 in place in the area this only occurred due to roadworks or a break down/accident. The standing cars all are actively polluting the local area and it makes the option to walk to the shops during one of these standstill times either extremely unpleasant due to the fumes or an action to avoid. There have been times when I have been returning from being out that I have ended up queuing just to get to my driveway before (on several occasions) having cars pull to close so I can't reverse onto my drive (as it is less than safe to reverse onto Church Cowley Road at the best of times). There does not appear to have been any thought or consideration made of where the traffic that used the roads closed/blocked by the LTNs would be transferred to. The initial state was that people would move to other forms of transport like cycling or the buses - but that was, in my opinion, a VERY idealistic belief. People don't change their habits overnight without other incentives that make the previous mode of travel very unattractive. Who would give up the convenience of leaving when you had finished shopping with a car with 3-4 people and shopping when you would currently have to pay a large sum for those people to travel on the bus, while carrying all your shopping and at the timing of the bus company - with the added risk that the weather is less than ideal to contend with as well.</p> <p>Therefore the ordering should have been to change the behaviour of people first (make the buses more frequent, cheaper, more convenient to the routes people want to travel to and from) and then after putting the support for non-car use in place THEN consider the use of LTNs. That way you have the services in place to allow people to not use their cars and they are aware of them, so they are more likely to switch to them.</p> <p>Also one issue I have personally is - why did three (3) LTNs get put in place in immediately neighbouring areas with almost no consultation in the middle of a pandemic when very few people were travelling anyway due to many being on furlough. The traffic stats at that time could not in any way be considered to be NORMAL. Therefore, any assessment done using the traffic at the time and the subsequent monitoring of the changes brought about by the LTNs being put in place are rendered statistically indefensible. Having started by working life undertaking computer modelling I would like the Council to publish the studies and modelled impact assessments made before they implemented the LTNs were implemented along with the assumptions that were used to develop those models. If the models are assessed by the public as having flawed logic in them (such as the assumption that the LTNs will immediately reduce the number of cars using the roads) then the models should be withdrawn along with the LTNs until such time as the modelling has been completed again with assumptions that are considered reasonable by the PUBLIC not someone from the council.</p>
Object - Florence Park	<p>More pollution on the Iffley Road, we are unable to have are front windows open with all the extra traffic now on the Iffley Road, which is not right all you have done is move the traffic from one place to another, so we are seriously looking at moving out of Oxford, we as a family have lived in our house for forty years, and we don't think it is right that we have to move because someone else has made the decision to move all the traffic from one area to another.</p>
Object - Florence Park	<p>Traffic on my doorstep, congestion on the roads, massive pollution concerns</p>
Object - Florence Park	<p>I am strongly objecting to the Florence Park and Church Cowley LTNs, as they have caused a significant increase in traffic, pollution, and noise on our road - Church Cowley Road. We've also seen a dramatic reduction in parking spaces available, as drivers seem to now use our road to park when visiting the Templars Shopping centre or Florence Park. It seems like all traffic which previous used the roads included in the Florence Park and Church Cowley LTNs now travels down Church Cowley Road, as there are simply no other options for drivers to take. My partner and I do support reducing traffic levels, however these plans clearly and significantly impact one or two roads at the expense of a few more. It seems like Church Cowley Road is essentially being forgotten about, or sacrificed, so the small local area can have a few less cars. Finally, and equally as importantly, we've now seen multiple examples of emergency vehicles not being able to get through roads, or being delayed due to the LTNs, which is simply unacceptable, and something which has clearly not been thought through. I just hope that whoever is deciding on and implementing these schemes keeps all residents, including Church Cowley Road, in mind when making a judgement, as since their introduction the LTNs have made our lives much much worse.</p>

Object - Florence Park	I live at the junction of Henley Avenue and Church Cowley Road. I do not recollect any prior consultation, or traffic surveys, before the LTN's were introduced. I am very much in favour of reducing traffic flows, but the LTN's have led to a significant rise in both traffic and parking in our immediate vicinity. Even prior to the introduction, the fact that we live adjacent to a set of traffic lights was already cause for concern about levels of air and noise pollution. The situation is observably now much worse. And incidentally, why is the bus service 11X allowed to add further to the congestion and pollution in the Henley Avenue area? This very frequent service is clearly simply a taxi run for bus company employees, and for the most part uses superannuated coaches and buses, which are excessively polluting. I'm glad the people of Florence Park are apparently enjoying the LTN's. But it is at the expense of those of us living along an already clogged arterial road.
Object - Florence Park	I saw the leaflet campaigning against these plans and i have been very struck by the intense traffic congestion on the 3 and 3A bus routes each evening. i think the whole management of traffic needs to be re-thought.
Object - Florence Park	Cowley is already known to be a pollution black spot. Introduction of the Cowley LTNs has caused a massive increase in traffic on Church Cowley Rd with regular tail backs of stationary traffic with idling engines, radios playing and windows open. I am extremely worried about the health implications of increased particulate air pollution for residents of Church Cowley Rd caused by traffic displaced from streets that are now closed. Church Cowley Rd is a residential street and it is grossly unfair that those of us who live on this street now suffer from increased air and noise pollution. It is no longer pleasant to sit in my garden and it is dangerous and difficult to cycle or drive in and out of my driveway into the heavy traffic. Church Cowley Road had become an inner ring road and the introduction of the LTNs is divisive, pitting neighbour against neighbour. As a Church Cowley Road resident I have seen a marked increase in traffic on Church Cowley Road since the implementation of the 3 Cowley LTN schemes. The associated air and noise pollution caused by queues of stationary traffic with idling engines outside my house has blighted my life - making it unpleasant to be in my garden and impossible to sleep with the windows open. It is now more difficult to get out of my driveway and dangerous to cycle to and from work.
Object - Florence Park	These LTN (flower pots), have pushed traffic onto the main roads, causing severe traffic congestion, as there are no longer any " rat runs" to escape the traffic. There only needs to be an accident, cowley then grinds to a halt. I suffer with Asthma and since the levels of idling vehicles has increased, so has my breathing difficulties. Emergency services are now having to travel further for patients and this puts lives at risk. Car emissions are at their lowest now for decades, so why doesn't the council put money into upgrading the cycle paths, stop putting cycle lanes over the mouth of junctions as cyclists believe they can just keep on going , which eventually someone is going to be seriously hurt. Educate people on the Highway Code , this generation don't seem to know what it is.
Object - Florence Park	I am not supporting any LTZ as they cause huge traffic problems and finally leading to divide city to small ghettos when people from one are never will go to the other parts of the city.
Object - Florence Park	It causes congestion around Cowley centre which I no longer go to shop as is impossible to get to at certain times of the day.
Object - Florence Park	It creates too much traffic in the mornings, a 10 minute journey to drop the children to school becomes 30 minutes. When there is traffic, no room for emergency vehicles to get by.
Object - Florence Park	Increased traffic in neighbouring streets, affecting business
Object - Florence Park	The LTNs have divided our community, making small trips to visit friends longer, both because of distance and additional traffic. The LTNs are causing increased traffic and grid lock on main roads, including the road I live on. I have noticed increased air pollution on Oxford Road. I also cannot ever leave my house by car without facing traffic on one direction, something that was not consistent before. When cycling, it is hard to pass such substantial queues, requiring unsafe weaving. Daily vehicle commute has increased significantly - most of this time is spent at idle or slowly moving, dramatically dropping my vehicle efficiency (from ~50mpg to ~30mpg), and increasing fuel burn and pollution.

Object - Florence Park	Over complicating an issue which Isn't an issue, there is no need for all this money to be spent for such a minor reason. Traffic times have increased, and people will be wasting people's time.
Object - Florence Park	Causes unnecessary problems for residents' visitors to our city and businesses
Object - Florence Park	Very stupid. All they do is create more traffic for the main roads and prevent people from easy access to their homes and have it consume more petrol and pollute the air more by driving around a longer route to each the exit that is unblocked.
Object - Florence Park	Because it causes major traffic disruption in rest of neighbouring roads, including the road where we live, traffic has increased significantly. More jams and pollution at rush hours.
Object - Florence Park	1- The LTN scheme is anti-equality, it discriminates between residents by shunting pollution from one area to another. This is extremely unfair on those who have suffer from this ignorant plan. 2- Bad for the environment. My journeys that use to take 10 minutes now take on average 22 minutes which means more than double the pollution output. 3- LTN is bad for business. It is increasing the damage to the local economy at the worst possible time. Businesses are trying to recover from the effects of the pandemic and the LTN scheme is discouraging potential customers from visiting Oxford. Anywhere you go you hear people talking about what a nightmare it is to drive in Oxford - the city historically famous worldwide for its car industry is now sadly in the grip of anti-car mania based on fudged research and gross short-sightedness.
Object - Florence Park	It's pushing all pollution outside other people's homes as well mine. This must also be a concern for emergencies that can't cut through these side streets they get stuck in traffic I've seen it many times on the oxford road
Object - Florence Park	The ltn's are causing traffic and as a public hired driver it can be very difficult to get to places on time. I have to deal with customers and timing is crucial. Although the idea is for a better environment, I feel it is only causing extra tension on the road rather than making a change.
Object - Florence Park	The LTN scheme is unfair, it pushes pollution from some roads onto other people's roads. What about health of the people living on Cowley and Oxford Road etc? If there are more traffic cues, I don't see how this scheme is better the environment. Businesses are now closing down all over Oxford and this scheme if allowed to continue will make more businesses go under.
Object - Florence Park	Local road closures cause misery to residents, increase traffic and pollution, put lives at risk and stop people from going out whatsoever.
Object - Florence Park	More than 10 times higher traffic on Church Cowley Road. Before LTN even around the Christmas time the traffic wasn't so bad as now on every single day. It increased noise and pollution - during day every red traffic light causes long queue. This street is not for such a big traffic, it is not a main road. The road become more dangerous to drivers and to cyclist. There are parking cars on both sides of the road, so it is only a narrow line left for cars to go. During rain and long after it one side of the road is completely flooded - the city tried to unblock it but so far unsuccessful (so even this task is too big!) There are no trees on its sides to block a little the noise and pollution.
Object - Florence Park	Ltn cause a huge traffic in our area
Object - Florence Park	Causing more traffic problems in other areas - and they simply are not fair for other residential areas.
Object - Florence Park	Creates congestion and pollution outside my house
Object - Florence Park	Created gridlock on other routes and increased levels of emissions in other locations
Object - Florence Park	This has created serious problems for the whole community including school going children, parents, individuals, patients, healthcare staff, and even police to reach the venue/location in time. Also, all the drivers pay road tax but why are they barred from using certain roads. The council should come with more creative ideas and invest more in public transportation such as introducing (electric) tram lines, and so on.

Object - Florence Park	<p>1. The utter inconvenience it has caused as a residence of Cricket Road</p> <p>2. The extra traffic and pollution</p> <p>3. The shocking organising of the system - not advertised or consulted properly, as a residence I certainly didn't receive any information or the option to voice my opinion before the LTNs was put in place</p> <p>4. Emergency services not having quick access to Cricket Road (Florence Park end)</p> <p>5. As a resident feeling stuck and knowing that the traffic stops simple plans such as running errands, visiting friends and family. I dread to think how the older community feels, as I imagine it can be very isolating!</p>
Object - Florence Park	Traffic traffic traffic everywhere
Object - Florence Park	Causing grid lock on Cowley Road. Increased commuting time. Impacting negatively on wellbeing of locals. Limits access to business and services.
Object - Florence Park	<p>I strongly object to this LTN and the other two.</p> <p>I am affected by all three as the Cowley/Oxford Rd has turned into a car park for most of the day. This has a huge impact on car journeys around the city (increasing distance, idling times and fuel consumption). This in turn has an effect on our local environment, especially as we live close to the Cowley road junction where the pollution levels have undoubtedly increased. A pollution reading or two before this hair-brained scheme had started, would have given a baseline to work on!</p> <p>I will reiterate...we LIVE IN THE AREA that you have massively affected. It needs to go.</p>
Object - Florence Park	<p>I object on a number of reasons.</p> <p>The displaced traffic outside the ltn areas have not evaporated but have got worse over the trial period. I work in the Temple Cowley Ltn area and live by the Florence Park ltn. I am lucky enough to be an able bodied person who can walk and cycle. I choose to walk and cycle whenever I can, but I also have to use a car. The queues of traffic to get about my daily life affects me walking and driving. The added pollution has been noticeable walking to work along the Cowley/Oxford Road - the slow moving traffic including buses means more emissions which is rubbish for the environment and affects people living along these roads as well as cyclists/pedestrians using these roads. Pollution monitors should've been put in place to monitor traffic before the ltns so it would show the change in pollution levels. It now takes me and others who live here longer to get to our destinations, I know carer's who are having their lives made more difficult as it takes them longer to get to family (and customers when it's their job) adding stress they don't need in their lives, it is hard enough being a carer without the stress of knowing you can't get to the person you are caring for quickly if and when they need help. Taxis are costing more because of the delays and this affects elderly/disabled people and others who rely on them to get to places and the added cost means this stops people being able to get out and about as normal because they can't afford it. Speeding is still a problem in the Cowley ltn area and because it's one way in and out to certain streets there are two journeys instead of one through the leading streets adding some pollution in the ltn areas. I dread getting in my car because I know I have to add time on to my journey and I know I'm going to sit in traffic and these are journeys where I cannot use other means of transport, if it's having an impact on my mental health then it's much worse for others who are not as able bodied as I am. I arrange to meet friends and family outside of Oxford now as the ltn traffic puts them off coming to visit me and my family, I am lucky I can do this, others I know aren't as lucky and are feeling more isolated as it is cutting them off from friends and family. It is worse for cyclists trying to move along in standing traffic and buses are delayed.</p> <p>Please look at alternatives to these ltns, try finding out why people are in their cars to begin with, make public transport cheaper so more people will use it. Please leave these roads open in the ltns so the emergency services can get through as quickly as possible, a few minutes delay by having to go around the ltns or put down a bollard could be the difference between life and death. Use other alternatives to ltns to make roads safer for everyone who lives here</p>
Object - Florence Park	Depending on the day 5-15 minutes is added to my journey to work. I often queue on Howard street where even pollution can be felt in the morning. Not a great route for many kids who walk to school that way. I can't easily access Temple Square which means I no longer shop there. I choose to shop in a reading where I work.

Object - Florence Park	Increased traffic
Object - Florence Park	Have made lives worse for the whole community and increased stress level and road rage and even worse it has increased the response times of services and businesses. We have just been through a global pandemic this was the last thing anyone was thinking about or asking for. We need more freedom not more constrains and stress. We live here we should be asked and consulted properly before you change things that affect our lives.
Object - Florence Park	The LTNs have added an average of 10 minutes to every car journey I make; this in turn leads to an increase in pollution. There has been no attempt to make the traffic flow more freely on the roads that are still open, all of which are just as much as residential roads as those that are now closed. Thus, my twin objections are the personal inconvenience and environmental damage caused by the LTNs. I should add that I object to the LTNs in Temple Cowley and Church Cowley for the same reasons - I don't see why I had to select only one of these in B5 above as they all affect my journeys.
Object - Florence Park	Objecting because they are causing more traffic elsewhere, causing severe delays and many cars especially at the temple cowley traffic lights
Object - Florence Park	It has made more traffic coming on Howard Street. Longer driving to and from schools, more pollution in our area as more cars on our road and in turn making me asthma worse.
Object - Florence Park	I object too all three (including church Cowley and Temple Cowley) as they impact me and my family and local businesses.
Object - Florence Park	I am objecting to the proposal. Creates huge amounts of traffic, increases the time that it takes to get anywhere this burning more fuel which I have to pay for, and pollutes the environment. I work way too far to take public transport and or cycle
Object - Florence Park	Creating unnecessary traffic and hence giving rise to pollution
Object - Florence Park	Unnecessary, dividing the community and are creating travel chaos.
Object - Florence Park	It is causing more traffic to use Iffley Road and causing congestion
Object - Florence Park	Longer journeys, increased mileage, traffic gridlock
Object - Florence Park	There seems to be no benefit to these LTNs at all. Traffic is now gridlocked, journeys are taking much longer now. Waste of money.
Object - Florence Park	Children running late to school
Object - Florence Park	They are causing more traffic around schools and making the route to school much longer every morning.
Object - Florence Park	It is actually causing more traffic. It is hard to get home on time after a long day, just ridiculous
Object - Florence Park	Massive increase in traffic on Henley Avenue. noise, speed, dangerous, rush hour extended, more traffic all day.
Object - Florence Park	The closure of Rymers Lane has had a significant detrimental impact on my travel.
Object - Florence Park	Pollution on other road, co2 impact, dangerously congestions on other roads, unfair for residents living on the congested roads due to LTN
Object - Florence Park	Affecting business income and jobs
Object - Florence Park	Increased traffic flow on Henley Av and other peripheral roads, increased noise, longer journeys on the occasions a car is needed resulting in more pollution and lower air quality, no corresponding reduction in bus fares to encourage use of public transport instead, no consideration of the wider needs of the area outside the LTN.
Object - Florence Park	LTNS do nothing towards saving the planet - they just provide the government with an excuse to impose surveillance into residential areas and give the county a never ending new funding stream in the form of fines.
Object - Florence Park	Work Too much traffic

Object - Florence Park	<p>Firstly, I completely understand the good intentions behind the implementations of such a scheme - I totally agree in principle with removing "rat runs" to prevent commuters cutting through residential streets. However, as a car-user living within the restrictions with a necessary commute (over 15 miles each way, which would be ~1hr20 each way if I was to use buses), I'm afraid I have to object to the scheme. I now spend on average an extra 10mins per commute out of Oxford (sometimes much more) and an extra 5 mins coming home, due to being forced to use Cowley Road and the ring road. (I previously drove out of Rymers Lane, onto Between Towns Road and then up Rose Hill to get out to the A34, and vice versa coming home). Given this scheme is supposed to reduce emissions, in my case I fear the opposite is true - 15 mins extra driving a day for at least 4 days a week means at least an hour more commuting per week than prior to the LTN installation. The Cowley Road junction with Between Town Road isn't designed to cope with the volume of traffic that's trying to get through it and frequently you miss going through the lights due to being blocked by cars wanting to turn right (although I don't know what it was like prior to the LTNs to be fair).</p> <p>Prior to the LTN installation, the main concern I had about the cars in the neighbourhood wasn't the "rat-runs" per-se, but the hooligans driving you would frequently see and hear along these roads (it felt like a matter of time before someone got hurt), which does seem to have improved with the scheme. However, I would be in full support of removing the LTN restrictions but adding in a large number of "substantial" speed bumps to prevent this behaviour from returning. This might also deter "rat-running" too?</p> <p>The only way I could consider supporting the LTN proposal is to introduce ANPR technology with automatic gated access where the planters are currently installed to allow the residents who happen to live within the scheme to use Rymers Lane and Clive Road as access to Maidcroft Road and stop forcing us to leave and return home via Cowley Road.</p>
Object - Florence Park	This just creates more traffic in surrounding areas.
Object - Florence Park	Before the LTN was introduced by Florence Park yellow lines were added to one side of the road which tackled the parking situation making traffic flow much more safely and efficiently. This is a poor location for an LTN due to it being the home of two busy schools. As a Mother of an Autistic Pupil at one of those School the LTN's have caused unnecessary stress. Also, I don't see how you can justify them by claiming it is protecting the environment when all they have done is push double the amount of traffic elsewhere causing vehicles to run for longer pumping out more fumes.
Object - Florence Park	Has made minimal difference to the area but has massively increased traffic congestion in the surrounding areas
Object - Florence Park	As someone that both lives and works near the LTN's. I do NOT support them in any way, shape or form! They are an absolute nuisance. All the traffic that would pass through Florence park is now travelling down Cowley Road which more often than not is causing huge amounts of traffic to build up and come to a standstill which in turn is causing MORE air pollution. The LTN's in and around Florence park have only moved the traffic that used that area to connect Cowley and Iffley Road to Howard Street which has caused an excessive amount of traffic to sit at a standstill with engines running polluting the air for the residents of Howard Street, completely UNNECESSARILY. I do NOT support ANY LTN's in Oxford.
Object - Florence Park	doesn't make traffic disappear or force people to walk, bike or take the bus. some residents in Oxford have to use cars and LTNs just increase traffic to other areas, they're not a solution. Oxford is not a bike city for everyone
Object - Florence Park	Having the LTN near Florence park is problematic - it makes my route to work longer and it is very inconvenient. It has only made traffic on the longer route more congested. It is only moving the traffic to more built up areas.
Object - Florence Park	Increasing traffic congestion in surrounding roads,

Object - Florence Park	<p>We cannot honestly see what difference LTNs have made except to maybe increase the house prices for a few lucky individuals and push traffic onto other roads which we regularly walk along. As a result of this, we have noticed a significant drop in air quality when we walk along the Iffley road, Howard street, and Oxford road. These are also roads which children walk so, to and from school, and so we suspect they are now facing more air pollution with a consequent detriment to their health. We also don't believe LTNs have changed the behaviour of cyclists within Florence Park as we regularly see children and adults cycling on the pavements.</p> <p>One of the fundamental premises of the LTNs - that they would stop rat-runs was misrepresented as many of them already had traffic calming and they were the most sensible and therefore environmentally friendly route to get into the estate from the outside As a result, there will be a number of people in the estate who are now travelling further just to take their children to school or get home from work!</p> <p>In general, we don't see how pushing traffic onto just a few roads is helpful for the environment (in fact we believe it has made it worse overall) when people are now travelling further, air pollution is higher as cars are sitting in queues, and the economy has suffered as trades people and professionals are spending less of their day with clients. We fail to see how this has been well thought through. You seem to have missed the point (evidenced by the increased traffic around these areas) that most people will put with a lot of inconvenience to make best use of their second most expensive asset especially when it is warm, you can play your own tunes and the alternative might be to spend two hours with buses getting from one side of town to the other. You really needed to have done more work on the cost of public transport before you started this and, as you haven't, traffic on the surrounding roads will only increase in the winter as people want to stay warm and dry, and a bus/taxi is not an option.</p>
Object - Florence Park	A complete waste of time, causing terrible pollution and traffic on Oxford Road. Making my journey times far longer in time and miles. I live alone and I'm in my 70's, less friends and family want to visit me due to the high traffic volume and how long it takes
Object - Florence Park	Increased traffic, congestion, pollution, and costs plus the LYNs are totally dividing the community
Object - Florence Park	Adding on time to my journey to work. Have noticed a build-up of more, and slower traffic, which is more polluting and adds further time into journeys. This also impacts on other streets, creating congestion and noise for them.
Object - Florence Park	<ol style="list-style-type: none"> 1. Ecologically COUNTERproductive (increases exhaust fumes & trip lengths); 2. Emergency attendance impeded; 3. It is not what majority want. We resent and reject it.
Object - Florence Park	Increasing traffic, do not do what they are supposed to achieve
Object - Florence Park	The LTNs have increased traffic on the main roads and lengthened my car journey times. The stop-start traffic has increased my fuel consumption which is terrible for the environment.
Object - Florence Park	The increased traffic caused to the surrounding areas has increased 10 fold and is never going to 'evaporate'.
Object - Florence Park	causes delay, congestion and leaves no alternative routes
Object - Florence Park	I now use far more fuel than I used to and spend way too much time queuing in traffic on the Oxford Road. If I want to get out of Cowley to get to work in the mornings, it takes far longer than before the LTN's were introduced. I have also noticed an increase of non-residents parking on the road during the day and assume that people are using the road to get to job the other side of one of the barriers.
Object - Florence Park	Massively increased congestion and pollution on main roads since LTNs introduced. Misery for those who don't live on LTN streets when we need to travel in or out of the city, especially at peak traffic times, even if trying to use buses. I am a keen cyclist and pedestrian and only use my car occasionally, but these measures are causing a worse situation for everyone not lucky enough to live in LRN roads and problems for everyone who doesn't have an alternative mode of travel. The standstill traffic and associated pollution is awful. I feel less safe on my bike on the much more crowded 'main' roads now than I ever did before.

Object - Florence Park	Restricting through traffic overloads Cowley road
Object - Florence Park	<p>They are making the life of tax paying resident worse. The roads aren't used as "rat runs" by the people who live here as so I don't see I should have to add 20mins extra to a journey that used to be 5 minutes just because you want to stop cars travelling down certain roads. The roads are meant to be sued by cars after all!</p> <p>Cornwallis road has to be avoided and I now need to go via between towns road, but you have pushed all other traffic to arterial road, so q's are now 20 minutes minimum!</p> <p>You shouldn't punish residents over some commuters that are also using the roads for a short specific time at 9am and 5pm- we have to live here every day all year round don't forget</p>
Object - Florence Park	Strongly Object - 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	Freedom of movement
Object - Florence Park	It didn't change much in terms of the traffic going on my neighbourhood, but it definitely increased drastically the traffic in Iffley and Cowley road.
Object - Florence Park	<p>Traffic congestion and pollution build up has been the result of LTNs forcing drivers to drive 1 ROUTE for us local permanent residents which is Oxford Road. We travel from Oxford to go to work outside of Oxford. Local shops and businesses have been affected by customers who have been put off visiting their shops due to closure of roads around the shops.</p> <p>A majority of people in Oxford commute to work by car. There are still the same number of roads and same number of car drivers, buses, and taxis. Manoeuvre the drivers onto 1 road doesn't solve the problem but create problems of congestion and pollution and over time people will deter away from working in Oxford. This will create more closure of businesses, unemployment, and homeless people because they won't be able to earn money to pay their rent.</p> <p>Bus passengers are being delayed to go to their destinations because of road works on Oxford Road or congestion on a school day. School terms are 6 weeks, 6 weeks of traffic congestion versus 1 week of clear roads due to school holidays is not proving worthwhile for this LTN system to work.</p> <p>On top of the LTNs put into place closing Bartholomew Road by deterring car drivers with bus lane cameras and hefty fines will create animosity between residents and council which will affect future local elections, lack of trust from residents towards councillors.</p>
Object - Florence Park	It doesn't help with traffic, makes it more difficult for everyone. It was so much better before
Object - Florence Park	<p>You have just moved the problem elsewhere!!!!!! Terrible traffic and pollution on Henley Avenue and Church Cowley Road now, whilst the LTN roads are empty! My husband is a wheelchair user, carers need to come here on time - very difficult due to traffic jams. Henley Avenue was dangerous before the LTNs (someone lost their leg at the junction to Iffley Turn). LTNs make it more dangerous as it is so busy. Some of us don't have the luxury to walk to work for a 9-5 office job but have to travel very early and late for shift work far away - no direct buses.</p>
Object - Florence Park	I need my van for work around Oxford
Object - Florence Park	Because it creates more traffic on the cowley road and also hinders local businesses.
Object - Florence Park	Concerns that emergency services being delayed. Elderly people being isolated, traffic congestion, cyclists still riding full speed on the pavements. Health care professional taking longer to get to people.

Object - Florence Park	<p>access to Iffley or cowley rd via narrow or one way streets which cannot manage the increase in traffic , with the wide streets closed , leading to far greater pollution in the few narrow streets left open - a definite health hazard - and to extra time idling in traffic (5 mins becomes 15 mins behind slow moving buses) more dangerous streets with larger volumes of traffic competing to get onto the roads at rush hour especially</p> <p>disadvantage to the elderly and disabled i.e. those already disadvantaged , with an advantage only to the fit and healthy (including myself , but i care about the disadvantaged in the area)</p>
Object - Florence Park	<p>In My opinion it's making no difference on reducing traffic or pollution, all it's doing is bringing all that traffic to the main road causing trouble for the businesses (Customers and deliveries) and residents living on the main road.</p>
Object - Florence Park	<p>It adds 20 minutes to my journeys. My journeys are essential, because I am a career, and you have forced me to pollute my own area by taking 20 - 30 minutes (stationary, or in a very low gear) to reach the ring road where previously it took me just 5 - 10 minutes. The traffic - of which about fifty per cent is commercial (vans and taxis) - is solid all day just fifty metres from my home and the fumes are unbearable. Traffic fumes are known to be very bad for your health and are proven to cause dementia. Before these measures, the traffic flowed outside of rush hour.</p> <p>Florence Park has been gentrified at the cost of other people's health and wellbeing, and it's an absolute disgrace. Furthermore, the people of Florence Park already have a council funded community centre on Cornwallis Road. They also have all the amenities of Florence Park itself within walking distance, including council funded facilities which now only they can access.</p> <p>In order to leave my property, I am forced to turn right onto a busy main road; this junction is already unsafe because of illegal parking and the council have done nothing about it - I am risking my life just to turn right onto Cowley Road, whereas before I could drive safely down my own street.</p>
Object - Florence Park	<p>The LTNs have already caused huge disruptions to everyone and increased traffic. Alternate options must be considered, and it concerns me having personally witnessed emergency services inc police struggle to get through.</p>
Object - Florence Park	<p>I am a private hire driver and extra day personally I do extra miles to make my journeys. I live nearby Oxford Road it's made my life so difficult as all the traffic is diverted to Oxford Road. This LTN is costing all the private hire drivers more fuel and time. It is not helping us at all. We pay road tax, insurance, and mot etc but we are still unable to use roads. Personally I am very frustrated as I am picking customers from Iffley Road or little more. Nowadays there is traffic wherever.</p>

Object - Florence Park	<p>I am writing as a resident near the Clive Road bollards. I exit onto Oxford/Cowley Road from Havelock or Littlehay Roads. I commute to Wallingford via car, as taking the bus from Abingdon Road takes twice as long, doesn't cost much less, and is often impractical for me to cycle to.</p> <p>Traffic is concentrated to Cowley Road rather than dispersed throughout. This blocks access to the police station, makes it difficult for pedestrians to cross the road, worsens air pollution along Cowley/Oxford Road from extra congestion, and makes it difficult for residents to exit the LTN onto the main road. I believe this is unsafe, and unfair to residents on that main road whose quality of living seemingly isn't considered as much as those inside the LTN.</p> <p>My exit route (Maidcroft Road - Clive Road - Havelock Road - Cleveland Drive) is a series of blind corners, usually with cars parked directly opposite the T-junctions, meaning only a single car can turn at the junction at once, including out onto Oxford Road. I have had cars almost collide with me as they swing round the corner on a few occasions when approaching the Havelock Road junctions. The road surface of Cleveland Drive is also poor and needs attention.</p> <p>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.</p> <p>This congestion also makes it less safe for us to cycle on Oxford/Cowley Road - increased traffic means dangerous overtaking by cars, buses, and bikes.</p> <p>Whilst it is nice that our in-between roads are quiet, I don't believe it is overall safer, kinder, fairer or better for the environment to concentrate traffic in this way, when the radial roads cannot support it.</p> <p>If there must be an LTN in place, then I have two suggestions I would like you to consider. Firstly, moving the bollards to block access to Cowley/Oxford Road instead would reduce congestion as there are fewer traffic lights encountered. Secondly, please consider (regardless of the outcome) rerouting one of the three buses that run to Wallingford and Reading (X38, X39, X40) down Cowley Road, so residents travelling that way have an option to realistically use public transport.</p> <p>Thanks, and I look forward to hearing the outcome of this survey.</p>
---------------------------	---

Object - Florence Park	<p>The main reasons why I object to the current LTNs:</p> <p>Traffic is concentrated to Cowley Road rather than dispersed throughout. This blocks access to the police station, makes it difficult for pedestrians to cross the road, worsens air pollution along Cowley/Oxford Road from extra congestion, and makes it difficult for residents to exit the LTN onto the main road. I believe this is unsafe, and unfair to residents on that main road whose quality of living seemingly isn't considered as much as those inside the LTN.</p> <p>The exit route (Maidcroft Road - Clive Road - Havelock Road - Cleveland Drive) is a series of blind corners, usually with cars parked directly opposite the T-junctions, meaning only a single car can turn at the junction at once, including out onto Oxford Road. I have seen cars almost collide as they swing round the corner on a few occasions when approaching the Havelock Road junctions. The road surface of Cleveland Drive is also poor and needs attention.</p> <p>This congestion also makes it less safe for me to cycle on Oxford/Cowley Road - increased traffic means dangerous overtaking by cars, buses, and bikes. This has become much worse since the establishment of LTNs.</p> <p>Whilst it is nice that our in-between roads are quiet, it sadly is overall not safer, kinder, fairer, or better for the environment to concentrate traffic in this way, when the radial roads cannot support it.</p> <p>If there must be an LTN in place, then we as resident suggest moving the bollards to block access to Cowley/Oxford Road instead. This would reduce congestion.</p> <p>Thank you very much for considering my concerns</p>
Object - Florence Park	I am writing as a resident near the Clive Road bollards. I exit onto Oxford/Cowley Road from Havelock or Littlehay Roads. Using this route to travel to visit elderly parents, do grocery shopping and to get to other parts of Oxford.
Object - Florence Park	<p>Around rush hour the junction between Oxford Road and Between Towns Road cannot support the additional traffic caused by blocking Littlehay Road. This is likely to get worse once Covid abates and more people go back to their offices (my office is only at around 20% capacity of its usual capacity as things stand).</p> <p>Performing the trial at all during Covid seems questionable, even if it was the only time that funding was available.</p>
Object - Florence Park	It's making the already overcrowded main arteries impossible at times and it's unfair on their residents.
Object - Florence Park	<p>Roads are for goods and services; we cannot all use bicycles for all journeys.</p> <p>Roadblocks force existing and remaining traffic onto the few remaining roads. So, journeys become less efficient: fewer calls/day and more CO2 emitted as we sit in longer and longer traffic queues.</p>
Object - Florence Park	I am opposed to low traffic neighbourhoods and think that other measures should be investigated.
Object - Florence Park	Where the planters have been positioned in relation to Maidcroft Road means that we have been completely cut off from the rest of Florence Park and can only get out onto Oxford Road. Due to the volume of traffic being forced onto this road it can be a nightmare trying to get anywhere. As I have a heart condition, I do need to use my car and this is becoming more and more difficult.
Object - Florence Park	I live in Florence park, I fully support cycle lanes and encouraging more people to cycle but blocked access to roads for residents of the area is ridiculous, it takes 15 more minutes every time I leave home to go to work, I also cycle but some people need to drive to places and it's only made my commuting worse.
Object - Florence Park	Restricting the access to area overloading connecting roads Iffley and Cowley

Object - Florence Park	I object to all 3 LTNs
Object - Florence Park	Not required and a increased pollution
Object - Florence Park	Congestion on Oxford Road including gridlocked traffic. Increased, pollution and noise. Bicycles on the pavement because the main road is always busy. Children and elderly can't walk safely on the pavements.
Object - Florence Park	It puts a lot of pressure on the arterial roads esp. Church Cowley Rd. causing congestion and thus air pollution. Rymers Lane and Cricket Road are bad at school start and end times, but would a CPZ here not be the answer, with patrols and enforcement at the beginning and end of the school day? Plus, low speed enforcement along here to enhance cycle and pedestrian safety.
Object - Florence Park	These proposals cause more traffic congestion and pollution.
Object - Florence Park	causes congestion on Church Cowley Rd/Original Swan lights; closure of Rymer's Lane discourages use of Cowley Centre/John Allen Centre by car for heavy shopping, so go online instead (not good for businesses); discriminates against people who can't cycle or walk far as car journeys longer, also residents of peripheral roads get extra traffic and pollution
Object - Florence Park	There should be no LTN in Oxford at all. It's causing problems for all road users. If it decreases emissions in one area at the same time it increases emissions in the other areas. So LTN is an absurd idea.
Object - Florence Park	Absolutely object, this will cause chaos.
Object - Florence Park	I am against here as there isn't a traffic or congestion problem in the Florence Park area. I have lived here over 25 years and it is rare to experience traffic congestion. The introduction of LTN's here could create a problem, that traffic can no longer flow naturally and instead is diverted with potential congestion on other routes such as Oxford Road, Between Towns Road and Church Cowley Road. That decisions were made within the County Council to implement them anyway and the consultation biased as the whole community didn't give feedback. That the installation of the LTN was done under Covid lockdown and rushed through without prior warning, only receiving a letter from the council on the day of installation. That traffic from out of the area such as parents, workers & shoppers are choosing to or have no other option than to use their cars for school runs, getting to work & shopping, creating additional traffic and problem hotspots outside of the LTN. That little initiatives have been created as alternatives such as dedicated cycle lanes & low cost public transport. Most people that live in the area walk or cycle locally anyway so LTNs will make little difference. Those that use cars because there's no alternative should have clear road access so they can get to their destination as efficiently as possible. A fair plan should be sought long term to help people transition to low carbon transport in the future.
Object - Florence Park	Remove these waste of space... you're only diverting traffic downside roads and causing more congestion on main roads. This has diffused so much traffic alongside the main roads... I've seen police and ambulances stuck in traffic. These LTNs have no benefits whatsoever... Follow Harrows Council!
Object - Florence Park	It will create traffic Jam around Iffley Road and cowley Road area. Two days ago, the emergency vehicle could not Turn in to Littlehay Road as a result they had to reverse back to Cowley Road and find other way. This area is not going to cope with extra traffic in rush hours. So, I object this project.
Object - Florence Park	Living in Maidcroft Road now that both Clive Road and Littlehay Road have been blocked at the Rymers Lane end we have been totally cut off from the west of the area and can only go onto Oxford Road. Because of my heart failure there are certain things I must use the car for. A simple 30 minute trip the other morning turned into a 75 minute journey because of the amount of traffic now having to use Oxford Road. This is a badly thought out plan and the planters could have been better positioned to allow some access onto Rymers Lane. Also, one of our exits onto Oxford Road, i.e. Havelock Road is so badly maintained it could easily cause an accident or damage to a vehicle.

Object - Florence Park	Defects my business Adds 40% more travel time. Will lose customers Increase traffic on other routes Will use 40% more fuel Nuance to the public
Object - Florence Park	Adds on pointless time to any journey I have to make out of my local area and it has made the main roads (such as church cowley road, Henley ave, rose hill) twice as busy. Traffic around this area is already a nightmare and these diversions just add to the chaos. It seems they have been placed in the most illogical places meaning you are forced to try and navigate through the busy traffic or use quieter roads, which will eventually turn into rat runs once the majority divert their usual routes
Object - Florence Park	I own a business on Cowley Road, we delivery food all over Oxford, this has put a real strain on getting food out to customers on time. This will cause us long term issues with customer dissatisfaction.
Object - Florence Park	Unfortunately, I have to drive to work and have no choice in this matter as I finish at 3pm and have to pick my Daughter up from School at 3:10pm. The Florence Park roadblocks have not meant that I am often late in picking my child from school as what was a short 3 mile journey has become 5 miles and lots of traffic at junctions and traffic lights. I never had any issues with collecting my child before the roadblocks but now frequently late. The roadblock has not reduced the traffic, purely moving it to roads such as the Shelley Road junction to the Cowley Road which is often queued back now and the Swan junction which is tailed back with traffic. I agree that Cornwallis roadblock is a good initiative but the Cricket Road one isn't and should be removed.
Object - Florence Park	This creating terrible traffic from Oxford road and as I drive Taxi that won't be fear for the passengers as it will cost them more to wait in the traffic and not use these roads.
Object - Florence Park	Since the experiment started i have noticed increased congestion on Iffley Road on my way in to work. I cannot use public transport as it us unavailable at times which allow for my working day. Since Covid my commute had decreased from 25 minutes to 12 - 15 minutes from Wheatley to Boundary Brook Road. I was managing to turn at the lights with one light change at the most and little queuing. Since the experiment to close roads this has increased to 20 - 25 minutes with around three light changes. This creates pollution. When Oxford reopens fully this will increase. The timing of this scheme is unlikely to reveal a true picture of its negative impact as traffic is currently significantly less than a year ago. The only bus route from my village to Cowley is the 46, this has been funded for a year following the 103 service being stopped a couple of years ago. The council needs to look at the availability of village bus services and connectivity of these services before making the roads more congested with these schemes. If people had choices that worked then they'd think about ditching the car.
Object - Florence Park	The peripheral roads will suffer from this decision. Crime will increase in the blocked off streets, as a constant flow of traffic (along with police cars), acted as a legal activity deterrent. The inconvenience caused by the LTN has inconvenienced many residents and the 3rd party petition has well over 1000 signatures for the LTN scheme to be scrapped.

Object - Florence Park	<p>I cycle every day. However, there are also some regular journeys which are essential to me, where I cannot ride my bike, or take the bus. Consequently, I have to drive. I have to drive to my place of worship twice a week, as it is impossible to cycle or get public transport there. I am also the main carer for my elderly, housebound mother and when she presses the alarm (which she wears around her neck) to alert me, I have to drive to her house. Driving is essential, so that I can get there quickly, in case she's had a fall and needs taking to the hospital. These LTNs double the amount of time I am in my car, they increase the amount of time I'm stuck in traffic and increase the amount of CO2 I subsequently emit. I can no longer take the shortest and most efficient to route for these journeys.</p> <p>There was never a traffic problem in Florence Park, so why do this? Do any of the County Council staff implementing these LTNS actually live in Florence Park, Littlemore or Cowley? Why don't they implement draconian traffic restrictions in their own neighbourhoods and inconvenience themselves instead? Local people have a right to drive (safely) our own neighbourhoods, despite what the small number of politically motivated anti-car protesters say. We are not rats, so please don't imply that our streets are "rat runs", we are just local people going about our lawful business.</p> <p>Your initial consultation was rubbish, as it was impossible to strongly object to the LTNs. Please end the LTNs immediately - if you want to make the roads safer, then just enforce the existing 20mph speed limits.</p>
Object - Florence Park	<p>Hi, since these have been in place and schools have gone back the increased traffic on Cowley road is significant! It's worse than it's ever been before even pre covid because it's the only route now people cannot cut through Florence park area!!</p> <p>For us residents around Cowley road this is concerning as it's increasing our journey times and creating more emissions and pollution for us! We are having to leave our homes much earlier to travel because of this.</p> <p>If the aim is to reduce pollution to encourage people to walk or cycle this is not going to work! People are all now going on longer routes creating more pollution/emissions, and everyone is in the same area. Having this much around our area is not good for our health at least before it was more spread out.</p> <p>Also for us and other residents it will limit emergency services getting though the cut off roads and having to travel longer way round and also for us with heavy traffic it will take them longer to reach us.</p>
Object - Florence Park	<p>I'm totally against the Experimental Low Traffic Neighbourhoods idea. Since council installed these Ballard's to divide the roads and the streets, we have to spend more time and fuel to find our way around and it's causing lot of inconveniences, come on during this Pandemic time people are already suffering Financially, Mentally, physically, now this is another bombshell on the public, right now we feel like we are living in war zone like we can't go through this road and that road. Please give us a time to breed and give us a freedom thanks.</p>
Object - Florence Park	<p>I can only object to one thing on here for some reason but, by blocking off roads you're forcing everyone to use the main roads, clogging them up.</p> <p>You're removing ease of access</p> <p>Blocking the roads means reducing the number of ways you can go</p> <p>Oxford is a busy place anyway. What happens when the people that are having to work from home now go back to work? Traffics going to get worse!</p> <p>I have kids to collect after work, you have now blocked off 2 of my routes! So I have to leave 10 mins earlier which means I do not get paid for the last hour that I am at work because I have to clock out before my finish time! I cannot reduce my hours because I have bills to pay!</p> <p>Whoever came up with this idea has not thought it through! Please use the tax money I have to pay on something useful like making the roads better to drive on instead of potholes everywhere!</p>
Object - Florence Park	<p>A failed idea. This has increased noise and traffic pollution into other streets. Long queues in other streets. Are the residents of other streets lesser citizens that they are suffering from this poor idea?</p>

Object - Florence Park	Road surfaces unsuitable for cycling, especially with children on bikes and scooters. If you intend to force people to use bikes/scooters at least make the surfaces suitable. Lone women generally feel unsafe cycling and walking in the dark. I work shifts and have to leave/arrive early/late when it's dark and unsafe
Object - Florence Park	My son goes to our lady's school a short walk from home, know walking along cowley rd onto Oxford Rd the fumes are horrendous due to stationary cars backed up all the way. And it's not only one way but both ways God knows wot this will be like once businesses shops reopen absolute hideous idea and should be scrapped ASAP. Once you arrive at his school cars are now having to park illegally along between towns rd case of another horrendous idea of permit parking only on all side streets a working person wanting to drop their child and continue on to work would need a helicopter or more hours added to a day absolutely horrendous ideas a child will be killed or seriously hurt hope the brain boxes who came up with these ideas do not apologise then to late I'm furious
Object - Florence Park	Inconvenience as a local resident affected by the scheme. Exceptions should be provided for local residents if the scheme is to continue; if not, it should be removed at the earliest opportunity.
Object - Florence Park	The scheme had little consultation. It has caused significant disruption for us as local residents. I need my car for my job as a community support worker for people with a learning disability, the blocked roads are adding 10 to 15 minutes to each journey, exacerbated by increased traffic flows on the remaining routes, even in the current lock down! I can only imagine how things will when this is lifted. Heavy congestion and more pollution. Why not use more (and better designed) traffic calming measures as opposed to complete blocks. This is widely used in the Netherlands and works very well. Locals still have access, but speed is cut, and non-local traffic disappears quickly. No doubt the proposed scheme will offer benefits to a small number of local families, but this will at a cost of significant disruption and traffic chaos for a much larger number of road users. Calm traffic, don't block it.
Object - Florence Park	I am objecting as I work as a community midwife in the Cowley area. These restrictions are having a massive impact on getting to the families we do home visits/home births to. We are actually travelling many more miles in the area with heavy equipment (so can't walk) just to get to address that are only a few streets away from.
Object - Florence Park	Causes more traffic on other surrounding roads especially Rymers lane that is too small to comfortably fit two cars side by side. I've found it a dangerous experience driving around the area
Object - Florence Park	It will cause problems for the local community, that's for sure!
Object - Florence Park	if any emergency, accident or an attack happened, emergency services would be diverted to another route in order to get to the same location. For example there could be three routes to get to the same location, if an accident, emergency or an attack happened, they would be forced to go to alternative route where as another route could be quicker to get to the same location. It is complete utter nonsense, a tragedy could potentially happen by delaying and rerouting drivers from going down certain roads.
Object - Florence Park	Other man routes have not been updated to allow for the increased traffic also makes cycling and walking harder with increased pollution along these routes. Also increased pollution due to vehicles having to travel further.

Object - Florence Park	It has caused havoc so far and given this has been implemented during lockdown will not give a true indication of the potential traffic that will be caused as a result of the LTNs. This is not a pollution cutting measure- journey times will now be extended as a result and traffic will be increased on the available routes. I am a single mother who works in Abingdon. Every morning I need to drop my son off at nursery and then make my way on to the A34. I rely on my usual route to do this and prior to the introduction of LTNs I was able to do this seamlessly. Now I fear being stuck in traffic and not being able to travel back to collect my son on time. The council has not considered those with disabilities, emergency services who may also face similar problems. I have lived in Oxford all of my life and can safely say to date, this has been the worst decision the council has taken, even if it is justified as an experiment. Please end this madness now and let residents use the roads. After all that is their use!
Object - Florence Park	You have blocked all the main roads from where we pass to go to work etc. It has caused me extra time to get to work and it is causing more pollution and traffic by doing the diversion. This is not helping the climate change.
Object - Florence Park	The proposal doesn't work. Traffic has increased considerably on other roads such as Magdalen Rd. It is increasing pollution, traffic, and general distress for other residents.
Object - Florence Park	It has made it near on impossible for me to get my granddaughter to school in cricket road and then carry on working. Some of the roads I have to use are narrow thus causing more congestion It would have been better doing some one way systems in certain streets rather than block them off. The money wasted not only on implementing this but also paying the idiots who thought it up could have been put to better use
Object - Florence Park	I think this stupid scheme should end!!! Two people in Cowley have died cause of this ridiculous idea because paramedics can't get to them quick enough!!! Sort yourselves out council!!! I think this was stupid, not properly thought out. Maybe people should have thought better about how to spend £2,000 on this stupidity than to create havoc for people who need the access! My friend's children are both autistic and she can't get to school properly also.
Object - Florence Park	It causes traffic jams and pollution on all the other roads. Not all people can walk or cycle. It is the most ridiculous scheme going and has already caused one death due to an ambulance not being able to get access!
Object - Florence Park	<p>The combination of all 3 LTNs is already leading to huge traffic displacement from quieter roads onto the surrounding main roads around Cowley & Littlemore, with longer journeys for all. The LTN barriers are self-defeating and are increasing traffic congestion and therefore pollution on all these surrounding roads. The main roads around Cowley are also major arterial roads for all Oxford residents, workers & businesses, and are hugely important to the economic wellbeing of Oxford, and they need to be as free flowing as possible - these LTNs will damage the whole Oxford economy and community.</p> <p>Like thousands of others in Oxford, I have to use a car for work (and for numerous personal reasons where cycling or buses is never a realistic or viable option), and I have to use these arterial roads regularly, and these main roads will then become massively congested due to the LTNs when the lockdown fully ends and the economy reopens - these LTNs will damage the whole Oxford economy and community. Also, if there is one accident or a set of emergency roadworks that blocks any of these main road, the LTNs will have then blocked any of the relief side roads, so you will have total gridlock.</p> <p>I don't believe the LTNs do anything to encourage Active Travel, in fact the very opposite, as most drivers feel these unfair schemes are being imposed on them by the Cycle lobby and then turn the majority against Cycling. I also feel the LTNs are not only unfair and discriminatory against residents like myself that have to use a car for work, but also unfair and discriminatory against the elderly, disabled or vulnerable that have to use a car or rely on family, friends or carers to regularly visit them by car.</p> <p>I believe these self-defeating damaging 24/7/365 LTN barriers should be removed immediately and replaced with other measures - like time limited School Streets and other traffic calming measures like chicanes or speed cameras. There should also be a massive effort to promote the transition to Electric Cars in Oxford - this will do much more for reducing pollution than these self-defeating gridlock-inducing LTN barriers.</p>

Object - Florence Park	People using Rymers Lane to go to Florence Park come to a dead end with no turning circle and not enough room to turn around safely an accident waiting to happen all it does is put more traffic on other roads for those people if the council don't want people in Oxford stop building more shops and house's and tell the pro brigade not to drive down other people's roads if we are not allowed on theirs.
Object - Florence Park	Road abstractions mean longer ways for me and it will lead to additionally clogged roads as alternative routes are being obstructed. There have been no consultations before and I strongly object to the construction of the LTN road closure points near Florence park.
Object - Florence Park	In order to access my home, I now have to drive almost 10 minutes longer to and from, in increased traffic as other people are also affected, wandering around town to get to my house. This creates even more emissions and air pollution which completely contradicts the whole purpose of introducing this scheme and frustrates the residents of this town. If it were a barrier where residents could possess something which lowered it to provide us necessary access, then it would be understandable but right now, it's a nightmare and it is only creating more pollution and problems for people. This is honestly a complete disservice to the local community, and I hope you take these complaints into consideration because this is ridiculous.
Object - Florence Park	In theory it's a nice idea but doesn't work that well. It's very bad for all of my family and many other people I know. Everyone now has to take a longer detour to drive home, there already more traffic on Oxford road/ Cowley road so you can get stuck there for a long time, which leads to more pollution for residents who use a car. There are those residents who might not have another choice but to use a car. For shorter journeys I always have used my bicycle without any problems and still do. This just makes commuting home more of a headache.
Object - Florence Park	LTN is a nightmare - it is creating extra pollution due to the now much longer journeys, which take 14 mins more to go and come back because of this. I can't access my home as easily as a result and it is becoming very annoying having to take a long detour every time I try to go home. However, it could be acceptable if some kind of access was given to residents, like a keyfob which would make our houses more accessible as they were in the first place and the scheme may actually have a positive impact on air pollution and the local residents and community but currently, it isn't helping anything or anyone who owns a car, which the vast majority do.
Object - Florence Park	I live in Abingdon and frequently visit my sister who lives off Glanville Road. On my way, I often meet friends in Florence Park and use the Flo's refill shop. The LTN is making this much more difficult as it forces me to drive past the busy Templars Square area.
Object - Florence Park	My children both go to school at schools situated along the cowley Road area, I work in the same area. My journey from work and then collecting my children has lengthened considerably since this came in. The traffic builds up along the Cowley Road is bad, cars sat with engines on and waiting for a long time to move. Bus fare is too expensive, so people won't change from driving to bus - it costs me £40 in petrol a month to get to and from work/school, for the 3 of us to get bus passes it would cost me £130 a month!! By adding these LTNs in place, it has created more traffic which surely in turn is creating more emissions into the local area.
Object - Florence Park	Excessive time, money and petrol wasted getting from A to B. It took me 20 minutes to get to Littlemore, without normal rush hour traffic. A journey which normally takes less than 10mins in normal rush hour traffic. Waste of Council money. Children will think it's safe to play on all roads.

Object - Florence Park	I regularly visit an older single friend living on Church Cowley Rd. Traffic noise and presumably pollution levels have increased hugely in the days since the LTNs were implemented. I am assured by her that her health and welfare and general enjoyment of life has been profoundly affected by the increase in traffic past her house. Others may have benefited but it is my friend who has had to sacrifice her own pleasure in living where she does. Traffic speed is also an issue and essential deliveries cause more disruption in the road as so much traffic now has to negotiate any obstacles parked at the kerbside. As houses in this road are generally nearly below street level, bedrooms are even more affected by the increase in traffic noise. Front gardens are no longer places where anyone would want to sit and the back gardens are also badly affected by noise. The pandemic restrictions continue to insist that these are the only places people who live here can meet with others. I now dread meeting up with her at her home as the experience of talking over traffic noise is so unpleasant. I fear that residents in these most affected areas will shortly have considerable mental health issues as they try to get used to profoundly altered living conditions.
Object - Florence Park	<ul style="list-style-type: none"> - inconvenient - routes to hospitals much longer - increase other congestion. E.g. Florence park road - increase of journey times - increase fuel consumption - no traffic issues on Cornwallis rd prior to ltn - causing reckless driving through barriers - causes major congestion at school run times, inappropriate unsafe parking
Object - Florence Park	<p>Traffic on Howard Street has never been so bad since the LTN 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.</p> <p>Please resolve this issue as a matter of urgency and investigation in better thought out solutions.</p> <p>Some suggestions: Stop Howard Street being used as a through route (and any other narrow residential streets), or don't restrict any streets at all to prevent concentrating traffic down some residential streets over others. Invest in provisions for electric vehicles and bikes.</p>
Object - Florence Park	<p>Since the introduction of the LTN the traffic on the Iffley road has been horrendous, nose to tail making it extremely difficult and unsafe to cycle, especially trying to get small children to school and from school. It may make the traffic better for the few who live on the roads where the planters are, but for those who do not abs try to use the Iffley Road to get to work/school with small children, it has been horrendous and very difficult and dangerous. I work as a teacher in school and since we returned, many of the children who catch the bus have been very late as the traffic is so bad, and children who are within cycling distance are choosing to walk or attempting to take the bus (and then finding it is stationary) as the roads are so clogged since the implementation of these LTNs. Please reconsider - the implications are so negative and much further reaching than anything discussed in the small consultation.</p> <p>Since the lockdown has been lifted, the traffic has been horrendous, it is both impossible to get the bus on Iffley road as the buses are all stuck in the traffic, and extremely dangerous to cycle with small children as the traffic is stationary and so cyclists on pavement trying to squeeze by, visibility extremely difficult for low down smaller cyclists, and emissions from miles of stationary vehicles dangerous. Please rethink until a viable alternative is available eg bus ways, safe off road cycling for children</p>

<p>Object - Florence Park</p>	<p>Today the traffic jam down the COWLEY ROAD - went from Cowley Centre - blocking my road - all the way to Cowley Road Shops - TWO MILES !!!</p> <p>Dangerously increasing CONGESTION and therefore AIR POLLUTION for everyone who lives on the Cowley / Oxford Road AND into roads which run off this MAJOR EASTERN ARTERIAL ROAD - raising the likelihood for further ILLNESS AND DEATHS from Air pollution.</p> <p>CORNWALLIS ROAD - is a double carriageway - It was CLEARLY DESIGNED and BUILT to alleviate the congestion and improve the traffic flow from the MAJOR ARTERIAL COWLEY/OXFORD ROAD to the Iffley Road for everyone who has to commute over the river to the WEST side of Oxford.</p> <p>Home owners will see their house prices go up by as much as £10 000 and those who have now been penalised by nimbyism will see their house value severely diminish !</p> <p>If Kids don't know how to cross the road safely - teach them ! invest in road safety programmes - cycling proficiency - or if they really are that coddled because they are so WHITE AND PRIVILEGED - then create jobs and BRING BACK LOLLIPOP LADIES at SCHOOL TIME - or put in a pelican crossing at the T junction of Cornwallis /Rhymers Lane and maybe another across Cornwallis at the entrance to Florence Park.</p> <p>This futile, short sighted, bigoted, action has put at least 30 MINUTES to an HOUR on the PUBLIC TRANSPORT of everyone in COWLEY, BBL and GREATER LEYS, and MINCHERY FARM, This will DETER people from using buses and we will get MORE cars on the road.</p> <p>It also PENALISES - the lower classes and under paid who can't AFFORD cars and RELY on buses - THATS EVERYONE THAT WORKS in OXFORD CITY CENTRE - in retail, supervision, council, cleaning - AND it affects everyone who has to change in COWLEY CENTRE to get the No 10 to HEADINGTON to work in any one of the HOSPITALS - who even if they have a car - can NO LONGER AFFORD TO PAY TO PARK there - NURSES, YOUNG DOCTORS, CLEANERS, SUPPORT STAFF, MAINTENANCE STAFF - as well as PATIENTS!</p> <p>This short sighted nimbyism - has seen traffic move from a WIDE DOUBLE CARRIAGE WAY ROAD - a MINOR ARTERIAL ROAD (Little Hay Road / Cornwallis Road) - CLEARLY DESIGNED AND BUILT to alleviate congestion and improve traffic flow, where the houses are LARGE semidetached houses with long drives and gardens to PROTECT tenants from traffic noise and pollution - where children DO NOT play on the road - because it is OBVIOUSLY built for traffic - and which is populated by the affluent, eloquent, influential WHITE MIDDLE CLASSES with an " aspirational green lifestyle" -</p> <p>to much smaller, single carriage roads like Shelley Road, Milton Road, Cricket Road, Howard Street - where home owners are from a more working class and BAME background - where children DID play on the previously quiet, tiny roads and rode their bikes and scooters to the local shop, park, community centre and two primary schools and secondary school, where people can't afford "aspirational green lifestyles" and are NOT the sort of people who will ever 'ride a bike' or 'order a veg box' and who rely on cars for their living or to support large extended families with poor mobility.</p> <p>It is only a matter of time until a 2 year old Asian child on a scooter is killed on Cricket Road because the privileged are forcibly imposing their lifestyle on others.</p> <p>TRAFFI LTN</p> <p>it's because all the traffic has been pushed out from Cornwallis Road (a really wide, straight, quick, dual carriage road designed and built to move the traffic flow quickly from Cowley Road to Iffley Road, alleviate traffic from Between Towns Road (a major bus route), to prevent congestion and the pollution that builds up with congestion - and where rich middle class white people live in big semidetached houses with long drives and gardens set back from the road and on which children don't play because it's clearly a major traffic conveyance) and pushed it all onto tiny little side streets, single carriageway, where much poorer, less well represented people live in smaller houses on terraces on the road side with no front gardens or drives, on which the kids do play (or used to) and cycle their scooters and bikes to the shop, the park, the community centre and the two primary schools - and nowhere incidences of COPD caused by traffic pollution due to congestion (E.g. the St Gregory's School Run), and increased probability of accidents and death caused by increased traffic flow into roads not designed to take the traffic load. Nothing like a bit of middle class Nimbyism to stir the blood.</p> <p>PS: I moved from Stockmore Street to Saunders Road because of the impact the previous location had on my Asthma - If this action remains it will increase the impact on my Asthma - and I may be forced to move again - in which case I WILL SUE THE COUNCIL.</p>
-----------------------------------	--

Object - Florence Park	<p>I am objecting because the reality of these LTN's 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 time 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.</p> <p>I strongly object to the LTN's in Florence Park causing this horrendous scenario outside our house and all the way along Howard St.</p>
Object - Florence Park	<p>Living on church Cowley Road has become unbearable. An already busy road now has traffic queued up both ways. Makes pulling out of houses onto the road or trying to park on the driveway extremely difficult especially as cars park overhanging drive curbs, intolerant drivers fed up with queueing. Accident waiting to happen as we often have to pull out blind onto the road. Traffic noise has increased.</p>
Object - Florence Park	<p>This situation makes other road busier and with a lot traffic and pollution and it take me much more time to arrive to work and back from work, it is awful. Please remove it.</p> <p>Thanks</p>
Object - Florence Park	<p>The main roads have become clogged up. Much more traffic than usual. It takes much longer for short journeys to my child's school. I can't freely visit family members in these areas. I am vulnerable and have severe anxiety and now cannot get to the shop I prefer to go to. My health has deteriorated due to not being able to go out in my car.</p>
Object - Florence Park	<p>The new restrictions are putting more traffic on the main roads and I feel it's unlikely to get better as people have still not fully returned to work with the Covid risk still around. The back log of traffic on the Iffley and Cowley roads is the worst I have seen in the 10 years I have lived in Oxford. Seems like a bit unfair to push traffic to the less expensive areas, if it makes people's lives better at the expense of other people's quality of life then it must be a failure.</p> <p>Increased traffic and pollution to areas outside the LTN's</p> <p>Increased drug use in Florence park due to less police presence.</p> <p>No cars patrol the area anymore</p>
Object - Florence Park	<p>I do not agree with these roads being blocked, we should all have the freedom to travel by which ever means we wish. Since these LTN'S have been put in place my travel time has increased, I get stuck in bumper to bumper traffic, as it is now all channelling onto main roads. I'm using more fuel and it's causing so much disruption. I have great concern for our emergency services, and those (including myself) that at some time in life may need them! I have lived in Oxford all my life and have never seen anything like it, it's absolutely disgraceful, money should be better spent on more important matters, homelessness, knife crime, youth, affordable housing, street lighting, pot holes , the list goes on . It is wrong to select certain areas to implement these ridiculous ideas ! We need to keep Oxford moving. It seems to me that the majority of people in favour of these LTN'S are actually all cyclists!</p> <p>Cycling does Not work for everyone.</p> <p>Please remove the LTN'S.</p>
Object - Florence Park	<p>It has resulted in a significant increase in traffic in Howard Street. During the rush hour there are queues of traffic from 3.30pm until about 6pm. as well as queues in the mornings. There have always been queues at these times because of vehicles wanting to turn left and then right at the traffic lights into Donnington Bridge Road. But since the introduction of Filters in Florence Park the queues have been much longer and have lasted for longer. Drivers do not turn off their engines and the level of pollution in Howard Street is now dreadful. Also, the noise levels are high from idling engines and music blaring out of the vehicles. Howard Street is a busy pedestrian route with school children walking or cycling to Larkrise School and St Gregory School and people walking to the parade of shops in the Iffley Road at the end of Howard Street.</p> <p>Cornwallis Street is not such a narrow street as Howard Street and also almost every house has off- street parking. I fail to understand why Florence Park was selected as an LTN. It might be beneficial for residents in that area, but it has just displaced the traffic into Howard Street. Don't the residents of Howard Street deserve less traffic and less pollution? The idea that people will stop using their cars and either walk or cycle is misplaced.</p> <p>It is time that something is done about the level of traffic in Howard Street.</p>

Object - Florence Park	TheLTNs are not solving any problems, either environmentally or improving mental health, they have only succeeded in are moving the problems onto different roads. Between Towns Road and Iffley Road, the roads I regularly use have become far more congested since they have been installed and they are not adequate to take the increase in traffic. As a cyclist the roads have become far more difficult to use during the times of high usage i.e during commuting times so much so that I have to resort to cycling on the path instead of the road. There is an argument that people will get used to theLTNs and either walk or cycle, the few that do decide to change their mode of transport will not be enough to have an impact on the reasons for the installations. TheLTNs do not solve the problem they just move the problem.
Object - Florence Park	Since theLTNs were put in place the afternoon rush hour traffic has been horrific. Worse than it ever has been before, particularly on cowley Road. This is even before everyone is back out at work so it will be even worse then. For some of us that work at the hospital and provide emergency home services we have to drive so we can have our vehicles if we need to rush to someone's home. It feels as if we are being penalised for having this job, I would love to consider just cycling in but I can't because I need my car in case I have to rush out to Carterton or Didcot. The traffic is ridiculous, cowley Road has looked like a parking lot between 4-6 pm and it isn't fair to residents. Find other ways to lower the carbon footprint print and emissions as this one isn't working, all the cars that are staying on the road for even 30 mins longer each day is defeating the purpose.
Object - Florence Park	Increased and stationary traffic on the remaining arteries worsened with increased pollution and disruption No real life benefit from LTN
Object - Florence Park	It is creating huge traffic problems in both Cowley and Headington. It took us 35 minutes to do a journey that used to take 10 mins last week.
Object - Florence Park	As a resident on Church Cowley Road, since the LTNs were installed there is a lot more traffic on Church Cowley Road, Iffley Road, Cowley Rd, Howard Street impacting local residents who live on these streets in various ways. The sound pollution, structural impact from heavy vehicles, damage to roads and pavements, the ways in which these streets become unliveable on, danger in crossing the road, cycling, damage to parked vehicles, danger to animals, wildlife and humans. The level of aggression in drivers has grown with frustrated drivers being dangerous and unpredictable. The traffic is sitting still for longer and pollution is increased. Further journeys are more difficult, even pulling out onto the street is more dangerous due to large volumes of traffic and hostile drivers, cycling is dangerous. My other objection is lack of proper consultation, impact on elderly residents physical, emotional and mental wellbeing, the level of distress I have witnessed in neighbours due to increased air pollution, the divineness in feeling in local neighbourhoods split by the different experiences of the LTNs. I feel the responsible use of vehicles and attitudes around car ownership and usage can be addressed in a different manner, educating the public around pollution and fossil fuel consumption, localising lifestyles and understanding the impact of travel, and understanding community and citizenship with a range of different programmes, messages and education for social change.
Object - Florence Park	The traffic on Cowley Road has increased significantly since the installation of the LTNs. The evening "rush hour" starts around 2-3pm and is constant until 5:30-6pm. The noise of the cars, the tremors from the static buses, the blaring music (on sunny days) and car horns, pollution from static cars with running engines is the worst it has ever been, pre-lockdown. My worry is if there is an accident on Cowley Road it will become totally gridlocked around Cowley as there is no through-fare traffic off of Cowley Road between Reliance Way and the Cowley Police station. I hear more Installations are planned further down Cowley Road which means getting to Headington or beyond will be via St Clements or the already busy bypass. There are no safe cycle routes on Cowley/Oxford Road. The only people who seem to be happy are the residents in Florence Park - a predominantly middle class area of Oxford. Has any consideration been taken regarding the poorer areas surrounding Oxford who need to travel to work via bus on the Cowley Road routes who now have to leave earlier in the morning and get home later due to the extra traffic. As they do not live In the LTN area, were they consulted? I am a keen cyclist so appreciate the quieter roads around the LTNs but not at the cost of the increased traffic along Cowley Road. I am also a car owner and all my journeys so far have increased in time trying to get around the city during times I cannot cycle.

Object - Florence Park	The road restrictions are adding additional traffic to the surrounding roads as well as adding additional time to journeys for people living within the restricted areas and those travelling through. There were already traffic calming measures in place which I feel were sufficient enough to control traffic calming in the area. I have unfortunately had to make journeys to the JR hospital since the new restrictions have been introduced and the journey has taken up to 25 minutes more because of associated traffic along the route and only have one entrance/exit point to access my home. On some occasions the traffic is so bad that gaining access to the main road takes 10-15 minutes. This is all adding pollution and congestion to an area that was already quite busy because of Cowley Centre. Myself and my neighbours aren't in a position to be able to walk distances to access shops and services. Also keep in mind that these observations have been during a lockdown where travel was restricted.
Object - Florence Park	Traffic in Oxford is gridlocked, it is causing more emissions and frustrations, and they need to be removed and back to normal asap.
Object - Florence Park	<ol style="list-style-type: none"> 1. The LTNs has had a derogatory effect on the receiving roads with increased traffic congestion and pollution causing long delays and significant increase in travel times. 2. Resulting traffic congestion has significant impact on response times for emergency services and bus service timetables. 3. Residents living within LTN areas or in close vicinity are having only one option to exit onto heavily congested roads and are reliant on other drivers to let them out into the traffic flow. 4. LTNs' favour only a minority of residents but has a significant negative impact on other residents and other road users. 5. The resulting increase of traffic congestion on main roads will not encourage greater use of public transport as journey times will become increased and unreliable. 6. The increased traffic congestion in Cowley, as a result of the LTNs, will make it unattractive to live in the area and visit for shopping. Consequently, Cowley, as a District Centre, will become less viable and the proposed regeneration of [local] shopping centre is never likely to happen. 7. Before the LTNs can be considered to be made permanent, Oxfordshire County Council should provide, as part of the public consultation process, full details of any traffic and air pollution monitoring carried out since their implementation in March 2021.
Object - Florence Park	<ol style="list-style-type: none"> 1. The LTNs are forcing traffic onto already over-congested roads. As Covid restrictions ease further, this is likely to increase. 2. Vehicles attempting to join the main road from side streets have to rely on other drivers letting them out, otherwise the only option is to take an excessive detour. 3. Air quality and the environment must be affected by the emissions of standstill traffic, especially for local residents on these main roads. 4. There is an impact on response times for emergency vehicles due to the amount of traffic, and even if the GPS systems have been updated, at present they cannot pass through the barriers. 5. Not all residents are able to walk or cycle and need to use public transport. Although buses are allowed through some gateways, the timetables cannot be adhered to when caught up in traffic, thus planning journeys is unpredictable. 6. Cowley is in need of regeneration, but the traffic and parking situations may well push shoppers etc out to other areas.
Object - Florence Park	<p>LTNs in the area are pushing all the traffic to Church Cowley Road which is now filled with back to back traffic every day and dangerous to drive down as people go fast then slam on brakes.</p> <p>I don't think you can properly evaluate this change while in lockdown. I dread to think what the traffic will be like when lockdown ends.</p> <p>Finally it's causing rifts between those who benefit from the LTNs and those that do not. Why are you okay to give some residents quiet neighbourhoods with low traffic but are happy for others to have to face increased traffic and misery? Excellent social engineering!</p>
Object - Florence Park	The LTNs in the Cowley are a disaster. They cause a huge inconvenience. I live on Church Cowley Road and look outside my window there's a constant que of cars - all day long! Both Cowley and Iffley Roads are clogged up. People are unable to get around without sitting in traffic! It takes me 30/40minutes to do a school run which used to take me max 15 mins! I totally object to this.

Object - Florence Park	Pollution, traffic jams,
Object - Florence Park	<p>I am disgusted with the introduction of these new LTN's. It is essentially moving traffic from already low traffic areas and compressing them into pockets. The air quality is now appalling, with older members of my own family now having severe flair ups with their breathing. That along with adding an extra 10 minutes on to commute times, due to cars sat idling in traffic really isn't a positive for the environment is it?</p> <p>This has really given me reason for concern about the pledges to Oxford's improving environmental quality standards. Projects like these popping up really makes me worried about future policy. This will be reflected in my vote in this upcoming election.</p> <p>I can assure you that from having chats with plenty of others in the local community they all echo my feelings. The polls will show.</p>
Object - Florence Park	<p>My objection is the traffic jams that are occurring outside of my home multiple times a day due to increased traffic. Also, the fact I find myself in a traffic jam whenever I want to go somewhere or return to my home. Being local to Florence park I would not have considered Cornwallis a rat run prior to the scheme. I walk regularly to the park from my home and have never observed heavy traffic or queues on this road. For all the above reasons along with the increase of emissions, this scheme is a disaster to the area and oxford city as a whole.</p>
Object - Florence Park	<p>Prevents good access for parents at St Gregory's school. This means more parents parking in the area (causing issues to local residents), parents dangerously U-turning causing a danger to children attempting to get to school on foot.</p> <p>Prevents good access to Florence Park car park. The car park now seems more frequently used by parents of students at Saint Greggs school, rather than park users. I am frequently not able to use the park anymore. By the time I sit in the huge amount of traffic, to access the only route to the car park, I no longer have any time to walk my dog before starting work. Very sad because the park is a beautiful free resource.</p> <p>It is an inappropriate time to start the trial. There is not a normal amount of traffic on the roads, so it is not possible to see the true extent of the traffic that will be caused by these measures.</p> <p>The traffic on Cowley Road has already hugely increased, meaning more pollution being caused by cars idling or crawling along.</p> <p>Traffic on Howard Street has hugely increased, meaning you have eased traffic in one area, only to make it a bigger issue in another.</p> <p>The longer routes will cause delays for emergency vehicles</p>
Object - Florence Park	Journey to work takes longer, increase traffic
Object - Florence Park	<p>Worsening local traffic & Total waste of time & money which could have been better spent of local family needs.</p> <p>Cannot drive up Cowley road on certain times is the day because since the ltns were installed traffic now backs up to Kenilworth Avenue. This did not happen before.</p> <p>Have seen Emergency services being held up on the crazy queued traffic on the Cowley road. We local residents are not rats. We are just trying to get from A to B. & not all are able to walk over cycle there!</p>

Object - Florence Park	I am a resident of Oxford road cowley and have noticed a huge increase in the level of traffic on my doorstep now because of the restrictions placed in the area. The main road was already congested before, and now residents like me who live on it are subject to greater pollution levels and traffic noise day and night. Why are we any less important than residents on the quieter side streets, excuse me?? What is most alarming is the restriction between Littlehay road/ Cornwallis road which is one of the main routes between Iffley and cowley. Along with the fact that there is a retail park nearby which can only be accessed by car for some shoppers who live further way, it makes little sense to me how you could possibly describe it as beneficial. It's favouring some at the expense of others in the community which is wholly unfair. Not only for obvious health and noise polluting reasons but it is also likely to have a detrimental impact on local house prices too for main road residents like me who have been completely overlooked on this occasion.
Object - Florence Park	Traffic has been dispersed to the already busy Cowley Road. So, you are saving those that live on side streets to make home environments safer, calmer, less intimidating, & healthier but what about us that live on already congested roads. You are making our lives environmentally unsafe, stressful, more intimidating, and less healthy.
Object - Florence Park	I have primary children at St Frideswides school on cricket road I have to be home for my sons taxi (he has special needs 13 years old) by 3 05 pm to wait for his taxi the traffic measures are making me late. If I am not at home, I can be referred to social services. I have never not been home before the ltn was trialled, but I have been late on more than one occasion since the trial began if any councillors have any ideas on how I could get home in time I would be very grateful My family at home work so there is no one else who could wait for [child's name] taxi.
Object - Florence Park	I currently live in Marston and find the baby support available at Florence Park really helpful. My child is too small to go on my bike and the park is too far to walk so I need to drive. With so many of the roads around Florence Park blocked off I am driving further to get to the park and often find myself queuing on Between Towns Road and adding to the pollution in Cowley rather than reducing it. The signposting around the park is also unclear about where the blocks are so I often need to wait for other cars to do complicated three point turns and add to the pollution too.
Object - Florence Park	<p>LTNs don't seem to have a justified reason for being put in place. Little to no evidence was submitted and as a resident on an affected road we were not consulted. Commuter and local traffic which would've previously taken alternate routes has now been funnelled down Oxford Rd/Rose Hill and creates stationary traffic at rush hour as vehicles attempt to turn on to church cowley rd en route to either templars square or access businesses and schools around Rymers Lane. These 'main roads' simply can't take the volume of traffic. With poor junctions, slow traffic lights and on road parking the congestion is a hazard for pedestrians, buses are regularly delayed and access to residential homes is now severely hampered at particular times of the day. Local necessary commutes (taking children to nursery and hospital visits) have gone from simple 20 min round trips to an hour in traffic. This does nothing to relieve pollution it simply displaces it to other roads, lowering house prices and reducing quality of life in the process. In the afternoon traffic regularly queues in other routes including Iffley Road and Holloway Road as no alternative routes are available, this leads to anger and frustration and I've witnessed irate drivers becoming more unsafe than previous as they perform dangerous turns in the road and speed through other sections in an attempt to regain lost time.</p> <p>Quite frankly the LTNs in existence and those proposed are the worst implementation of a traffic scheme I've ever witnessed in 40 years! The contempt shown for local residents is remarkable, poor consultations almost exclusively with cycling lobby groups with complete disregard of the people who have been made to suffer. I dread to think what the impacts to businesses will also be as people turn away from east oxford completely. I can't see Templars Square ever being improved with the anti-car stance which the current council employs</p>
Object - Florence Park	The traffic on Cowley road has been awful since trialling this low traffic neighbourhood. This makes it difficult to leave and enter our own road and delays our journeys. The traffic on Cowley road as a consequence to this trial puts emergency service vehicles in difficult situations as when driving down Cowley road there is no place for cars to turn to make way for emergency vehicles. Cycling has become more difficult due to the traffic build up. It's causing our journey times to be longer resulting in more car fume emissions.

Object - Florence Park	<p>I have lived on the Oxford rd in Cowley for over 40 years, it has always been a busy rd but since the introduction of the LTNs around my area especially Florence Park traffic and pollution have increased dramatically. How is it ok for SOME residents to have less traffic and pollution while many others have to put up with having much more. I'm not happy about this for obvious reasons but I'll list them anyway.</p> <p>Displaced traffic onto the Oxford Road Increased pollution for me and my family, I suffer with asthma all year round Increased waiting and journey times Wasted fuel Delays in getting to various appointments Delays in getting to work due to increase in traffic Constant queues outside my home</p>
Object - Florence Park	<p>I can see some benefits to LTNs, but I believe overall the negatives outweigh the positives of the scheme; these include longer journey time, more pollution, and increased petrol expense. Rather than a complete roadblock, I would like to see restricted access to the roads i.e. no entry during peak hours like morning school run and afternoon rush hour traffic between 3pm and 5pm. And no restrictions over the weekend. This way it benefits everyone.</p>
Object - Florence Park	<p>The implementation of this LTN scheme has a serious impact on many streets and roads in Oxford. Traffic blocked from using roads closed by LTN bollards has been displaced onto other nearby residential roads. In turn Howard Street has larger volumes of traffic and access onto Iffley Road is restricted. The displaced traffic then blocks the vehicles travelling south at this point on Iffley Road.</p> <p>Two key road 'pinch-points' are [local public house] junction at Cowley, and the Donnington Bridge Road junction on Iffley Road. Neither was designed to cope with traffic displaced from the other LTN roads This, in turn, leads to massive tail-backs and has very serious knock-on effects for traffic using The Plain, Magdalen Bridge and Abingdon Road.</p> <p>We would like to know what 'impact study' modelling was done by OCC when the details of designing this, and the other LTN schemes, was planned.</p>
Object - Florence Park	<p>It has made traffic worse in the surrounding areas. Longer traffic jams and more people sat idle in cars which causes more pollution. It's has also made my journey to work which can only be reach by car longer creating more pollution.</p>
Object - Florence Park	<p>It hasn't reduced traffic it has just moved it to the main roads such as Cowley road and Iffley Road. I am pregnant and struggling with Sciatica, I cannot walk to my local Sainsburys. I have to drive, and my journey now takes 20-25 minutes due to the ridiculous traffic on Cowley Road. It has also added 10 minutes to my 45 minute journey home from work. This is creating more pollution in the long run. Roads are there to be used. Florence Park provides ample space for those that want to ride their bikes/play with children. This doesn't need to be done on the roads in Cowley.</p>
Object - Florence Park	<p>Increased congestion to Henley Avenue and B4495 in both directions. Increased standing traffic which must lead to increased pollution. Inconvenience in trying to travel within the local area. increased travel times in every direction. Getting to and from the shops in Temple Cowley at 5pm (= less than 1 mile) now takes 20 mins in both directions which would have taken 2 minutes.</p> <p>This effect is with traffic levels still well below pre-covid volumes and will therefore get worse as and when normal levels resume.</p>

Object - Florence Park	<p>If I could choose strongly object, I would.</p> <p>As a resident of Cricket Road for 30 years, I find the Experimental Low Traffic Neighbourhoods absolutely unnecessary.</p> <p>We have experiences a few changes over the last 12 months which have created more problems that it has actually helped i.e. parking permits and Experimental Low Traffic Neighbourhoods and it's very frustrating as residents to not be given an easy way to communicate our opinion and express how these changes might impact our living before putting such measure in place.</p> <p>Having the Experimental Low Traffic Neighbourhoods in place have just pushed cars to use Howard Street/Iffley Road, Shelley Road/Oxford Road and surrounding areas, which cause a massive build-up of traffic. A regular journey that used to take me 8 minutes now has taken me in excess of 25 minutes. Not only is this hugely frustrating but it is also not environmentally friendly.</p> <p>The Cricket Road area has two huge attractions that draw many people to this area on a daily basis, Florence Park and St Gregory the Great School/St Frideswides Primary School, closing off Cricket Road is having a detrimental effect on people being able to access these areas and not to mention residents being able to have a smooth journey in and out of their own street.</p> <p>I simply cannot put into words how frustrating the whole Experimental Low Traffic Neighbourhoods is for someone that has to regularly travel around the area. I feel like the individuals that put these plans in place have probably never lived in the area, let alone driven.</p>
Object - Florence Park	<p>The knock on effect of closing these roads is ridiculous. Cowley Road is horrendous. It makes it more difficult for emergency vehicles to get around. It's has made my journey to and from work longer, which in the long term is not good for the environment as my car engine is running for longer!</p>
Object - Florence Park	<p>Traffic displaced onto main roads leading to congestion and gridlock.</p> <p>Increased noise pollution. And actual pollution</p> <p>Waste of perfectly good roads that are now little used.</p> <p>Perhaps some traffic calming measures such as speed bumps or chicanes would be a better alternative to completely closing the roads ...</p>
Object - Florence Park	<p>As a builder I have a van with tools and materials that I need with me to complete different job all over oxford. Since people have been going back to work the traffic has been getting heavier. However, I have noticed that queues are far greater than pre COVID lock down.</p> <p>In the past I would have used side roads to cut between cowley and Iffley Road, used Crescent Road to cut through to hollow way, and so forth to cut out using the major pinch points of the main oxford arteries. Just like many other people with local knowledge but now it's adding on 3 to 4 times my journey time because everyone has to go the same way. It's not just the time I'm worried about it's the pollution. I'm now burning more fuel crewing along the road and just like everyone else, even those people that normally take these main arteries are taking longer and burning more fuel.</p> <p>It's seems to me that this plan has been done to keep a few hundred residents happy at the cost of a few thousand motorist and the environment.</p> <p>I can more strongly object to this trial and truly hope you remove all of the measures in-placed in Littlemore, cowley, Florence park. For the good of the city environment and economy (there isn't many bus lanes in these areas so even the buses can't get shopper into oxford efficiently. Who would shop in a city that makes it so difficult to get into)</p> <p>Many thanks</p>
Object - Florence Park	<p>This has just moved the traffic elsewhere, blocked the rose hill/Iffley road which Donnington Bridge lights and the single lanes cannot cope with, people are constantly blasting their horns outside our home now as they are frustrated by the increased congestion, I have a much more stressful commute to work (need my car for community visits) and have to drive further around the system to drop my elderly mother home increasing fuel consumption & emissions to get 1/2 mile away</p>

Object - Florence Park	The LTN has created a problem instead of solving one. Traffic has overflowed throughout the main roads causing chaos and pollution, journey times have gone up and we are not even fully out of lockdown. Take the LTNS out!!
Object - Florence Park	These LTNs have put more traffic on main roads and it's affecting all the main routes in & around Cowley
Object - Florence Park	It is very difficult for me to get to work now, where the journey used to take me 10 minutes now is increased to 30 to 40 minutes. Absolutely ridiculous
Object - Florence Park	The scheme has (as predicted) caused huge queues on the surrounding routes. With longer distances to travel and more pollution from idling traffic this has got to be bad for the environment.
Object - Florence Park	It causes too much traffic on the open roads, doubling our normal times of travel to, from and during work.
Object - Florence Park	Creating too much traffic on main roads and dangerous atmosphere for school children.
Object - Florence Park	<p>Having an open mind and willing to give it a go, I have to object to them. In Florence Park as a resident, there used to be 6 exits out, Clive Road, Littlehay Road, Cricket Road, Cornwallis Road, Florence Park Road and Rymers Lane.</p> <p>Now we only have 2, Rymers Lane and Florence Park Road.</p> <p>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 taken 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.</p> <p>I have witnessed cars mounting pavements in Cricket Road turning to u turn at the bollards. I have children that I walk to school as I am close enough, but asking 4 and five year old to walk distances is too much for them, especially at the end of school when they are exhausted.</p> <p>The surrounding areas roads have become very congested and I have heard so many people complaining. I hate to think of what impact the new LTNs in Divinity Road, St Mary's and St Clements will have on traffic. Its effectively driving all motorists down Cowley Road and Iffley Road, which is already so congested.</p> <p>I say take them out! There wasn't an issue before, and it's only consolidated the traffic on other areas.</p>
Object - Florence Park	Whilst completely supporting a reduction in traffic in our area, it seems very unfair that all the traffic has been diverted to the main roads which are also residential areas. Since the change, Henley Avenue has had a continuous stream of static cars emitting noxious fumes. I would be interested to know the change in the quality of our air. This does not seem a good way to resolve the traffic in our area and it seems very unfair.
Object - Florence Park	<p>The road works on Cowley road caused an insane backlog of traffic. I'm a disabled driver and being unable to cut out of the traffic backlog is totally unacceptable. The additional pollution caused by this build up counts against a carbon neutral environment Oxford is striving for. It's pointless convincing people onto buses at their ridiculous cost to also get caught in the traffic.</p> <p>This is actually the case for all the LTNs. It makes travelling for disabled travellers very uncomfortable and sometimes dangerous to double journey travel times.</p>

Object - Florence Park	<p>Since the implementation of this trial, the traffic outside my home has increased exponentially. While higher than average traffic levels are not unexpected or uncommon on Cowley Road, it was already bad and this has worsened the situation.</p> <p>To make matters worse on a personal level, the locations chosen for the closures are on routes I have to take daily to access my vulnerable loved on in a residential nursing facility. I had a preference for the quieter roads as I find driving there at slower speeds suits my needs as a driver. I feel safer than taking the main road, and do not choose these routes simply as a 'rat run' nor ever drive above the speed limit or carelessly.</p> <p>If possible I would apply the same reasoning for the Temple Cowley and Church Cowley LTN schemes too as all now affect my route options adversely.</p> <p>For example, at present I must book my visit to my relative and arrive on time for a Covid test, or risk missing out on seeing him. I have been late twice in the past week, based solely on the traffic standstill on Cowley Road, Oxford Road, Between Towns Road and Church Cowley Road. Today I was late for another meeting as I had been unaware that in order to access Florence Park, I needed to drive up Cowley Road and Oxford Road to Rymers Lane and back to Florence Park. So, I innocently left my home near Howard Street along Cricket Road and found myself blocked before I reached the Florence Park car park. A journey that in pre- LTN times would have taken little more than five minutes took more than 40 minutes. How much more pollution did that cause from one car idling I wonder? Times that by hundreds of cars all day long (the traffic on Oxford Road was obviously even worse at 18.00pm than it has been at 14.30pm...) and how do these schemes actually benefit anyone really?</p> <p>The idea seems to have benefited and appeased certain sectors of the population who are able to go about their lives on foot or via bicycle, allowing the privileged (favoured?) few to enjoy the apparent benefits of a 'low traffic neighbourhood,' while leaving those living on the main roads like Cowley Road and Oxford Road feeling like our wish to have cleaner air and slower, lower traffic volume is unimportant.</p> <p>Ultimately my argument against LTNs in the East Oxford and Cowley area is that the negative impacts on air quality, traffic volume and freedom of movement of all residents clearly far outweigh any benefits to a smaller minority of residents seemingly arbitrarily chosen to benefit from such a scheme.</p> <p>The impact is inarguably unfair, and any ideas implemented to improve the safety and quality of our community 's roads in future need to be based on measures that will improve the situation for the majority, and not treat residents of main roads as poor relations to those in 'residential areas.' They are all residential!!!</p> <p>Perhaps the implementation of more one way streets (for example, Divinity and Southfield Roads would be much improved by offering opposite directions of travel, and similar systems might improve traffic flow in Cowley too.)</p>
Object - Florence Park	<p>I very much support the idea of attempting to decrease traffic and car use, however this one had unfortunately failed.</p> <p>The traffic CAUSED by the LTNs on the Cowley road and surrounding area has not only made life incredibly difficult for those of us who do have to drive for work etc, but has in fact made public transport less accessible due to the undoubted increase in journey time, Not everyone can cycle or walk long distances so this is not acceptable.</p> <p>I am also very concerned that it is cutting off the poorer areas of Oxford to access to the city centre, especially the residents of blackbird leys who have voiced their concerns over being trapped in their estate only to receive an embarrassingly arrogant and dismissive response from the council (which as a side note should be looked into)</p> <p>I urge the people involved to do the right thing and stop this trial early, go back to the drawing board and use the good intentions to come up with something that works.</p>

Object - Florence Park	Increased traffic on main roads. Take twice as long to get to work for my father who cannot walk the distance to Headington. Also, my mother who is a cancer patient and has regular appointments cannot walk or cycle so it takes a lot longer to get to her appointments. This only works for younger and health residents who are living in the area who can walk or cycle. Please reconsider and think of other options Thank you
Object - Florence Park	Severe impact on our business. Surviving covid was hard enough but these restrictions are suffocating our business.
Object - Florence Park	The LTNs are forcing me on to Cowley Road or other routes where there is heavy traffic most of the time, extending my journey and therefore increasing my emissions in the area and using more fuel.
Object - Florence Park	I am objecting the proposals because of the major traffic jams now being caused along the Cowley main roads. I have been spending more of my time sat in traffic because of the LTNs, which I am really unhappy about. They are a huge inconvenience, and I am wasting petrol. My view is that they are not efficient and are causing prolonged congestion on a day-to-day basis.
Object - Florence Park	Traffic on surrounding main roads is horrendous. Can take up to 45 mins to get around to places which would usually take less than 10mins. Fearful that this will only get worse as many people are still working from home due to COVID. The current situation isn't a true representation of normal traffic.
Object - Florence Park	LTNs have caused nothing but issues in and around Oxford. Although they are working successfully for those specific neighbourhoods, it has not reduced traffic but instead moved traffic elsewhere. Roads such as Iffley road and Oxford Road have become congested continuously causing huge delays and traffic interruptions. I urge the city council to reconsider the LTN experiment.
Object - Florence Park	It is causing congestion and longer journey times. Difficulty getting my children to school/childcare and more issues parking than before.
Object - Florence Park	Since this has happened, getting to and from work has been an absolute nightmare. All the main roads are suffering now and fully congested. Many of these roads are residential so it hardly seems fair to them. Also, they are an absolute nightmare for emergency services. The benefit for a few is not worth the misery for so many others. The overall area is too small and congested for a scheme like this. It just puts the problem somewhere else and is no longer shared out.
Object - Florence Park	The proposed LTN has given rise to traffic on Cowley Road and Iffley Road, resulting in stationary traffic giving rise to pollution, noise, and delays. This is against Oxfordshire policy on pollution. Also note LTN is putting the residence in danger in case of emergency (fire/ambulance).
Object - Florence Park	I use my car sparingly but due to physical health issues I do have to use a car to get shopping etc. In principle I agree with trying to reduce car use within the city. However so far, the impact for many people has been very negative due to the increase in traffic on the major roads. Journeys that were taking me 10 mins now taking around an hour or more due to traffic congestion increasing the amount of traffic and pollution on these main roads. This scheme is not at all fair on pedestrians, cyclists and households that live on the roads where the traffic is being forced to go. Oxford struggles with air pollution and it cannot be right to increase the problem even more on these roads so that some communities can have cleaner air and less traffic.

Object - Florence Park	<p>I am against all of the LTNs (Florence park, temple cowley and church cowley). I am a keen cyclist and rarely use my car but believe in making public transport and cycling more accessible rather than punishing those who have to drive. I usually cycle or walk to work; however, due to a significant injury, I was unable to for a long period of time and still sometimes struggle to know. I don't know how I would have coped if the LTNs had been in place during this time and I am a key worker. It really concerns me that vulnerable and/or less mobile people are able to get to work, school or medical appointments with the LTNs in place. I have recently had a baby and need to sometimes drive, as along with my injury, my baby was premature and cannot go in a bike seat until a certain size and weight - what am I expected to do? I feel very let down, as I am isolating myself because I cannot travel.</p> <p>I also feel that the current restrictions simply push the problem into another area. The traffic is no longer spread out and allowed to filter through, which reduces congestion. Living on Cornwallis road, it's quiet, however, my poor neighbours on church cowley road have traffic and huge amounts of pollution because of the LTNs. It has made it unsafe for children and cyclists and I no longer want to walk along the roads, as my baby is breathing this in. The traffic needs to be distributed across the city, to reduce cars sitting in traffic. The flow was so much better before. If there are concerns about people from outside the city commuting in then residents permit need to be given.</p> <p>As a cyclist (mobility and baby permitting), the Rymers lane bollard is the only one I support, as it is a main cycle route into the city centre and I think it encourages people to cycle. I also think it is positive to reduce traffic near the park, we children are often coming in and out.</p> <p>Please think about the city as a whole and not just reducing traffic in a few streets, as it simply pushes the problem elsewhere. Also, be mindful of those who are vulnerable and with mobility issues, as the current restrictions will further isolate this already disadvantaged group.</p>
Object - Florence Park	Traffic everywhere, so annoying
Object - Florence Park	LTNs are increasing pollution and are therefore working against one of their primary intended purposes.
Object - Florence Park	<p>Reducing traffic in residential areas is a good thing and does make streets safer. However, there are other ways to discourage through-traffic without blocking roads (speed bumps, narrowing, more space for cyclists), and trying to force people to use bicycles more often is likely to be less successful than providing incentives for reducing car use for short journeys (like a network of safe cycle paths). Schools also have a big role to play in discouraging traffic. Disabling alternative routes leads to more pollution overall as congestion increases, specifically if the roads that are left are compromised by road works or accidents. Our road now is cut off from direct access to the south (Leys, Culham, Abingdon), and other (narrower) residential roads which were not built for high traffic are the only route left for many.</p>
Object - Florence Park	<p>I live inside an LTN and do not wish to. I bought my house in Florence Park partly due to the easy access to the main roads going towards central Oxford. I had no reason to believe that road access would change or that changes to the road network would be imposed on me. Furthermore, from a wider society point of view, I think that it is unfair to displace traffic from outside my house to someone else's. I knew when I bought my house that it was on a rush hour rat run, it would now be unreasonable of me to expect that to be changed to the detriment of someone else.</p> <p>Please remove the barriers ASAP.</p>

Object -
Florence Park

I live in a side-street that links to Cowley Road and I strongly object to the Florence Park area LTN (and also to the other two LTNs in Church Cowley and Littlemore and all future proposals for LTNs in Oxford). Since the LTN has been implemented in the Florence Park area, my journeys by car are taking far longer (20mins at least). Now, the only exit routes from my road are Cowley Road and Howard Street and I am getting stuck in traffic around the Cowley Road/ Temple Cowley's junction (with the traffic lights) and at the end of Howard Street. I am sitting in long queues of traffic that go back as far as Reliance Way, which is clearly terrible for air quality and for the environment and also terrible for the poor residents along Cowley Road and Howard Street who have had all the traffic dumped in their road. I disagree strongly with the fact that some "lucky" residents in Florence Park are seeing a reduction in traffic on their roads, whilst some "unlucky" residents on Cowley Road/ Howard St are seeing the opposite. It is completely unfair.

It is also important to note that currently we are still only experiencing pandemic traffic and once everyone returns to the office, I anticipate that the traffic problems at these bottlenecks will get far worse. The theory that people will shift to other modes of transport as a result of the LTNs is completely flawed because public transport provision in Oxford is so bad and extremely expensive/ unaffordable. In non-pandemic times, the buses are over-crowded at rush hour, hot (no air conditioning in summer) and often don't reliably turn up at the advertised time. The connections are also poor, and the routes often take huge detours through residential estates which slow down journey times significantly. For example, I work at the JR Hospital and it is extremely poorly connected to the rest of the city, despite being a major place of work for thousands of people. From Cowley Road, it takes 45mins-1hr by bus to reach the JR!!

Not everyone is able to walk or cycle due to their health/disability. As a result, I strongly believe that the LTNs are a form of indirect discrimination against people with a disability, which is a protected characteristic in the Equality Act of 2010.

I am also extremely concerned about the impact on emergency services. For example, today (04/06/2021), I witnessed an ambulance getting stuck at the LTN on Cricket Road and having to reverse off the way out (then doing 3-point turn in Bhandari Close), then back out to Cowley Road. I have taken a photo to document this. In this case, it was not a blue light emergency, but I can only imagine how much time would be wasted if it had been and the increased likelihood that the person would die as a result. I am also concerned about the impact on professionals who need to drive to many properties such as delivery drivers, taxi drivers and carers.

I would also like to point out that the initial consultation was extremely sub-standard. It only polled the people in the streets where the LTNs would be installed and didn't consider people like myself in neighbouring areas that would be very impacted. The original and current consultations have not been well-publicised. I only became aware of LTNs when I saw them appear in Florence Park. I'm far from the only person in this position. I received no leaflet and no information to make me aware of the initial consultation's existence.

An online petition (<https://www.ipetitions.com/petition/end-traffic-barriers-in-littlemore-and-cowley>) has gained many signatures (including my own), with the numbers of respondents against the LTNs far in excess to the numbers in favour in the original consultation (currently around 3,500 people have signed the petition against LTNs vs 447 in favour of the 3 LTNs in the original consultation). Although there may be a small % of petition responses that are either duplicates/ people from outside Oxford (as reported in the Oxford Mail), that percentage is likely to be marginal and the petition clearly shows the strength of feeling against the LTNs in Oxford.

I am also very concerned that the methodology for assessing the impact of the LTNs has not been published by the council or consulted on, and that this is only a "consultation in name only" and that whatever the outcome of this, the council will impose these LTNs on residents.

I would be also extremely opposed to additional LTNs being installed in the Divinity Road/

	<p>Southfield Road areas and on Howard St/ Magdalen Road as that would really box us in. Any journey to other areas of Oxford and neighbouring towns such as Abingdon would become a complete nightmare. Perhaps this is the council's vision: make Oxford such a nightmare to live in that all residents will choose to leave Oxford for good... I guess that would result in less traffic if there is no-one left in Oxford.</p>
Object - Florence Park	<p>The LTN does not achieve the purpose it was set out to do. It does not reduce traffic but causes more traffic congestion on Cowley road (whose residents have to now put up with more noise and air pollution than before), further delays for everyone and more environmental pollution. The idea that LTNs will discourage people from using cars is misguided. People use cars because they have to (public transport is expensive, the connectivity is not great and in the time of pandemic not ideal). Scientific data will say that having multiple alternate routes allows free flow of traffic and avoids dependence on one critical path. With LTN, a road construction project or an accident on Cowley road will completely stymie the flow of traffic. Having different options avoids this bottleneck. I strongly object to this LTN and there are other actions that the council can take to improve the situation in this area. Making some of the streets one way for instance will be much more effective.</p>
Object - Florence Park	<p>Reconnecting Oxford showed me how to object. It was unclear without their help.</p> <p>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 effect our clients, who often don't know the city, and are suddenly stuck somewhere.</p> <p>The weird restrictions add difficulty to the already difficult parking in Oxford.</p> <p>I understand that you want to push the Park and Ride on the city, but as has been pointed out several times, the park and ride was established in 1973. I think it's very clear that people DO NOT want to use the service.</p> <p>If we introduce a new products or service, and people are not interested after 10-15 days, we re-evaluate. It seems like an insane waste of public money to continue for nearly 50 years!</p> <p>These LTNs feel anti-business, anti-visitor and counter productive</p>
Object - Florence Park	<p>It is now very difficult to drive to a destination in that area. It takes a long time and a lot of petrol. Blocking those roads makes the other roads too busy. This has created problems instead of solving them</p>
Object - Florence Park	<p>LTNS create HIGH traffic neighbourhoods in neighbouring streets!!!!!!!!!!</p> <p>Iffley road has become a congested mess at busy times. Pollution levels are high, journeys are delayed, buses at a standstill. Carers, hairdressers, and gardeners are having to travel further between clients, increasing pollution and costing more on petrol; disabled people are having to wait for carers to turn up late due to your congestion and have to spend a lot longer stuck in traffic. You seem to think everyone can cycle most cannot, especially if they are carrying tools/equipment.</p>
Object - Florence Park	<p>We have seen a large increase in traffic on Oxford road causing traffic jams and making it nearly impossible to pull out of Cedar Court in the morning. It has added significant time onto commutes and is increasing pollution in the area. I also have concerns about access for emergency vehicles. I think putting traffic bumps / chicanes in would have been a much better use of funds.</p>
Object - Florence Park	<p>The traffic that had been pushed into the Iffley road from closing the roads around Florence Park is a nightmare. Sometimes it takes almost an hour to get from the top of Iffley Road (near town) to my home after work and public or alternative transport is not an option as my son has multiple conditions and registered disabled.</p> <p>The pollution has also had an impact from the amount of stationery vehicles piled up in traffic, asthma sufferer's including myself have found we are coughing a lot more and are short of breath more than we used to be and of course it creates problems for the emergency services making it very difficult to get up and down the Iffley Road especially when they can get passed buses on both sides of the road.</p>

Object - Florence Park	<p>I highly object to the LTNs, traffic in other areas has skyrocketed due to them and the existing infrastructure is not able to handle the amount of traffic.</p> <p>My commute has more than doubled in time due to having to take the ring road.</p> <p>I also am concerned about waiting times for emergency services slowed by the LTNs, wasting critical time in some cases.</p>
Object - Florence Park	The traffic became a nightmare. It's a struggle to get out my neighbourhood.
Object - Florence Park	The LTNs are bringing traffic on the east of town, Iffley Rd, Donnington Rd, to a grinding, frustrating halt.
Object - Florence Park	<ol style="list-style-type: none"> 1. Access for emergency vehicles 2. Access for disabled 3. Excess traffic on surrounding roads
Object - Florence Park	All that is happening is build-up of traffic in other areas causing more problems in other places
Object - Florence Park	It has caused traffic chaos. Longer journeys. Traffic jams, pumping more C2O into the environment. My husband is disabled so we need a car to get around to hospital appointments etc. All traffic is now funnelled into a few streets.
Object - Florence Park	<p>There are no alternative routes to go about servicing my customer when [expletive removed] dig up the cowley/Oxford road today I sat here for over an hour.</p> <p>LTN s need to be flexible and opened when major routes are closed or seriously affected as a result of roadworks.</p> <p>THIS IS COSTING ME MY LIVELIHOOD!!!</p>
Object - Florence Park	<p>The traffic along the cowley Rd is a joke, and that's the only Rd you can drive down now. Whoever thought of this need there head testing and doesn't live in the surrounding areas. These LTN needs removing immediately. There is also a huge concern about how emergency vehicles can get around now with nearly all of cowley blocked most ways.</p>
Object - Florence Park	<p>One area's LTN causes another area's HTN.</p> <p>Better to open ALL the roads so traffic spreads rather than us concentrated causing jams and pollution.</p>
Object - Florence Park	<p>I care for my elderly mother who lives in Cricket Rd, Cowley and visit her on a daily basis. My daily journey has increased by more than an hour as a result of the LTNs, which leaves me less time to spend with her. I'm sure my inconvenience is insignificant to the council, but what I think does need mentioning is how the LTNs are likely to kill off Templars Square. It has become a nightmare driving around Cowley since the LTNs were introduced so it is discouraging shoppers from going there (I'm judging this on opinions of my friends, family, and myself). The last time I visited Templars Square about a quarter of the units were empty. This situation will not improve with the LTNs in place. It if were not for my mother I would never go to Cowley again. It's just so much easier to shop elsewhere.</p>

Object - Florence Park	<p>I am fully in support of managing traffic and was in support of trialling 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.</p> <p>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.</p> <p>Journey times and distances are significantly increased, as you have to drive for further to get to your destination.</p> <p>Pollution through emissions is inevitably increasing due to the increased distances and journey times.</p> <p>It is a nightmare for people having to do business in the area, particularly delivery people. WE NEED TO INCREASE THE DIVOLVED FLOW OF TRAFFIC, NOT DECREASE IT.</p> <p>It is utterly unfair that residents on main roads suffer greater pollution, when some side roads are empty.</p> <p>I BELIEVE WE SHOULD TRY OPENING UP ALL OUR STREETS, BUT HAVE ONE WAY SYSTEMS ON ALL OF THEM.</p> <p>There are some specific traffic problems around St Greg's school, which I think may have provoked much of the ltn movement. For this, I suggest school start and finish times should be off limits to certain roads.</p> <p>HOW ABOUT THE INSTALLATION OF BARRIERS WHICH ARE OPEN ALL THE TIME BUT NOT AT SCHOOL DROP OFF AND PICK UP.</p> <p>Lastly, I believe there are concerns for safety due to decreased access for ambulances and fire-engines.</p> <p>My journey times and distances are greatly increased by the LTN barriers. I am using more petrol and polluting the environment more because I don't have direct access in the right direction, I literally have to go round the houses in the wrong direction. I also now have to sit in polluting lines of traffic at multiple sets of traffic lights, whereas before I could avoid all traffic lights decreasing my contribution to pollution. The increased traffic on the main arteries can be awful, and this is not just down to people not using buses and roadworks, it is to do with the LTN barriers forcing everyone onto the main roads. I cycle whenever I can and care greatly about the environment, but this system is not working, it is making things worse.</p>
Object - Florence Park	Causing significantly more congestion, far more time consuming and costly to commute
Object - Florence Park	The queues are so long even for short journeys to the area. People are not going stop buying cars because of the LTN. and also effects the bus routes because of traffic back log and also any road work that happens on cowley road has a knock on effect on all the traffic in the area. If u want people to drive less, then make bus tickets cheaper and make cars more expensive.
Object - Florence Park	These bollards will make drivers frustrated and make it more dangerous for cyclists and pedestrians
Object - Florence Park	<p>They simply move the traffic to other road - roads such as church Cowley road - that are already ill-suited to cope with the existing account of traffic. This has an impact on the traffic on iffley and Cowley roads.</p> <p>As a local resident that drives, walks, and cycles with my child, I find them far more of a nuisance than a help.</p>
Object - Florence Park	I live in Wood Farm oxford and my child also goes to school in Wood Farm I work in Cowley I do not have the option to walk or ride to work as this would make me late, it is taking me more than 30-40 mins to get to work due to all the road works on the main roads..... and now the LTN have been put in this is a nightmare. The main road into St Frideswides primary school has an LTN so the only option is to use Oxford rd and cut down a side rd and go back on myself to get into the school where I work not only does it make staff late but also children.
Object - Florence Park	<p>Clive Road is a Cul de sac. Now with ATN it has become close on both Ends.</p> <p>People living in Clive road can only go towards Oxford Road which is now very congested. Residents have lost their access to the Florence park Area and Iffley Road.</p> <p>Because of the traffic, I spend 30 minutes extra in my car. Not very good for pollution and global warming. This measure is counterproductive. If you want people to use buses, please reduce the cost of the buses but do not inconvenience people that have to drive</p>

Object - Florence Park	As a car user and resident of Clive Road, completely blocking access to Rymers Lane is not the best solution. In my opinion best options will be setting of speed bumps and removed the pots. In the petition which I filled in, I wanted to slow down cars not close road. The problem is that we have only one exit anywhere by Oxford Road, always straggling with traffic. Driving back home from Iffley Road we have to go around Templar Square and only through Oxford Road to Clive Road. At the end my conclusion is that the only ones who are satisfied with that are the retired people and children playing football in the street kicking ball on the cars.
Object - Florence Park	LTN's are not working and need to be reviewed ASAP. 10 mins travel now will take at least 30 mins with constant huge gridlock traffics even outside rush hours. It is almost impossible to get to work or medical appointments on time, it is impossible to quickly respond to emergency if my vulnerable parents will need support. My road is closed from both directions, shops are having problems with deliveries as some of their cars are too big and are not fitting in through Maidcroft Road. Businesses are also losing as people from outside of Oxford prefer to go to Reading or elsewhere for shopping as new traffic is unbearable. And how the traffic will look like when all of the business will go back to work from office. Because of closed roads people will not suddenly change from cars to bikes, it's not working like that, not everywhere people can cycle, also have you thought about carers. Vulnerable people in Oxford having their daily visits delayed because of massive traffic - have this been discussed - carers cannot cycle between the visits they will also not use scooters their need to use cars. It will be much easier if you put bumps on roads to slow the traffic. Make cycling path. It is not fair on people paying the taxes to say we haven't got a money for better solution, so we close your roads and it's your problem to live with that. You are extending the scheme because of scooter - do you think that suddenly people will use them to go to shops or maybe you will ask people to use them to medical appointment - well wishing you luck. Traffic and chaos made by LTN's are unbearable for residents. Essential trips are taking far longer than usual which means that appointments cannot be made it on time. As a carer of my parents my response time to any emergency is taking longer than usual which means that they are put on risk at the moment. Air pollution is far worse that it was up before LTN's, car in traffic using far more petrol than normal. You cannot expect people working outside of Oxford to cycle or walk to work, you even cannot expect them to use the bus when ticket prices are so expensive, and many people just cannot afford it. LTN's should be removed with immediate effect as majority of community does not support them. Also, people were not properly explained what LTN's are, during consultations people were informed that you will place slowing down bumps on the roads and this is what people agreed to. Nobody expected that you will just close the roads down cutting people off from accessing the community. People need to be listened not ignored.
Object - Florence Park	It's a nightmare getting to the school I'm the mornings and to work, traffic along the Cowley road and Iffley road pile back for 30mins sometimes my son has to be at school by 830 we leave at 745 and still sometimes are late. Then I am nearly an hour late for work most mornings
Object - Florence Park	As a disabled person, having the option to drive to the school benefitted me greatly. I cannot physically walk from Florence park to St Frideswides primary. It causes all sorts of traffic jams, I've witnessed someone reversing into bollards to try and turn around down Rymers Lane. That and other cars being damaged. I think it absolutely needs to be removed.
Object - Florence Park	I have not been able to see any real benefit to the LTNs in the Florence Park area. If anything, it has made the traffic in Cowley Road more congested than ever. What was before a 5 drive to St Frideswides school, it is now 15 min at least. Where is the gain here?
Object - Florence Park	Unable to go to work, used to take 5 minutes now it takes at least 20. The traffic builds up around the roads that don't have the LTNs are full of cars all the time and the pollution within those roads are awful.
Object - Florence Park	It's causing mayhem on surrounding roads
Object - Florence Park	It's not solving the problem. It's just moving the problem elsewhere. People are dumping their cars on our road and going about their business. The main roads are way too congested and journey times are much longer. I.e increasing emissions/pollution.

Object - Florence Park	The current restrictions have made the traffic much worse due to closing the areas around Florence park. My only route into work on Cricket Road has increased by 20 minutes due to having to travel around the ring road. This has been further impacted by roadworks taking place in May and June. Closing further roads such as the planned Howard Street is going to increase my journey time home which is already longer than it should be and force more traffic into very few roads, namely Shelly Road. This is only moving the problem not solving it. My place of work will not change so I have no choice. In addition, I use the local shopping area regularly and get fuel on my way home, this will now stop as I am not prepared to shop locally when it will double my journey time. I am a teacher and therefore a key worker and do not have the luxury of being able to work from home.
Object - Florence Park	I am objecting because all side streets will be closing. Working people with children will not be able to get to school or the work on time. Most child are already attending school late on daily basis. Not fair on working parents as they will be getting late almost every day. Some streets will have to become one way to allow flow of traffic. Only Shelly road is open
Object - Florence Park	I can see that the idea is of slowing traffic is beneficial, however it has just pushed the traffic on to the same roads (those that are not blocked!!) making them queued and heavily congested, this leading to cars letting out more pollution and fumes as they sit in traffic, my journey from home to work now takes me 10 minutes longer in the morning and can be as much as 20 minutes longer at the end of the day. (I live too far to not use a car to get into work) As it is such a problem with getting in and out of the area, I will not be using the local facilities or amenities so I will not be shopping local.
Object - Florence Park	I am a long standing teacher at St Frideswides Primary school, Cricket Road. I already have to drive almost an hour's journey to and from work each day from my home [village outside Oxford]. The barriers in place on Florence Park have increased both my journey time and fuel consumption. I need to get to the Hinksey hill roundabout/A34 in order to get home. The only route is via Rose Hill or across Donnington bridge and I am now having to sit in traffic every day just to get out of the Cowley/East Oxford area either on Oxford Road or Howard Street and this can take anywhere between 20-30 minutes to do so. Not only has this affected my journey but previous to the barriers being put in place I would frequent the stores at Temple Cowley as they were convenient after my working day, but it is now impossible to get to them without sitting in heavy traffic. I feel a huge amount of sympathy for the residents of Howard Street too as traffic and fumes here have increased. I join a queue at halfway down this street most days. The traffic also makes it difficult for cyclists to navigate up the road and lots end up having to mount the pavements. Traffic that used to be able to exit East Oxford easily and swiftly is now being pushed out on to already busy main roads. It seems crazy that this has been put in place by a school that serves not only the immediate community but where many pupils travel in rather than walk from suburbs such as Rose Hill, Blackbird Leys and Headington. I can understand that local residents would benefit from quieter, safer streets but most people accessing this area need to do so via a car. I truly hope the decision to put these barriers in place is reversed in the not too distant future.
Object - Florence Park	The restriction of traffic around the Florence park area has made the travelling to and from my place of work much more difficult. The alternative routes have seen a vast increase in traffic that they are not capable of dealing with. All the LTN has done has move the traffic onto already very congested roads and increased traffic on other narrow roads. It has also increased the daily stress levels of those travelling to and from the area.
Object - Florence Park	<ul style="list-style-type: none"> • The LTNs have added significant time to my car journeys. • They have increased traffic on Cowley Road and Iffley Road. • I spend more money on fuel due to the traffic. • The longer journeys also contribute more pollution to the local area.
Object - Florence Park	It's absolutely ludicrous to close off so many roads with a lame expectation that only cyclists and pedestrians be allowed to use them. As taxpayers, why shouldn't we be able to use other roads to crisscross across town to reach where we desire, thereby dispersing the traffic situation? Without affordable public transportation in place this scheme is a travesty.

Object - Florence Park	It used to take me 10 minutes to get to work by bus or Taxi (from Headington to Cowley Centre) and now it takes me 30 minutes minimum and 45 minutes max.
Object - Florence Park	For safety (I have experienced multiple incidents that have been reported to the police in the roads covered by the temple Cowley and Florence park LTNs) and time reasons I frequently drive to Iffley rather than walk, the closure of Clive road to Rymers lane means my journey has consistently taken 3 times as long (15 minutes rather than 4) due to having to go via Oxford road to Church Cowley road and the additional traffic lights. This is not reducing pollution at all it is simply moving it, I have noticed increased traffic on Oxford Road which is already busy and although not a huge amount of time and petrol extra per journey it is adding up.
Object - Florence Park	Strongly objecting, reduced business
Object - Florence Park	For the residents of the Florence park area, it has caused the following issues: Gridlock of traffic along surrounding main roads. It has cut us from other areas of oxford- since we can no longer drive through those areas. This segregation will be felt deeper as time goes on. These roads were never BUSY to begin with, we always felt safe walking around these roads. It is not representative of the BAME population that rely on their cars to get to one place from another. It has forced us into gridlock traffic- meaning we will be disproportionately affected by taking more time out of our day and spending more on petrol.
Object - Florence Park	I object the proposals as it has caused gridlock onto roads which were already busy, by closing through traffic from roads that weren't that busy in the first place. It has caused difficulties in my day to day life in getting to the places I need to, in my local area and getting to the surrounding areas. It has cut me off from surrounding neighbourhoods that I otherwise would have easy access to.
Object - Florence Park	For the residents of the Florence park area, it has caused the following issues: Gridlock of traffic along surrounding main roads. It has cut us from other areas of oxford- since we can no longer drive through those areas. This segregation will be felt deeper as time goes on. These roads were never busy to begin with and so as a resident I have always felt safe to walk along the roads. It is not representative of the BAME population that rely on their cars to get to one place from another. It has forced us into gridlock traffic- meaning we will be disproportionately affected by taking more time out of our day and spending more on petrol.
Object - Florence Park	It has increased the journey time for my school runs from 12 mins to 45 mins. I am using more fuel which is not more environmentally friendly and is also burning a hole in my pocket. Being stuck in cowley road traffic 3 times a day has made my Asthma worse due to the fumes I'm constantly inhaling.

Object - Florence Park	<p>By closing the link roads between Iffley Road and Cowley Road the traffic is being diverted along Iffley Road and Church Cowley Road. These are also residential roads where the air quality is deteriorating due to heavy traffic queuing along these roads. Car journeys are inevitably taking longer leading to more pollution. Traffic is often at a standstill along the Iffley Road from early afternoon. Please also consider the residents of these roads.</p> <p>Cornwallis Road is a main link road between the Iffley and Cowley roads and could not be considered a 'rat run'.</p> <p>Will the residents of LTN's be happy to pay for the maintenance of the roads that car drivers are no longer able to use? It would seem unfair to expect maintenance costs to be paid for from car taxes if drivers are not allowed to use the roads!</p> <p>Roads are built for traffic, not as a leisure facility for residents!</p> <p>Although I am in favour of reducing pollution and improving air quality, I feel that by closing these roads, the air quality is only being improved for a limited number of people and that residents of the main roads are not being considered.</p> <p>Perhaps if traffic calming measures such as planters used as chicanes in Cornwallis Road were implemented instead of closing the road completely, this would slow down traffic and have the desired effect of reducing speed but still enable drivers to use the road.</p>
Object - Florence Park	<p>Object: the traffic which usually goes through Cornwallis Road is just being pushed to other roads. Cars are actually going down Cornwallis Road faster than before as there is less or no traffic. People use the road as a pavement, literally walking along the road with pushchairs or just walking in the middle of the road which is dangerous as there is still traffic. Although I drive as well, I mostly cycle, and cars are even less considerate to cyclists in Cornwallis Road now than before speeding along the road freely which is totally defeating the object.</p>
Object - Florence Park	<p>I don't support Oxford LTN zones. It creates even more congestion on the main roads.</p>
Object - Florence Park	<p>These [expletive removed] zones and adding many hours a week to my driving time in Oxford, they are harming the environment, not improving it. How can forcing cars to sit in additional traffic jams help?</p>
Object - Florence Park	<p>I would like to know if the LTNs are actually reducing traffic or just displacing it. My experience, living on Iffley Road is that the traffic on Iffley Road has increased and there is often traffic queuing and pollution outside my house that is much more than before the experimental LTNs were introduced. I have also experienced dangerous U-turns from cars in the Boundary Brook estate when the school zone is being enforced. I cycle and walk and support the concept of less car traffic. I have also witnessed dangerous u-turning traffic on Cowley Road from cars stuck in queues near the Police station.</p> <p>When I have walked and cycled on Cowley Road and around Cowley Centre the traffic has been dangerous. Yesterday at 7pm. I saw a cyclist who had been knocked over by a van on Church Cowley Road.</p> <p>If the LTNS are supposed to help arterial road traffic it appears that this is not working. Cowley Road and Iffley Road are arterial roads and also densely residential.</p>
Object - Florence Park	<p>Unacceptable increase in traffic and pollution on Oxford Road both at peak and off peak times.</p>
Object - Florence Park	<p>I Think the best solution to this silly idea is to have one way roads. Some of the roads should not be used as two way roads. I believe a one way system would be a better idea and would benefit public transport as they are always running late and also reduce congestion, also traffic calming measures would be highly effective in these areas.</p>

Object - Florence Park	<p>I understand and appreciate the reasons behind LTNs, however I don't see how limiting the traffic in certain roads, and at the same worsening the traffic on Cowley Road could have an overall positive impact on the whole area. In my opinion there are certain criteria for LTNs to work:</p> <ul style="list-style-type: none"> -Cheaper public transportation must be available -LTNs need to work for everyone not only for the residents of the road included in the LTN. -LTNs should not create more congestion elsewhere otherwise the overall impact on the environment will be null. <p>I suggest trailing LTNs with movable barriers during specific times of the day.</p>
Object - Florence Park	<p>1) Closing off site 1 (Cornwallis Road) creates all sorts of problems for getting out to work/shopping for any one on that side of Florence Park road. A significant number of people are just ignoring the signs demonstrating that the expense has just been a total waste of money and adding bus lane cameras is not going to do anything other than [expletive removed] [upset] more residence in the area.</p> <p>2) You have made Florence Park road more dangerous as you have increased the traffic on it and the crossroads at Church Cowley Road was difficult/dangerous before you did this. On my side of the estate, we all have to cross Florence Park Road to get to Shops, Bus stop, Mailbox and Pub so your assessment in planning before imposing this broken scheme was well short of what is required. You will now have to waste money on traffic lights at the crossroads so that people can get out of the estate come winter as the hole of Chuch Cowley Road will grid lock again come bad weather October onwards.</p> <p>3) You failed to envisage the impact on the Henley Avenue/Rose Hill/Church Cowley Road junction. You will now have waste more money to invest in more advanced traffic lights to prevent more episodes of total grid lock and traffic backed the hole way back up Rose Hill. If you had taken the time to design a new road layout by asking the residence why they use the roads the way they did then all this could have been avoided but instead you have made any form of consultation decent difficult starting with failing to actually do any consultation - just announcing that we (the residence) had been consulted. My views on why you did not do so is that you can't back up any claims the roads were being used as rat runs by non-residents.</p>

Object - Florence Park	<p>Problem not addressed at source. LTNs are causing long traffic standing queues that create more pollution. A local recent accident and bypass closure showed main routes unable to cope. Cornwallis Road (Florence Park) was a rat race but unnecessary to penalise the whole Estate. A bus gate here is unnecessary with the closing of Littlehay Road and has doubled traffic to exit Estate and getting out onto Church Cowley Road is hazardous. With the increase in cyclists' pedestrians are increasingly at risk as most now ride on the pavement and ignore the "safe" roads. This is a well-known problem among residents in this Road. Putting Parking Charges and P&R bus/Parking charges up is making Parking financially unviable and building student flats instead of local resident flats are forcing residents out of the City and because of the decreased village bus routes have no choice but to drive into Oxford to work.</p> <p>The traffic on Florence Park has never been an issue, except for Cornwallis Road rat run. The bus gate is totally unnecessary as the rat run is already blocked by Littlehay LTN. Residents now have to double their journey causing more pollution especially attempting to exit onto Church Cowley Road with the increased tailbacks at peak times. In London I was impressed by the road humps that were so high that a vehicle had no option but to slow to a near stop not the "pimples" we have now. Also cycling has increased but not on the roads but on the pavement leading to and from the Park. The speed and groups of adults that do this rather than divert a few yards is causing problems for pedestrians. None of the grant money has been spent on cycle education or signs reminding cyclists that they should not be cycling on the path either here or anywhere in the City. The Oxford CC tell me that they are not allowed to do do this, they can put cycling signs up but not no cycling! I realise this may not stop this irresponsible behaviour, but it might slow them down and above all appease the hostility between cyclists/pedestrian and car drivers. Also, Florence park is now encircled by pollution from the increased traffic and pollution does not recognise LTNs areas when drifting about the atmosphere. Finally, listening to the comments of various friends and families, it's cheaper to drive than to use the bus especially the Park & Ride where two payments are needed. Public transport in the City is much too expensive and unless you live in Headington or Blackbird Leys buses are too few and unreliable. A high proportion of the public cannot walk/cycle due to age/trade/disability and until acceptable public transport issues are addressed LTNs are only a sticking plaster and a waste of funds.</p>
Object - Florence Park	<p>I'm objecting to LTNs because they are making traffic much worse in main roads like Cowley road or Iffley road. Even small trips inside Cowley area are a nightmare because we have to use Cowley road or Iffley road increasing the traffic when we didn't have to do it without LTNs. If you want to control the car speed in the neighbourhoods, you can consider using speed cameras that will provide a revenue to the council if people speed up. Having streets for not being able to use them is a very drastic measure and make citizen lives more difficult. Politicians should resolve people's problems, not creating new ones.</p>
Object - Florence Park	<p>The traffic has increased to a level where it seems more pollution is created. For those who cannot cycle, travelling in and out has become very difficult.</p>
Object - Florence Park	<p>Traffic in the area is already low, but the restrictions introduce significant difficulties to get to temple Cowley from the Magdalen Rd area. There will be more congestion on the main roads and more incentives to drive even further for shopping.</p>
Object - Florence Park	<p>There is no consideration for residents living on main roads where traffic from the shutdown roads are being redirected.</p> <p>There is a great increase in traffic noise and traffic fumes particularly at peak times. Living on the main road this means this directly affects my air quality and whilst I have read this is being monitored I cannot seem to find any data about oxford Road Air pollution pre-LTN in order to actually see the impact this has had on the residents living there.</p> <p>Cornwallis Road and the Florence Park roads are large roads with the capability of allowing traffic flow.</p> <p>I agree small roads like Salegate benefit from closure to prevent unnecessary traffic going down them but not the larger roads listed above.</p> <p>It seems the people living on Oxford Road, Cowley Road and Iffley Road have been totally neglected by this scheme and put in a worse position.</p>

Object - Florence Park	<ul style="list-style-type: none"> - the traffic is being displaced not reduced - there is no real incentive to walk while the pavements remain disgracefully unsafe - I have to drive further to get to most places causing more pollution - the planters are ugly and don't enhance the look of the streets - I am worried about emergency vehicle access - the initial consultation was very weak - there are many people whose livelihoods are affected by this and no consideration seems to have been given to them - you need to give people something positive rather than just reduce possibilities and make their lives worse
Object - Florence Park	<p>The traffic filter means that I am driving a considerable distance more every time I leave my house with a need to access Iffley Road, this is adding to emissions and my carbon footprint and feels counter to the aim to reduce car use.</p> <p>The traffic filter forces me to turn right on to Church Cowley Road on a junction with considerably worse visibility than the junction I previously used (Cornwallis and Iffley), creating an extra risk of an RTA.</p> <p>The traffic along Church Cowley Road is considerably increased and the waiting times at the traffic lights is increased, again increasing pollution from car emissions.</p> <p>Cars are allowed to park close to the end of Church Cowley Road near the traffic lights for Rose Hill making a very narrow road for cars to pass by and when large vehicles coincide it can be impossible for them to pass causing further congestion.</p> <p>Overall traffic volume is not reduced simply displaced by this scheme and it is funnelling traffic into congestion rather than providing more routes to spread the load.</p>
Object - Florence Park	<p>I believe the LTN has introduced too many restriction points in Florence Park. While reducing traffic on Rymers Lane was a good objective as traffic on that road was clearly causing problems, the others were not necessary. Cornwallis and Littlehay roads were a suitable thoroughfare for the amount of traffic that ran down them and with that traffic now forced along Between Towns and Church Cowley roads, they have become congested. That's a particular problem now majority of traffic in Florence Park must join those roads at the top of Florence Park Road, where turning right can introduce a long wait (creating a new air quality problem) and be potentially dangerous due to the reduced visibility of oncoming traffic in both directions.</p>

Object - Florence Park	<p>LTNs stand to benefit a few over the majority of those in the area.</p> <p>Reasons cited implementing them for the Florence Park area (noise, nuisance and danger) are merely moving the issue to other roads, or significantly increasing the noise, nuisance and danger these other roads already experience.</p> <p>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.</p> <p>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.</p> <p>Public transport has become slower using the Cowley/Oxford road and Iffley road during rush hour owing to increased congestion. This seems to go against the Transport Act 2004 Network Management Duty.</p> <p>Journeys which would normally be shorter through the Florence park area e.g. dropping children off to school from outside Cowley area now take longer (increasing journey time/distance travelled/congestion - thus pollution - in Oxford).</p> <p>An alternative to blocking roads entirely is needed, which is considerate of all of those in the local area (not just considerate of those in a select few streets who stand to benefit from LTNs, which it has been reported were the only views consulted in the initial consultation).</p> <p>One balanced option could be large speed bumps with a one way network, as seen on Magdalen Road, which would slow traffic considerably making it safer, create less noise and less nuisance. Furthermore, the narrowing of roads for cars by creating a large, robust (curbed) cycle lane down every road would also encourage cycle usage in Oxford</p>
Object - Florence Park	<p>Traffic flow has increased dramatically throughout the area, it has not promoted walking or cycling. The ltNs are a nuisance and the levels of traffic in the side streets has not decreased effectively but the levels of traffic on main routes have increased, not only are journey times longer but also the distance to travel has increased, none of this is beneficial to the environment or general standard of life. The ltNs need to be removed as they have caused nothing but issues since implementation</p>
Object - Florence Park	<p>There has never been a large amount of traffic through Florence Park. Not enough to cause a nuisance. The LTN is much more nuisance than any form of congestion we've ever had.</p>
Object - Florence Park	<p>I wholeheartedly disagree with the strategy of LTNs in any neighbourhood.</p> <p>They are not the solution.</p>
Object - Florence Park	<p>I'm objecting. the scheme is for protecting cyclists and pedestrians and preventing accidents.do you have the numbers of accidents involving cyclists' pedestrians in the last five years? living on church cowley road my brother and myself have had three cars written off by cars hitting them at speed.my late mother and myself asked for traffic calming on church cowley road but to no avail. Church cowley road is now extremely busy with added traffic due to the closures. This was a hasty plan implemented during a lockdown when traffic was minimal.</p> <p>I have noticed double parking on church cowley road now, so making the scheme a danger to residents and cyclists along said road</p>
Object - Florence Park	<p>The increased traffic along other local roads are detrimental to both road safety and pollution. Thanks to the LTNs now on these roads</p>
Object - Florence Park	<p>Traffic is unacceptable on the main roads now because of these ltn and lots more pollution now when you walk these roads with the cars stuck in traffic all the time the worse lv seen in Cowley and lv been here over 30 years</p>

Object - Florence Park	<p>I feel like a prisoner in my own home. The LTNs have led to increased travel time and the bus service in Littlemore is not reliable enough for me to use as a regular alternative.</p> <p>The increase in traffic along Oxford road (when it is open) is absolutely ridiculous and unfair on the residents there. They were having issues with heavy even before the LTNs were introduced and this has increased considerably. That increase is currently transferred to Newman road while work is being done and its total chaos there, especially during rush hour. I cycle too but I don't feel safe on Oxford road since the LTNs were introduced, due to the increase in traffic. I have family and friends in Blackbird Leys, Greater Leys and Kennington. We used to car share often but this happens so much less now because getting to each other's houses is so difficult that we often drive separately now. I am a pedestrian, cyclist, motorist, and user of public transport and the LTNs have not led to any change in my behaviour. Instead, they have led to anger and resentment that we are having to suffer to for the benefit if residents in other areas of Oxford. I object to all of the LTNs. Not just the one in Florence Park. Why shouldn't the residents of Littlemore be able to walk their children to school safely? Why should we have to put up with increased traffic, noise and pollution? Why should we miss out when friends say, 'I was going to call in on my way back from Cowley Centre but there was just too much traffic/ it was too much of a faff to get to you?' I pay my council tax too and it's so UNFAIR!</p>
Object - Florence Park	<p>I worked at a local school until the summer holidays that are off cricket road. These LTNs added around 10minutes to my morning commute into work and then anything up to an hour onto my commute home. They have shifted the problem further down Iffley/Cowley Road with no regard for other residents that are now impacted by the traffic trying to get to work daily. I have left my job in Oxford and the commute was a influence in my decision as this has made it more difficult to access where I worked. I also will not be visiting Cowley to shop, where I use to frequently visit the shopping complex Templar's square, the LTNS have put me off coming into Oxford full stop and I will now shop online or pop into Reading.</p>
Object - Florence Park	<p>It's making so much traffic having all these roads blocked off I'm a carpet fitter and I travel around oxford a lot and I spend most of my time sat in traffic then doing my job what I'm paid for I don't get paid unless I actually do my job so it's causing me stress. These blocked roads are only for people who don't drive in rush hour and don't need to get places urgent, if you think these are a good idea you clearly don't drive or just ride a bike everywhere you don't understand how frustrating it is to spend most of your day in traffic, there was nothing wrong with how it was before so why change it. It doesn't help emissions because you are sat in traffic doing the exact same.</p>
Object - Florence Park	<p>Increased congestion on other roads with no mitigating measures Between Towns Road, Church Cowley Road, Oxford Road Littlemore, Hollow Way very busy. No parking control enforcement on Hollow Way or Between Towns Road</p> <p>Forced to go over Littlemore roundabout to access work/local services from Littlemore to Rose Hill and vice versa - there is no yellow box junction on roundabout to allow south/north flow - entry and exit frequently blocked by traffic going east to west.</p> <p>Any small incident on ring road/A34 means long traffic jam with no alternative route for local residents. Any incident on the existing local roads means gridlock.</p> <p>There was no prior consultation for Littlemore residents who now feel trapped, forced to go onto ring road, cut off from local services.</p> <p>No improvement in bus services to encourage less car use</p> <p>Motor cyclists frequently use the supposedly traffic free roads by going through gaps between bollards.</p> <p>Crowell Road/Cowley Rd Littlemore especially should be reopened.</p>

Object - Florence Park	<p>The LTNs have been an absolute disaster and a failing of our council to do right for us. I am an avid cyclist and also, I drive occasionally. The LTN's have created more congestion down Cowley road and other roads making it far more dangerous to cycle through. It has added a lot of time for driving to the supermarkets and shops (which I cannot carry on my bike). In an attempt to reduce congestion and make roads safer, OCC have made both considerably worse and it is an abysmal decision, I am truly ashamed of whoever was leading this project for the lack of foresight is truly unfathomable.</p> <p>Please reverse this awful decision, we deserve better with the council tax we are paying every year - the council is funded by us and here to make our lives better not more difficult.</p>
Object - Florence Park	Ridiculous, inconvenient and have made traffic worse in other areas.
Object - Florence Park	The ldn's are absolutely ridiculous they have caused traffic build up all around Cowley and a journey that normally takes 5 minutes to the doctors is now taking 30 minutes or more. Also, as a female I feel the streets are less safe walking in the evening time as you have no passing traffic and no one around.
Object - Florence Park	It is leading to longer journeys, more congestion, and is causing delays for emergency services regardless of what the LTNs proponents may say.
Object - Florence Park	Absolutely ridiculous traffic built everywhere else and takes so much longer to get round Cowley.
Object - Florence Park	<p>I think it ridiculous that we are being charged to park outside our own houses! Or making residents pay over £1000 to get a drop curb, it's disgusting.</p> <p>This is not done across the whole of Oxford so why just this area and why now? I've never had a problem with parking outside my house because other cars were in the way, nor had I with excessive traffic. I've lived in this house which was my grandmothers on and off since I was born (I'm nearly 35!) and taken the house over 11 years ago.</p> <p>What happens when we want to have visitors, such as family come to stay? I used to have a company car that wouldn't always be the same so would constantly have to change it.</p> <p>Not to mention how unsightly it will be when you have double yellow lines up and down the roads.</p> <p>With the LTN imposed and now these permits your forcing locals that were born and raised here out of the place they love because it's costing more and will be more isolating/ ugly place to live. Shame on you!</p> <p>I didn't see any consultation until now, was this selective to get the responses you wanted? The data can be interpreted to fit the needs of the objective. For 21% to object this is a high percentage that's just being ignored or didn't have the original consultation.</p>
Object - Florence Park	Since this ltn is installed in over street crime rate increase in past 4 weeks 3 cars have been broken down 1 house is being broken down before there is police presence coming going through our road because of lack of police presence and lack of passing vehicles I.e taxi and emergency service and local traffic provides us security now in its nightmare in night and they have free hand and easy to escape plz remove this ltn it's giving us so much pain
Object - Florence Park	Traffic has moved to main roads causing more congestion and car fumes. I also object to Parking Permits and yellow lines being introduced to the Florence Park area!! We are not near city centre or any hospitals so why should we PAY to park outside our own house? Residents with No driveways will begin digging up gardens to park vehicles causing more flooding problems

Object - Florence Park	<p>The introduction of this scheme has led to massive problems on the Oxford Road. This is the main road into the centre of Oxford. I do not have a car and always travel by bus, Journey times have increased since this scheme was introduced, leading to long lines of traffic on Cowley Road to Oxford Road.</p> <p>Although I understand the reasons for the introduction of the scheme I do not understand why OCC think it is acceptable for some residents to benefit from a LTN while forcing the traffic on to the main road creating worse conditions for others.</p> <p>I assume, if asked, that OCC can produce readings showing the level of pollution on the Oxford Road from The Swan to Marsh Road covering dates prior to the introduction of the LTN. They will also be able to provide readings for the time the scheme has been in place. If they cannot do this or indeed did not take readings, then readings need to be taken now while the scheme is in place. The scheme then needs to be stopped and readings taken without a scheme in place.</p> <p>It is very important to ensure that the residents of Oxford Road do not suffer from increased pollution levels. Oxford Road residents should not be considered to be collateral damage. All residents should be treated equally.</p>
Object - Florence Park	Restricts traffic flow by putting all traffic onto same roads. Increased travel times. Increased pollution
Object - Florence Park	It has made our live terrible. In heavy traffic or rush hours especially. School run has become a nightmare. Bikers jump on pavements to avoid long queues on Cowley or other affected roads. Can't see any benefits of this LTN but more stress and inconvenience for local residents and businesses.
Object - Florence Park	This Experiment has obvious result of increase in traffic, long queue, which is completely opposite what they were trying to achieve. 100% failure and has make lives difficult by waste of time and energy.
Object - Florence Park	<p>I am driving instructor and use the Florence park area to teach pupils. With the ELTN's in place it's difficult to learn for my pupils are area is limited.</p> <p>Another reason of objection is, as I have sometimes driven down Littlehay road to collect a pupil, pedestrians have been using the road to walk on and have taken disrespectful steps to threaten me and other drivers out of the road even though it's access only. I feel that LTNs have given some people the impression that car is not at all allowed to use these roads, which is leading to these minority people damaging vehicles.</p> <p>My final objection is from road works around Oxford. On Oxford Road by the BP garage, hollow way and surrounding areas. The roadworks caused major traffic, but they are necessary. If the LTNs were not there, people could have used alternative routes to get to their destinations rather than build traffic and emissions would be low.</p>
Object - Florence Park	Traffic is ridiculous on the main roads due to these LTNs initiative. My kids go to two different schools and it's a nightmare to get there on time. Especially during peak hours, everyone is going to job or to schools and people who use cars, will use cars now with winters approaching.
Object - Florence Park	The LTN has made the traffic on Iffley and Cowley Road impossible. People with low mobility or disability are the most affected as they need cars or public transport to move.
Object - Florence Park	Florence Park is a quieter neighbourhood without LTN so there is not really need for them. I am a busy mum of 5 kids, including two toddlers. I need to be swift around the area with everyday shopping, school run and after school activities. I also work so time is precious. LTNs has taken freedom from me with some everyday journeys tripled in time and feel pressured to feel guilty for using my car. I think this project is for cyclists benefits only. I am cycling only for leisure not to mention Oxford is awful for bike thefts, we lost number of bikes over the years. Also, we were promised liveable neighbourhoods but only my kids played on the streets when LTNs were introduced, they gave up now as no-one is out from the neighbourhood. That only reinforced my opinion that liveable means cyclist friendly only.
Object - Florence Park	I frequently travel to Cowley and held up by excess traffic. In addition, the shops in Headington are staffed by Cowley residents who are delayed in getting to work

Object - Florence Park	<p>Can't see its made any difference to traffic on Florence Park streets but has made Church Cowley Road more congested and harder to get out of the estate. Congestion at Templars Square, especially people parking on the double yellow lines, makes it at least unpleasant if not dangerous to cycle along there and harder to drive - but that is the only route available to us now. I see no advantages to it whatsoever.</p> <p>Initially I was fairly welcoming of the LTN in Florence Park. Having now experienced it firsthand for several months I would like to object.</p> <p>I haven't seen much change to the traffic around the Florence Park estate. It wasn't that busy to start with and was no problem to walk or cycle round. So I haven't seen any benefits of the scheme.</p> <p>The big change is the amount of traffic on Church Cowley Road which has increased significantly. It is a route I walk and cycle on a lot and it is now crowded and dangerous. The road is so bad, many cyclists are forced on to the pavements (I have had to do this myself one occasion as the road was so busy). Obviously, cyclists then compete with pedestrians and make the whole experience unpleasant and dangerous for everyone.</p> <p>Cars are still parking on double yellow lines outside Cowley Centre, narrowing the road still further.</p> <p>Cars are getting fed up of the queues at traffic lights at both ends of Church Cowley Road so are taking risks, jumping lights, and putting pedestrians and cyclists at risk.</p> <p>Cycling and walking round here is now really horrible.</p>
Object - Florence Park	<p>As a cyclist it has made traffic on the arterial roads much worse. As an occasional Bus user, it is difficult and slow to get to temple Cowley or the shopping in templars square. As a local resident it has also made car travel worse and increased pollution on all the main roads.</p>
Object - Florence Park	<p>As a disabled person who depends on a car to move around, I am being discriminated since I am being FORCED by the council to use longer routes and spend more on petrol to travel every day. This is a very different situation from people who can use public transport, bicycle or walk - none of which I (and many other disabled people) can resort to. So basically, this is clear discrimination by the council against disabled drivers. So yes, unless you start allowing disabled cars to pass (where you allow cabs to cross) this is blatant discrimination</p>
Object - Florence Park	<p>The proposals ha e caused havoc on the Iffley road and church Cowley road. So now my children and grandchildren are breathing in far more fumes as traffic is sitting for longer causing much more pollution</p>
Object - Florence Park	<ol style="list-style-type: none"> 1. I commute daily, 4 trips a day (Monday to Friday) + 2 trips (Saturdays for sport activities) from my home on Littlehay road to the Europa school in Culham, about 11 miles away from home. It is impossible to use a bike or the school bus as spaces are unavailable for my 2 young children. Therefore 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. And this time increases to at least 60 to 70mn of extra driving per day, when I have to go to work. 2. It is creating massive traffic on Oxford road, by Cowley police station, as well as on Iffley road. 3. Since the LTN, people are driving more dangerously because they are impatient, angry with traffic in the area (overtaking the buses on Oxford road) 4.LTN enforcement is creating traffic chaos, unfortunately. 5. There are noticeably less cyclists on the road, at least in our area and this is due to the reckless driving of some drivers, it becomes pretty unsafe to cycle, especially during rush hours. <p>LTNs could be implemented during summer holidays may be.</p>

Object - Temple Cowley	The LTN has significantly decreased my quality of life. I have a disability and feel trapped in my house by the worsened traffic and extended journey times. I have to leave a lot more time to get anywhere and avoid going out more now. The council promises it will improve, but they provide no evidence for their assumption that the cowley road can accommodate all cars for small businesses (builders, delivery drivers etc), disabled people, commuting healthcare workers etc. It is quite clear that funnelling all traffic onto one road doesn't fix the problem or provide people with a genuine need to use their cars with any alternative. The traffic is horrendous, in crescent road we are trapped. The streets are not more liveable or walkable as both ends of the road are jammed and dangerous. I can't describe how negatively this LTN has impacted my life and the young able bodied councillors just won't listen!
Object - Temple Cowley	All the ltns proposed will not reduce traffic but force more traffic onto the ring road which is already congested making it even harder for those of us living in villages to get into Oxford to work
Object - Temple Cowley	These funds could be better spent on cycle infrastructure
Object - Temple Cowley	I am unable to walk far. I use a 125cc scooter to get around. Salegate Lane is part of Temple Cowley but we have been cut off, annexed. If I want to go to the library, go to friends' houses, the computer shops etc. instead of going directly I am now supposed to turn right into Holloway Rd, which is totally blind because a wall blocks the view and has no cross hatch markings to keep it clear. I have to fight my way in, then queue for several traffic changes, pumping out fumes while going nowhere, turn right at the traffic lights, queue again for more traffic lights then wait to turn right into Temple Rd. This may take 15 mins instead of 1min. There is far more pollution and traffic annoyance now due to the LTNs. Time and time again cars, vans, trucks turn into Salegate only to find the way blocked and then reverse, much more pollution and beep beep beep and use driveways for turning. It's far worse than before. It's madness. All Salegate needs is a width restriction. Asking people to cycle is all very well for the Lycra brigade but not for the old and disabled who also cannot be expected to walk in the rain and cold to bus stops which often have no shelter. Hollow Way is often chocker blocked from the bottom traffic lights to Wood Farm. It's crazy. What would happen to emergency vehicles. The road to hell is often paved with good intentions and this is one of them. I don't know how you get you statistics. I only know of one person in favour and that's probably because he gains his own parking spot at the bottom of Salegate whereas before he had none. This is all imposed upon us without any consultation and completely undemocratic.
Object - Temple Cowley	<p>You surveyed the people who live on the roads that will now be blocked off - it is no surprise they support the scheme. You did not survey the people on the adjoining roads that now have increased traffic because of the closures - why did you not do this?</p> <p>The issue is to a degree a perceived issue. I walk extensively around all three areas and have not seen any traffic measurement machines (e.g. rubber bands across the road attached to a box at the base of a pole to "count" the traffic) either before the scheme was introduced and definitely not the case now.</p> <p>Therefore, how can you measure any positive or negative results if you did not have a base set of measurements to begin with?</p> <p>Surely this is basic reporting standards, and has to take place before any change, and again after the change and analyse the results accordingly. Therefore, I can only see the changes were introduced on a perceived issue - with limited and narrow surveys carried out - and no measurements before and after introduction of the scheme. The whole scheme is fundamentally flawed.</p>
Object - Temple Cowley	completely against the LTNs between littlemore and cowley because now there is no direct route to drive into cowley. Also, the LTNs near St Gregory's School need removing as it relieves some of the traffic on the cowley road. My main concern though is a direct route from littlemore through to cowley

Object - Temple Cowley	<p>'I've come to the conclusion that the LTNs make it LESS likely I will cycle and walk. This is because Hollow Way is now busier and more dangerous for cyclists due to the amount of traffic congestion in Hollow Way.</p> <p>HOLLOW WAY is a RESIDENTIAL Road as well. It has houses and people living there and children walking and cycling to school, but you've made it more dangerous and nothing has been done to make it safer.</p> <p>Hollow Way, Between Towns road, Church Cowley road are key cycling and walking routes between Lye Valley/Wood Farm/Headington and Cowley, but these roads are even busier now than before, so this is NOT going encourage people to walk and cycle. I and many others cycle and walk along Hollow Way and now it's even more dangerous. I will NOT be cycling or walking down that part of Hollow Way anymore it's too dangerous and pollution is worse now. I will go in the car instead.</p> <p>Earlier in the year (April 2021) there was chaos in Hollow Way in the morning due to the road closures. There was a long queue at the traffic lights and a large cement mixer lorry was trying to turn right from Hollow Way into Fern Hill Road. It had to keep reversing back and forwards across Hollow Way due to all the traffic congestion causing extreme danger to cyclists and pedestrians.</p> <p>The traffic is still bad in Hollow Way now (w/c Sept 13th), in the mornings the traffic has been queuing all the way from the Swan traffic lights on Oxford Road up to Cranmer Road. Try cycling amongst all that traffic on the narrow section of Hollow Way. It is more dangerous and unpleasant than ever.</p> <p>I don't understand the logic in closing the less busier roads (e.g. Crescent Road) which will then make the busiest roads even busier! I already avoided walking and cycling in Hollow Way, especially the narrow end near Cowley where the pavements are very narrow and it is very unpleasant walking/cycling there and feels unsafe.</p> <p>When I wanted to go to Cowley Centre shops I thought of these factors. -cycling/walking along that narrow part of Hollow Way is horrible, dirty, noisy, dangerous anyway but now it's even worse since you closed Crescent Rd.</p> <p>-I saw a motorcyclist doing a wheely along Hollow Way one weekend, I don't fancy cycling/walking with dangerous traffic like that about.</p> <p>-A motorcyclist was knocked off turning into Cranmer Road from Hollow Way in about October last year. It's not a safe road and you've made it less safe by closing Crescent Road.</p> <p>-In the evening in the garden on Sunday I heard a car going fast 40-50mph along hollow way. I often hear this when in the garden in the evening. I don't want to cycle/walk with that type of thing going on.</p> <p>-When I contacted the police in June last year they said the last time they did speed checks in Hollow Way was January 2019 and that was only for 1 hour and only in the 20mph section. I don't want to walk/cycle with speeding is going on.</p>
------------------------	--

	<p>So I went to Cowley Centre in the car.</p> <p>The LTN in Crescent Road should be removed and so should other LTNs that are causing more traffic on surrounding roads.</p> <p>It is not acceptable to me to artificially increase the traffic on Hollow Way by closing off other roads. I accept that I live on a busy road and that there will be a natural increase in traffic over the years, but to deliberately increase it by closing other roads is unacceptable and the increased pollution and noise is detrimental to health.</p> <p>Instead TRAFFIC CALMING MEASURES should be urgently installed along the WHOLE length of HOLLOW WAY and speed cameras installed because the police speed checks are completely inadequate.</p> <p>You anti-car schemes do not account for people who are disabled but are not entitled to a disability permit. For example, my wife broke her ankle a few years ago walking. Her ankle has not recovered completely, and we had to buy an automatic car because she cannot use the clutch anymore. She can only walk up to 1 mile before there is a significant pain. Also, she cannot ride a bicycle. But she is not entitled to a disability permit. She uses the bus when possible, but it is very expensive. Why don't you subsidise short distance bus trips, it costs over £3 to go less than a mile!</p> <p>It is grossly unfair to block off roads so that some residents have peace and quiet but those of us on more major roads have to put up with even more noise and pollution. I should get a council tax reduction for this.</p>
Object - Temple Cowley	<p>I am a disabled motorist. Mobility poor. Car my legs. I am also a carer for unwell family in the area.</p> <p>Closing 4 roads in Temple Cowley and other LTN areas is causing so many issues for me due to displaced traffic. My direction of travel toward the Swan is constantly busy no matter the time. During peak time it's awful trying to get my kids to school/nursery. I can't actively travel. I am being punished and feel trapped by traffic. Places I used to visit are inaccessible. Friends don't come round because of traffic</p> <p>It's too much now. Months and months and traffic isn't shifting. Pollution levels are high. Pollution travels too. LTN have zero benefit to me. I'm fed up of it. Living nightmare</p>
Object - Temple Cowley	<p>It now takes me much longer to get anywhere in my car because whatever direction I go I have to crawl along Cowley road for 10-20 minutes (going and coming). It's like my freedom has been curtailed and I am supposed to sit in my house not going anywhere!?! Also, there is still just as much traffic on my street! Why should local residents be penalised like this, can't we have at least smart filters that locals can use?</p>

Object - Temple Cowley	<p>Since the LTN was initiated by the council my car journeys in the area have become a nightmare. The traffic has become increasingly heavy in areas surrounding the LTN with more bottlenecks causing cars to remain stationary for longer periods adding to pollution in the area. I used to be able to bring the kids home after school for a bite to eat before going to an afterschool club off the cowley road. Now we just sit in traffic for longer than the time it took to get home eat and then go to the club. Surely, that is unnecessary pollution. There is equipment for clubs so it is not realistic to walk.</p> <p>If my children were not already at school in Oxford I would consider moving away from this area. I don't wish to spend my life sat in traffic.</p> <p>The purpose of roads is for use by traffic.</p> <p>You should consult the wider public in Oxford rather than just the residents of the roads of LTN. After all we are affected. I had no letter through the post and had to search for this survey on the internet. You need to consider the impact of decisions on the wider local area rather than sneaking decisions through by consulting the lowest amount of people. You shouldn't be allowed to enact matters without a minimum threshold of Oxford residents having a say. This is not a controlled parking zone: LTN have an impact on residents throughout the area as a whole.</p> <p>How would the residents of the LTN roads feel if we said that they were not allowed to drive through other roads in the local area. I think they are being selfish to allow these LTN's.</p>
Object - Temple Cowley	<p>Increased traffic on Holloway</p> <p>Noise and pollution</p> <p>Constantly blocked road, cars sitting in traffic most of the day. Hard to get anywhere, more unsafe to cycle</p>
Object - Temple Cowley	<p>Hollow Way now has queuing traffic for most of the day. Pollution and noise</p> <p>Everything is being directed down this very narrow road now. Traffic is constant and we have queues outside our house for hours and hours at a time. Pollution is horrendous and so is the noise. Big vehicles make our house shake. We can't open windows anymore and keep our curtains shut. Bicycles and scooters use the footpath rather than the road. It is very dangerous walking down the pavement now, especially for those of us who are not very well or able</p>
Object - Temple Cowley	<p>installation would cause more isolation for residents, increase carparking of cars in other parishes thus would not be able to park on own driveway. LTNs are nothing but a money-wasting scheme that money could be better spent on resurfacing whole streets that are in poor state and before long would become potholes in the near future</p>
Object - Temple Cowley	<p>It's completely out of order and a violation of our public rites we have paid the council for dropping our kerb also to paint a line for the use of authorised vehicles.</p> <p>About time you enforced this and stop these stealth tax money grabbing schemes.</p> <p>If you need to save cash then continue to work from home and stop splashing out on lavish event's and rent out the town hall and county offices</p>
Object - Temple Cowley	<p>Closing roads has meant that roads like mine have to cope with all traffic. I now feel as if I live on the bypass. The noise is intolerable and the pollution dreadful. I can't even get of my drive anymore. I am a blue badge holder and rely on my vehicle</p>
Object - Temple Cowley	<p>It's taking us as a family an extra 12 minutes each way to go to school and work as the only way our from our road is via Marsh Road. The traffic gets all clogged up in Cowley Road, increasing substantially the pollution levels. We work full time outside Oxford and have 3 children thus the use of the car is necessary and not a luxury.</p>
Object - Temple Cowley	<p>Pushing all traffic onto 3 roads has made the traffic horrific on those roads. Most of my car journeys are at least 15 minutes longer just getting off cowley rd. petrol fumes must be sky high. We are moving out of area largely due to the impact of LTNs.</p>
Object - Temple Cowley	<p>Inconvenience for business purposes, serious problems for the ambulance/paramedics and transport businesses. It has increased traffic times and created severe blockages along main routes. It defeats the purposes of low traffic neighbourhoods</p>

Object - Temple Cowley	<p>These LTNs have caused havoc in the local area. Any journey now takes a considerable amount of time and has lowered the quality of life for those who need a car to go about their daily lives. I need a car to work and get my daughter to school as both are out of the area and my mental health has suffered because of the misery caused by these road closures. I used to cycle within Oxford but no longer feel safe - in particular Hollow Way is a dangerous road because of the traffic and road users are more frustrated so pass me on my bike more dangerously. The car omissions must be horrendous where I live now because of the sheer volume of static traffic everywhere. The majority of the residents shouldn't have to suffer so a few can live on quiet roads. This is a busy city and these LTNs are not fit for purpose in my opinion. You've just moved the traffic to a different area. When there are road works the problem is increased 10 fold. Oxford is no longer a nice place to live and that's a real shame as I've been a resident my whole life and never seen things this bad. They have also caused a massive social divide which is evident to see on any social media platform. We as a city should be together. Not fighting against each other.</p>
Object - Temple Cowley	<p>Whilst LTNs may be a good thing in principle, and certainly the people who live within the boundaries will probably benefit, as someone who lives just outside the boundary, I have suffered the repercussions of the Temple Cowley LTN. The traffic on Hollow Way has now become impossible. It is my only exit/entrance from Normandy Crescent where I live - and travelling on the number 10 bus to Cowley or to centre of town has become a nightmare at certain times of the day. It took me one hour to go from Horspath Road to the stop at the Plain one afternoon - I arrived late for an appointment. The bus journey home is also a lot longer due to the heavy traffic on Cowley Road up by the police station.</p> <p>A new rat run has now appeared - those cars coming from the ring road or Headington and wanting to avoid the long queues up to the traffic lights Horspath Rd/Hollow Way. They are now cutting through the side streets in order to come out further down Hollow Way (by the catholic church). It has made Wilkins Road (where our local shops are) jammed full of cars - I pity the people living on that street.</p> <p>I am 67 years old and suffer from a balance problem which means that, as much as I would like to, I cannot rely on using my bicycle as I have days when I don't feel confident on it. Also, cycling is not really an option when travelling long distances, getting shopping from Cowley etc.</p> <p>I suggest that there be a rethink about the Temple Cowley LTN, and a detailed study take place of its impact on the boundary roads - Hollow Way and Cowley/Oxford Road.</p> <p>I also do not approve of the longer term proposal to close Hollow Way to cars (using bus gates I believe). My car journey when I need to get places not reachable via the number 10 bus will be impossible!</p>

Object - Temple Cowley	<p>LTNs not working for us:</p> <ul style="list-style-type: none"> • We were not consulted at any stage before the LTNs were installed and it seems that a vociferous minority, some of whom don't work and/or drive, have pushed this through without proper consultation of all households affected. • It may be quieter at the top of Crescent Road but it's certainly as busy as ever at the bottom of the road, vehicles driving above the 20mpg limit. • Scooter and motorbike riders can still get through the gap between the planter and bollards at the barricade so many are still going up and down Crescent Road, some dangerously fast. • Oxford Road traffic is much busier, causing long tailbacks and pollution. I am asthmatic and when I cycle on the Oxford Road the fumes are appalling. • My partner is a postman who delivers along the Oxford Road, Marsh Road, Temple Road and all the side streets – his delivery has become more complicated and takes much longer because of the closure point on Temple Road, now have to do part of the delivery then re-join the Oxford Road to reach the other end of Temple Road, Owens Way etc. • Our dog walker collects our dog from Crescent Road but because she also collects dogs from around Florence Park her journey takes an extra 30 minutes because of the LTNs. • When a property in Crescent Road was having a loft extension, the road was blocked for up to an hour because nothing could get past the lorry. This affected residents from Leaffield Road and Barracks Lane, the middle and top half of Crescent Road and all side streets. Cars resorted to driving on the pavement to get past! • Put simply, the LTNs have certainly not helped us in Crescent Road, our journeys take far longer, keep us on congested main roads for longer and a drive to e.g. [supermarket] is an increase in both mileage and time. As a resident, the LTN scheme doesn't work at all, certainly hasn't improved our lives, health or time management. • A member of our household is seriously ill and trips to hospitals and GP visits are longer and more stressful because of the LTNs.
Object - Temple Cowley	They need to be removed, to restore some normality on Holloway and surrounding Roads. Absolute nightmare at times, and pollution must be at an all-time high.
Object - Temple Cowley	Regarding the LTN Salegate way: The traffic on Hollow Way was already bad enough, it now just seems even worse. It's also quite difficult to spot the signs & turning around in Salegate Way is almost impossible.
Object - Temple Cowley	The implementation of low traffic zones will cause delays to service delivery and prolonged journey times as routes are extended to detour round the manmade impediments installed for dubious reasons. They have been removed in other areas after short duration and lessons should be learnt from other local authorities before inflicting this inexact science on the public at large at considerable cost.
Object - Temple Cowley	<p>Hi as a frequent user and someone who works on the roads that you have already and are planning to impose the LTN's on I am strongly objecting to these plans.</p> <p>They are causing nothing but distribution and as a window cleaner I have to use the roads and this money making scheme of yours is a farce! As I am frequent communication with the local community, I feel that the feeling is mutual and I am yet to meet someone in favour of your plans.</p> <p>This clearly is not deterring people from driving their cars in fact its causing more air pollution as now everyone is stuck in traffic jams.</p> <p>Please regrade from these preposterous proposals, retract all plans and reverse the current LTN's in place.</p> <p>At very least put it to a public vote.</p>
Object - Temple Cowley	Increase in traffic, congestion and pollution on ring roads and surrounding roads. Longer, slower journeys as a result
Object - Temple Cowley	I have to drop my twin's daughters to the school we don't have options to travel by bike or walk to the school the way to the school is now much longer and spend more money for petrol
Object - Temple Cowley	These LTNs are supposed to make it safer for children to walk/cycle to school. What about those that don't go to the closest school? I have to walk up Holloway to get to st Francis primary, I have 2 toddlers in a pram as well as a 3 year old walk plus older children, the extra traffic along with the narrow paths have made it extremely dangerous to walk home with my children.

Object - Temple Cowley	Oxford road has become too congested and polluted since introduction of Cowley LTN. Queues in the morning and afternoon has become a norm.
Object - Temple Cowley	It will push all traffic to the Ring Road, which is already over congested and completely stops if there is any accident or broken down vehicle; or to the Cowley and Iffley Roads, which are also already at a standstill at least twice a day and are increasingly dangerous for cyclists (of which I am one), with limited bike lanes, taxis and delivery drivers pulled over or onto the pavement, and no space for bikes, especially with traffic or stopped traffic. And the more impatient and frustrated drivers are, the more dangerous it is for cyclists! So, I object wholeheartedly to LTNs in the Cowley area and the impact on the main roads into Oxford City Centre and the danger this will pose to cyclists (and how much more difficult it will be to rely on buses thanks to the increased traffic on the main arteries into town).
Object - Temple Cowley	From a personal perspective Crescent Rd is now lovely to live in HOWEVER I do not believe this scheme is right or fair on all residents in Cowley. The congestion on Oxford RD, traffic being pushed on to other streets, Cyclists skipping the queues by cycling on the pavement. Please remove and revert back
Object - Temple Cowley	Adds to pollution through increased congestion. Traffic becomes much worse as a result of LTN's. Why are we adding to poor air quality in Oxford? Massive reduction in people cycling in the winter, but the LTN's will affect the roads all year. This does not reflect the choice of the people since the cyclists are choosing NOT to cycle in the winter and yet the car driver/ passenger is punished.
Object - Temple Cowley	Forces all traffic onto Holloway causing traffic congestion and massively effects the quality of life for residents. Now residents of Temple Cowley have less noise, less pollution, less disruption but everywhere else has more. You have moved the problems not solved them. Well done!!!!
Object - Temple Cowley	The LTNs in East Oxford have been propped up at the same time, and on multiple streets, seriously blocking all access from one part of the neighbourhood to another in such a way that people have to take a very long, circuitous route now. While I do not have a fundamental problem with well-managed LTNs, such an approach has been really inconvenient for many residents. Perhaps alternatives such as one way streets/roads would help achieve the same goals of the LTN without inconveniencing so many people at the same time.
Object - Temple Cowley	Gridlock on Hollow way, far more motorists forced down one road
Object - Temple Cowley	The ltn is counterproductive. It severely limits the route to cowley centre area. Access to one carpark is difficult due to the increased traffic. The council's objective to reduce pollution has backfired due to the increase of traffic idling on over congested routes. These closed roads are not rat runs... They are just a method of getting from A to B. If this was the case, then half of the uk need them to stop people taking a more direct route to where they are going. You are restricting people's choice to move freely in and around Oxford. They need removing allowing people to return to normality. I for one will not go to the cowley centre area while these LTN's are in place. I would prefer to go elsewhere where I am welcome. If they stay in place, then watch the shops fail due to lack of shoppers. Also, you may find at the next council elections you will lose badly. You have been warned.
Object - Temple Cowley	It has not helped in anyway. It has caused congestion in other areas.
Object - Temple Cowley	Everybody in the neighbourhood has to use the same point to enter and leave, never mind where you go or where you come from. More traffic to Cowley Road, which was already very congested. More gas consumes and then more pollution because we have to drive longer and suffer more traffic jam. People living in the neighbourhood need to drive very much longer to come in or out of it. Cowley Road is taking a lot more traffic causing long queues, adding time and pollution to our journeys and deteriorating the live of the people living in Cowley Road. The live of some maybe is slightly better, but the live of lots is way worse.
Object - Temple Cowley	By cutting off Holloway you have created more traffic, there are two main bus routes that use this road, I am usually just sat in traffic because the LTN's have created a bottleneck. It's actually quicker for me to drive now, which defeats the whole object

Object - Temple Cowley	The current layout in this LTN needs adjustment as the resulting congestion at the only entry/exit point creates huge jams tailing back into the city and along Holloway.
Object - Temple Cowley	The traffic when trying to exit my road is horrendous. The LTN's have just pushed traffic out onto main roads making it impossible to exit side roads.
Object - Temple Cowley	Increases traffic gridlock in surrounding areas. Increases pollution in the areas the vehicles are forced to divert through. Delays the response times of emergency vehicles.
Object - Temple Cowley	Displaced traffic on main roads has increase air pollution and increased congestion. Closure of some roads with LTN bollards has meant that Holloway, Cowley Road, Between Towns Road are experiencing more traffic congestion, queues, slower traffic and hence more air pollution at peak times.
Object - Temple Cowley	<p>These restrictions simply cause traffic elsewhere, often on roads that are not built to take more traffic. Furthermore, littlemore is completely cut out from cowley and blackbird Leys. The only way for instance to reach the vets at the cowley centre for me is to drive down the Iffley Road and then in between towns road. How much more pollution is this?? Not to consider the amount of time.</p> <p>I am a used of the leisure centre and currently to be able to use it I have to loop around via Iffley road, between towns road and Blackbird Leys road to reach it. Or drive around the ring road. All because Bartholomew Road has traffic limitations. Littlemore is not best served by buses (1 every 30 minutes, which turns into 1 every hour) and people here must rely on cars for a variety of reasons, including lack of publicly transport. The council should tackle instead the amount of cars per house. We have clear example near us with families of 4 having 3 cars (no garage or allocated space); families of 2 adults and 2 toddlers having 4 cars; plenty of people parking their car and also their business vehicles. The traffic limitation is isolating Littlemore, a community that relies on its neighbours for amenities and service.</p>
Object - Temple Cowley	I am finding life with the Low traffic awful. I work shifts at JR sometimes starting at 4pm, I have been late for work recently getting caught on school traffic. Have parked my car and walked home on a couple of occasions on getting caught in traffic. Friends no longer visit if they are in the area because of queues on Oxford road. I have to plan going out, make sure I only make 1 trip on my day off. Very restrictive no freedom. I don't want to stay living here if this continues it is miserable. As for walking up the Oxford road with queues of traffic how can this be healthy. It's just moved the traffic not cured it. I still think worse is to come. If people are heading to the Templar square shops for pre Xmas shopping they won't realise it's such a Q until they get there. I think there will be standstill. I wonder how we will get up the Oxford road at all
Object - Temple Cowley	It does not solve the problem of air pollution, as we are forced to drive around to get to Temple road, which adds another 30 minutes to the journey and drive through a longer route, creating more traffic problems.
Object - Temple Cowley	It's a main road not a cut through or a rat run
Object - Temple Cowley	All of traffic is shifted on the main roads and one that main road. If I do video recordings of the traffic stopped out my front door it will look exactly the same all the time during the day. Devastating to this change for us past months.
Object - Temple Cowley	It creates too much traffic on the main axes which makes my journeys to city centre/train station longer than they already are.
Object - Temple Cowley	Extra travel time which results in more areas polluted
Object - Temple Cowley	traffic carnage, massive build-up of traffic, vehicles sat polluting atmosphere
Object - Temple Cowley	<p>Funnelling all the traffic onto Oxford Road is very bad - I dread to have to get out of town for meetings in the morning and have had to add an extra 15 to 20 minutes to the journey just to be able to get onto the ring road.</p> <p>Inhibiting the principal rat runs is desirable but the LTNs is not the solution and should be scrapped.</p>
Object - Temple Cowley	More traffic on main roads. Just an example to get to other side of crescent road you have to drive 2 miles. More pollution and takes more time.

Object - Temple Cowley	<p>The current positions of the LTNS make the traffic worse and concentrate the same amount of cars into a smaller area.</p> <p>They also only allow for one way in and out meaning that if there is an accident or heavy traffic you CANNOT go another way.</p> <p>The LTN by church cowley school doesn't work and make traffic worse. Other options should be considered such as a zebra crossing to allow safe crossing of the road or time restricted enforcement to allow traffic to pass through when the school is closed. This would allow better flow of traffic whilst providing another access route.</p> <p>If the LTNs are to be made permanent then they need to ensure that it doesn't isolate houses and also businesses as this will have a detrimental effect on trade and individuals.</p>
Object - Temple Cowley	<p>I think that although some of the LTN's have been thought out (e.g. Bartholomew road and beau champ lane are often used as cut through and have schools on so the LTN's are sensible) ...other roads make no sense whatsoever. The LTN on Cowley/Crowell road in temple Cowley/littlemore is completely ridiculous...it is a main road! The people who live on this road know it's a main road and chose to live there despite this. There's no school and there's plenty of space for people to walk on the pavement and for cyclists to cycle. Put a speed camera there is you're worried about people driving too fast. This particular LTN is ridiculously frustrating and adds significant time to my commute as well as INCREASING the traffic volume locally (I have to do three sides of a square to get anywhere in Oxford now it seems).</p>
Object - Temple Cowley	<p>The experiment has been a total failure in terms of its stated aims. I have lived on Crescent Road since 1993 and mainly use a bicycle though I use a car when I absolutely need to. The LTN has created massive gridlock on Oxford Road, which every vehicle has been funnelled onto, creating a huge increase in pollution from crawling cars. The same has happened with Magdalen Road since the closure of Cornwallis Road and Littlehay Road. Though there were drawbacks to using the side roads the routes kept traffic flowing, and since the barriers were installed drivers have to drive much further to get to places like [major shops] creating yet more pollution. There has been a modest, welcome reduction in traffic on Crescent Road, but not a massive one and this benefit has been far outweighed by extra traffic and pollution elsewhere. Also, large vehicles have to reverse down the road when they reach the barriers, causing accidents. In August the car parked directly in front of mine, outside [removed exact address] was badly damaged by a commercial vehicle in this manner. I do not run a business and I cycle to work, so I have no commercial interest in this, I am merely stating that far from making this area quieter, safer and less polluted it has done precisely the opposite.</p>
Object - Temple Cowley	<p>Me and nobody from my family or neighbours like it. It causes traffic jam, we are using more petrol because we have to drive around rather than taking the shortest route, it's not good for environment. The roads should be open!!</p>
Object - Temple Cowley	<p>Since LTN started, Cowley road has now much more traffic making the incorporation from side road harder and risky. Also, the time spend now to go up to the business park or to the city centre has increased. Also, noise in the main road has increased as well.</p>
Object - Temple Cowley	<p>The LTN's have added so much extra time and money on to all of my journeys. I am constantly stuck in traffic on the OXFORD road, which often makes me late and my children late for school. It causes extra emissions because we sit for 20minutes on traffic and have to drive an extra half a mile to get to a road I can see as I leave my house but is now blocked by the LTN's. A few months ago, I had to rush my baby to A&E and it added an extra 15 minutes onto my journey, which was very frustrating in an emergency.</p>
Object - Temple Cowley	<p>The increase in traffic along Oxford Road, having one entrance to ownes way</p>

Object - Temple
Cowley

I am writing this as a resident of Crescent Road who has, over many years, experienced difficulties getting into my drive by the queuing traffic outside my property, which has at times been like a car park. The experiment has significantly reduced this which has been very welcome.

However, the huge amount of traffic on surrounding streets leading to congestion, pollution and additional time, and expense for journeys has impacted us. Both business and personal journey times and costs have increased as it's necessary to travel further when driving both locally and further afield which obviously increases costs, and we add to the pollution. As a small business owner, the increased times and costs has impacted both myself and my customers.

When walking to the Templars Square shopping area from Crescent Road, the amount of traffic queuing on Oxford Road is enormous and is often over a long period of time each day. The pollution this is causing is incredible and the experiment doesn't appear to have eased this situation. I would say it has moved the problem from one set of streets to others. The residents there must be suffering intolerable levels of pollution and traffic sitting outside their properties and what health issues are being stored up for the future, can only be guessed at. The number of buses using Oxford Road are high with many routes using this road. Due to the increased congestion, these vehicles are sitting in traffic queues increasing the pollution problem. There are more than 7 routes which travel along Oxford Road.

Hollow Way is also suffering the same problems. The road is very narrow. It already suffered from hold ups due to having parked vehicles at various points along the road. Having the introduction of barriers within Temple Cowley has exacerbated this. The journey time from The Slade to Oxford Road along Hollow Way can take up to an hour. This is ridiculous.

The area at the top of Junction Road near the 'planter' which has double yellow lines, has become a car park being used by parents taking their children to Tyndale Community School. They completely ignore the double yellow lines and in fact do not always park near the kerb. If this area was identified for a 'turning' area, this would be heavily restricted by these parked vehicles. It may be worthwhile to organise a parking enforcement officer to visit this area.

The amount of 'barriers' within the Temple Cowley area is overkill. There must be a way of limiting traffic and preventing 'rat running' without barriers every way you turn in Crescent, Junction, Temple Roads and Salegate Lane.

If you make Salegate Lane one way only from Hollow Way to Temple Road there would be no vehicles using this as a rat run because the reason, they use it in the opposite direction (ie Temple Road to Hollow Way) is to avoid the traffic lights at The Swan junction.

If the barrier at Junction Road was removed, residents at the 'hollow way end' of Crescent Road could still reach Oxford Road without having to leave Crescent Road, cross the traffic flow, to drive to Oxford Road, without having to wait a considerable amount of time for someone to let you out into the flow of traffic which, from my comments above, you can tell is problematic. As a resident it has been requested that a keep clear area is marked out on Hollow Way across the Crescent Road junction to ease this problem, however, this has not been introduced.

By leaving the barrier in Crescent Road, the worst of the 'rat running' is still prevented because any vehicle leaving Oxford Road at the Marsh Road junction and wanting to travel to Hollow Way would not be able to.

Were traffic surveys/pollution monitoring done before the installation of the temporary barriers? If not then any monitoring now whilst the barriers are in place cannot be used as a comparison, assuming that this information will form part of the results of the experiment. My own view would be that Oxford Road and Hollow Way have increased levels of pollution in addition to the amount of traffic.

	<p>The barriers have not prevented mopeds and motorcycles from driving through the gaps and therefore they have not been prevented from 'rat running' or reduced the amount of traffic. Although the signs indicate that they are not allowed to drive through the gap it is wide enough to allow them to do so.</p> <p>I am also very concerned that emergency vehicles are prevented from attending emergencies by the most direct route. We have a fire station within a few minutes' drive but it cannot attend a fire anywhere past the barrier in Crescent Road without having to drive down Hollow Way, along Oxford Road and enter at Marsh Road. This is not acceptable. The same would be true of an ambulance or police car. The delay for the ambulance could be life threatening.</p>
Object - Temple Cowley	<p>I can now only enter and exit my home via one road/ route. Very frustrating when that route is extremely busy (Oxford road). I would love to be able to exit onto Holloway directly. If this is meant to help local people, it doesn't.</p> <p>I both drive and cycle. It's made cycling slightly better but driving a nightmare at times. There are always queues getting home now.</p>
Object - Temple Cowley	<p>LTNs has not made any difference at all. Instead, they have created more problems for local residents.</p>
Object - Temple Cowley	<p>The amount of traffic effecting the congestion, pollution, suggested angry motorists due to delays,</p> <p>Personally the amount of traffic is unbearable.</p> <p>The amount of time it takes to either leave our house or especially getting back onto our driveway is too lengthy.</p> <p>Our personal situation is difficult due to caring for my father whom is suffering from a stroke along with a recent diagnosis of cancer, myeloma.</p> <p>Go shopping, going out to friends or just going for a walk around has become more difficult. With walking the air is not nice to be breathing stationary vehicles polluting the atmosphere we are directly walking in.</p> <p>Opening our doors or windows is met with hesitation due to some of the issues mentioned along with the noise.</p>
Object - Temple Cowley	<p>Increasing travel time when travelling to/from BBL, Headington, Temple Cowley unnecessarily. 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.</p> <p>I understand the need to control traffic but with the bus gate, only use it at peak times. There is no need for it to be permanent.</p>
Object - Temple Cowley	<p>Hi,</p> <p>I am objecting to the positioning of these LTN's in Temple Cowley.</p> <p>My main objection is the total blocking in and only one access out of Leafield Road, Crescent Road and temple Road. There are hundreds of houses lots of business that have a single access out of Marsh Road onto the Cowley Road</p>
Object - Temple Cowley	<p>Traffic and emission concerns</p>
Object - Temple Cowley	<p>I have autism and have been learning to drive as this would of been my familiar route to follow to get help and support from my mother who lives in littlemore, i find the Rosehill roundabout dangerous and the new speed humps in oxford road destroy the bottom of my car as this is the only way to currently get to my mothers</p>
Object - Temple Cowley	<p>Significantly raised traffic levels outside my house on the main road. Increased noise. Increased pollution. More dangerous than ever to cycle on these affected routes. Huge traffic jams that were never there before (morning, lunchtime and evening are peak times)</p>

Object - Temple Cowley	I do maintenance for a charity in Oxford that houses vulnerable youths and adults, we have about 200 properties to look after. The LTN's are making 5 minute journeys into 1/2 hour journeys through congested and now overloaded streets. Much of the 'recent' city was designed for vehicles, but they are now being choked out for a falsely 'greener' city. The perceived 'safety' for cyclists is only on these now restricted streets where speed bumps and traffic calming measures could be easily taken, and it's now more dangerous on the thoroughfares.
Object - Temple Cowley	Unnecessary
Object - Temple Cowley	Traffic / congestion has greatly increased since LTNs put in, which has made my journeys for work much longer, which has also led to more fumes entering the environment to pollute everyone's lungs!
Object - Temple Cowley	The LTNs (certainly on Cowley/Littlemore Road) cut everyone south of them off from temple cowley, Florence park and cowley road. The LTNs haven't changed driving habits and cars drive at even faster speeds down Cowley/Littlemore road which is even more unsafe than before. There is only one way out of the LTN which involves a ridiculous pinch point on Newman road and then the unsafe and extremely busy junction onto the A4158. This has cut us off and not improved our quality of life at all.
Object - Temple Cowley	I think it forces more traffic onto certain roads resulting in longer queues and journey times and more pollution.
Object - Temple Cowley	They block off vital routes for emergency vehicles and make other roads more congested than they need to be, it's an unnecessary scheme and completely moronic
Object - Temple Cowley	I live on Herschel crescent. I work for the nhs in a community role which requires me to get to my patients in my car. Car is a requirement for my job role. I am aware of the benefits of the ltns and could be swayed if some of them were thought through again. In my opinion Newman road is not a safe junction to access temple cowley or Iffley from Herschel crescent, (Newman road is the only exit currently) turning right is extremely dangerous and I have seen a number of near misses. Alternatively, I could go left and go all the way around the roundabout but that also has its dangers when you get stuck in the middle at the traffic lights. Cowley/Littlemore road would be a far safer way for littlemore and Herschel crescent residents to access temple cowley/cowley/iffley. I feel this ltn needs to be reconsidered urgently. Newman road is too dangerous currently and cannot cope with the amount of traffic exiting a hugely populated area (Herschel crescent and surrounding roads). I know this is meant to make people walk more and use public transport but unfortunately it is not working as many people (like me) need their cars for their jobs. Ltn routes need to be reconsidered, or alternatives such as providing far better public transport links between littlemore and the rest of Oxford. Why not reduce traffic actually coming into oxford- a congestion charge maybe to try and reduce the amount of commuter traffic?
Object - Temple Cowley	you have now made 15 minute drives turn into 30 minute drive, causing more traffic and accidents on the roads. The LTNs need to be REMOVED ASAP
Object - Temple Cowley	The LTN barriers make life a nightmare when driving through Oxford (which many of us NEED to do) on a daily basis and I cannot believe how little thought seems to have been given to how these barriers affect thru-traffic, residents, and the flow of vehicles in general. I have been caught behind vehicles attempting to do 8-point U turns on narrow roads because they have suddenly encountered a barrier when they expected to be able to drive through a paved road. It is an absolute pain and something that would make me consider leaving Oxford if it continues to worsen. I can't help but become infuriated by the council's approach to passenger vehicles in this city, which seems to be to annoy drivers out of vehicle ownership.
Object - Temple Cowley	Higher pollution levels on roads with extra traffic being pushed onto other people

Object - Temple Cowley	I was open minded about the trial however I was unsure how the outcome impact would be measured in an already quiet area. It was quiet before and still is after LTNs and unfortunately, I feel has concentrated traffic in other areas. As a medical doctor who specialty is emergency I have particularly suffered as my area that usually has 4 means to filter traffic is now narrowed to a single already busy hollow way/Cowley road. It particularly upsets me when I have to drive through residential areas to get to an emergency like divinity road where undoubtedly, they have noticed an increase in traffic. They deserve a quiet neighbourhood also. Traffic gridlock is now common and unfortunately contributes to pollution. To my horror I have seen the emergency services on blue lights stuck in gridlock more than once, and buses which helps reduce car use are stuck in traffic also making this greener choice undesirable. The only change I was a fan of was closure to traffic during school runs. I do not have children myself, but it was a delight to see the little one's cycle or walk with confidence and those that plan to use personal vehicles can plan their journeys outside those times. Unfortunately, that seems to have been short lived.
Object - Temple Cowley	The ltns set up in Temple Cowley have suffocated Littlemore, making life difficult for young families, the disabled, socially disadvantaged, and the elderly. The fumes, traffic speeding, and congestion are unbearable. The only people these benefits are those in Florence park and the wealthy. The people asked are happy because it's on their road, the people who are not asked are most affected. I.e if I live in Littlemore there is no area representing me, only church Cowley, temple Cowley and Florence park. So cleverly the council have bypassed essential people who needs to be asked. If there was cheap transport and a decent transport system in Littlemore including doctor's surgery's, swimming pools, and amenities the ltns might have worked. Please get rid of them they have made life in Littlemore a living hell.
Object - Temple Cowley	As a student nurse and home care assistant the traffic restrictions have been nothing more than a nuisance at best when trying to care for the most vulnerable members of our community during the pandemic. It caused delays due to increased traffic elsewhere and longer journeys let alone the increase fuel use impacting both environmentally and financially on some or the lowest paid members of the community who care for those who need it most. They're an absolute disgrace.
Object - Temple Cowley	With the proposedly temporary traffic filters in place, I now only have 1 way in and out of the area I reside in. All traffic is now all on the surrounding main road circuit so instead of being dispersed across multiple routes its now all on one route and the backlog and pollution is now concentrated in one specific area. Also as I have now only have 1 entry and exit into my residence, it is now subject to all issues with roadworks, road blocks, etc. In Temple Cowley area alone there are 4 traffic filters.... I think that is overkill and there should only be 2. This would allow the people who actually live there to have 2 ways in and out of the residence area. I also believe that the filter in Crescent Road should be at the bottom of the road by the junction with Marsh Road.
Object - Temple Cowley	This initiative has led to much more congestion, and to longer journeys. There are also too many blockages, and they are not placed strategically: on the same roads, but relatively closer to the city centre would be better (people should drive out of Oxford, but not into it...).
Object - Temple Cowley	It's made my life more difficult in Oxford. I spend hours on the road every week that I didn't before it. It is causing more traffic and pollution. Im going to move out of Oxford as soon as I get the chance as I feel Im not welcome here anymore. I live in one of the affected streets right near the LTN barriers and we get more traffic than before as everybody has the same route for exit and entering. It's a trap when the bin men are coming in that can almost certainly make you be late for work like it has been already for many of our neighbours.
Object - Temple Cowley	Takes longer to get to places and there is more traffic.

Object - Temple Cowley	The LTN creates congestion on the main routes. Traffic evaporation has not happened. The LTN barriers are ineffective at preventing motor driven two wheeled vehicles from passing. Other roads have been adversely affected by the closures. For example, I regularly now see traffic queuing out of Fern Hill Road because of the queue caused along Hollow Way. This never happened before the LTN's. I do not see why residents now have to suffer increased traffic on the affected routes because of the LTN's. I am not a supporter and vote for the permanent removal of the Cowley LTN's (all of them).
Object - Temple Cowley	I object to all of the LTN's in Cowley. Hollow Way is a total nightmare - trying to get onto Hollow Way is a nightmare. Heading to Hollow Way from the Swan is a nightmare, but I have to go that way as I live off of Hollow Way, and everyone else who doesn't necessary live there has to go that way, as it only way to go. I have stopped going to Templars Square, as usually end up having to go to Iffley and up around the ring road to get home, as it is impossible to get into the traffic going in the direction of where I live. It is stopping me feel as though I want to go out.
Object - Temple Cowley	Direct route to ring road is no longer available for me. I must drive down Temple Road, across Marsh Road, then into stationery traffic in Oxford Road. This is very environmentally unfriendly. I want to be able to get to the Ring Road by the shortest route.
Object - Temple Cowley	It causes massive congestion and cuts of fluid networks.
Object - Temple Cowley	Waste lots of time in horrible traffic in Cowley! I live in Temple Road and I would like to use this road as usual, instead of driving miles around and wasting time in traffic in Cowley now! Terrible experiment, extremely unhappy. My vote is to remove this road post in Tempe Road!
Object - Temple Cowley	I am objecting to this proposal. It has been a nightmare to use overcrowded Cowley Road every morning and afternoon to drive my kids into school which is 15 mins drive from my house in Temple Road. Since this road is installed, I must leave my home at least 20 mins earlier and waste this time in a traffic. I would like to this road post to be removed.
Object - Temple Cowley	I need to regularly visit my elderly mother-in-law and take her to appointments, but the LTN on Bartholomew Rd forces me to travel an extra half mile using the (already too busy) ring road from Linnet Close.
Object - Temple Cowley	This does not help reduce the traffic levels. Increases queuing time in another areas.
Object - Temple Cowley	<p>The Council needs to take more consideration for disabled drivers, who are unable to walk, take the bus or cycle in oxford due to their disability. The introduction of the current LTN near Littlemore has made in dangerous and difficult to access Littlemore. It's already making it difficult for disabled residents to travel to hospital for surgery/treatment or receive care in the home. As there are only two entrances into Littlemore, one on the ring road, which is difficult to access during rush hour. The other just of the ring road, which is not designed for cars and has resulted in several car crashes recently.</p> <p>If the new LTN's are introduced, these will increase pollution and traffic jams in Oxford. As external visitors will continue to use their cars coming into Oxford. I the LTN's are introduced disabled driver should still have the right to use the LTN road.</p> <p>Now the council has the new cameras for the city zone, these can be used to monitor the LTN's. This would allow for disabled driver easier access around the city! As currently there seems to be a move by the council for transport options that do not support disabled residents.</p> <p>Instead of introducing LTN's it may be better to introduce a 20-mile speed limit. This would reduce the carbon footprint but not discriminate against disabled drivers.</p>
Object - Temple Cowley	Don't reduce traffic but cause traffic gridlock onto surrounding main road
Object - Temple Cowley	I Strongly object LTN. I am a residence on Horspath Road and have to use Holloway Road for every little and big activity. My children go to our Lady's school. Being patents of young children, this LTN only made life worst for us. Holloway never used to be as busy and unsafe as it is now because of LTN! Our family time has been compromised hugely coz of Being in traffic cues.
Object - Temple Cowley	Unnecessary congestion being caused

Object - Temple Cowley	The main Oxford Road where I live is completely packed with traffic in the mornings and evenings , bumper to bumper , the air quality is now unbearable and during the covid climate where we need to ventilate our properties we aren't even able to access fresh air due to the vast queues of traffic , this experiment suits some but we have become trapped in our homes , subjected to constant noise and poor air quality, will you purchase our houses in order for us to find a better quality of life ?
Object - Temple Cowley	it will cause unnecessary traffic and pollution in and around the area.
Object - Temple Cowley	They are ridiculous! Fernhill Road and Holloway backed up every day! Making it extremely dangerous for children to walk to and from school! People are getting angry waiting and driving badly just to get through and the emission build up on our roads are so high! It adds at LEAST 1 hour onto my journey where I need my car to get my daughter to her club I think the roads were safer before the Ltn's
Object - Temple Cowley	Redirecting traffic elsewhere actually creates more environmental damage due to greater fuel consumption. Traffic is forced onto already congested roads. LTNs are not the solution - further investment in public transport and reducing public transport costs for users is a far better solution.
Object - Temple Cowley	It's not working. Road closures due to LTN has caused the main road I live to be noisier, busier, more traffic, more fumes, cyclists and e- scooters using the pavement instead of the road. Had an E-scooter knock in to be and hurt me and my puppy.
Object - Temple Cowley	The LTN's in Cowley area have caused a total frustrating amount of chaos. Increased congestion and journey times. Pollution is definitely worse too. Although, I am a regular cyclist when I have had to use the car I've been totally exasperated (i.e. to visit my elderly father to take him to various appointments). Traffic builds up in the road to get onto Hollow Way along Fern Hill Rd and Marshall Rd. The Hollow Way lights are also time consuming - only allowing two/three cars through and then it's clogged turning towards the swan. It has all been a totally unnecessary convenience to the local residents.
Object - Temple Cowley	Increased traffic since introduction of LTN Reduction in air quality since introduction of LTN Road now being used as a "rat-run" since introduction of LTN Having to queue to get out of my road since main road is now congested Taking longer to get home by at least 30 minutes because fewer roads available Having to sit motionless in traffic because other options have been closed Using more petrol to journey between the same two locations Gridlock often created when any minor road incident occurs Going to medical appointments now taking longer Going to some locations no longer viable because LTNs have created dead end routes where the only way out is to do a U-turn and do a return journey. Many locations, to access certain shops and businesses, no longer practical.
Object - Temple Cowley	Doesn't make life easier for people, too much wasting time on traffic jam, longer distances to drive as you can't cross some streets , stress for parents who are in a rush from job to pick up kids from schools , is just stressful!!!
Object - Temple Cowley	Gridlocked roads surrounding my neighbourhood. No ability to travel anywhere. Absolutely no improvement to cycle or walking options in my area. Increased traffic to my residence as only way in/out of neighbourhood. Only puts traffic in neighbouring roads is this really fair.
Object - Temple Cowley	I spend 40 to 50 minutes extra time a day getting to and from work - I'm a teacher at a school in Abingdon and my journey time used to be 20 minutes. Now it's more like 40 minutes to get to work and sometimes over an hour to get home. It's ridiculous. I get the bus too- which takes 40 minutes to get from Holloway to town- absurd amount of time. I am totally in support of reducing traffic but these LTNs are not the solution. Better public transport and safer cycle routes or car sharing is surely worth the investment. The amount of stress this has caused me you can't put a price on. I would have never bought my house 5 years ago if I knew my car journeys were going to be horrendous to get anywhere due to LTNs.
Object - Temple Cowley	They are a disaster, increase traffic and fumes, they also half local trade.

Object - Temple Cowley	I live on the Oxford Road [removed as makes location identifiable] and the traffic getting in and out of our driveway has been horrendous since the Ltns. Also, my parents are elderly with Mum using a wheelchair as well as sticks so the car is vital for us to get around, also for my father I'll with cancer hospital appointments are now regularly parts of life. even going to Florence park is now an ordeal. The air quality is worse for us know and my asthma has come back. We feel hemmed in literally, taking longer to get anywhere and going around the houses to get there. I could go on and on. But this system was thought up by able bodied people who don't live in the area or experience all of the negative impacts of the schemes
Object - Temple Cowley	<p>This has increased traffic on Holloways and in Wilkins road as Wilkins road is used as a shortcut when Holloway traffic comes to stand still very often during rush hours and the entire area smells of fuels due to increased fuel pollutions from standstill increased traffic during rush hours as traffic cannot go through the Newley introduced LTN crescent road temple road etc This has made living in Wilkins Road a hell as we are seeming so much increased traffic trying to do shortcuts via Horspath road and through Wilkins road and fern hill Roads especially when Holloway gets jammed with traffic and cones to stand still</p> <p>I use bus to work and often find no 10 bus on Holloway and others 1,5,u5,12 all get stuck in traffic on Oxford road as well thus means I now get late to work compared to before LTN</p> <p>The increased pollution generated by the standstill traffic during rush hour is causing health issues to young and elderly suffering from chest breathing condition like asthma etc</p> <p>Either prevent the traffic completely from using Holloway as a pass through or let the traffic flow freely so it gets through quickly and vehicles are not parked up with engines running in traffic</p> <p>Monitor the pollution during rush hours in Holloway and Oxford road and neighbouring street and you will see unacceptable level of pollution</p> <p>Traffic should be diverted to the eastern bypass ring road to [supermarket] roundabout and [supermarket] store junction only buses and local residents traffic should be allowed to use Holloway as a pass through shortcut</p> <p>Since the introduction of LTN I spend more time on the bus while it is stuck in traffic on Holloway Oxford road cowley road as I work in the city centre and this has had mahout impact commuting time and quality of life living in the area I am considering moving out of the area</p> <p>There are no alternatives proper cycle routes to cycle safely to city centre without being knocked down by a bus on narrow cowley road etc in my 60,s I do not feel cycling is safe on my route to work.</p> <p>I do sometimes feel no one is really listening in the council none of those making the decisions has to put up with the problems we locals living and commuting in the area have to suffer.</p>
Object - Temple Cowley	<p>I strongly object to the LTNs as they were implemented without correct consultation and are an absolute nightmare for access, restricting my travel routes from and to my house by 80%!! I could access my road from FIVE different routes prior to the LTN installation and now I can only use ONE.</p> <p>People have to use their cars to travel to work and other journeys and now from my address we all have to sit in long traffic queues which we are forced to use due to the LTNs which causes gridlock and increases pollution. At worse I sat in traffic along Hollow Way for 40 minutes when I could have used Crescent road and Junction road to access Don Bosco Close which would have taken 1minute if that!!</p>
Object - Temple Cowley	It is a false procedure, diverts traffic to other roads causing terrible jams. Older people and people with disabilities ill etc. can't get to retail park for shopping. Overall, it does not lessen pollution. The main reason for LTNs is to lessen pollution and prevent drivers from using shortcuts s rat runs. The latter could be prevented by installing speed cameras. This is a waste of taxes and not thought out.

Object - Temple Cowley	The traffic on Hollow Way is often at a standstill causing a lot of pollution, and traffic in general is driving along there all the time. I understand the need to reduce cars coming into the city, and car use in general, however it appears that cars are still being used but are being more concentrated in certain areas. Living in the city doesn't mean you can be car free; I work for the NHS in the community in the Iffley/Cowley area and need my car to do my job. This has been really difficult recently due to continuous traffic on the very few through roads. I only use my car for personal reasons when essential, and although being able to walk and cycle through the LTNs is pleasant, it does not make up for having to do this along polluted streets. In fact, having to cycle along these main roads has put me off completely as I feel they are more dangerous than they were before.
Object - Temple Cowley	Traffic jam on main road because of LTN creates more problems for the public, more pollution, increased journey time, passengers travelling in buses and taxis have to spend more time in traffic which they could spend doing more important jobs, and for that reason this has caused frustration, depression, anger etc
Object - Temple Cowley	Gridlock cause more pollution
Object - Temple Cowley	LTNs are increasing the traffic on Holloway at peak times. It took 30 mins to get from Cranmer road to Marshal road, which is unacceptable. The roads that are closed off are not 'rat runs' they are merely roads built to be used.
Object - Temple Cowley	<p>This idea creates more problems than solve. Motorcycles are still passing through the barriers which makes it even more dangerous as pedestrians don't expect them. The traffic on non-blocked roads is hectic so cars are always blocked and all in all pollute the environment more than before ltns were introduced.</p> <p>It seems like only drivers who paid a road tax cannot use the roads.</p> <p>As alternative to ltns I would recommend to create a one way road system which will create a smooth traffic for cars and pedestrians will be feeling safer knowing that the vehicles can approach them only from one direction</p>
Object - Temple Cowley	Affecting travel for residents, causing traffic problems for residents.
Object - Temple Cowley	The LTNs are simply moving the problem of traffic and pollution to other roads and the residents of those roads will suffer more from pollution.
Object - Temple Cowley	All roads should be opened up to cater for increasing volume.
Object - Temple Cowley	LTN increasing traffic on the main roads is pathetic, there are residents living on the main roads too so how is it right to divert all the traffic on their roads and make it harder for them get out of their own road. Its not reducing traffic just spreading it on the main roads and increasing traffic. It is much harder for the cars coming out from the side roads as no one wants to give them way on the main road and queues are longer and slower- increasing traffic congestion and pollution.
Object - Temple Cowley	Traffic along Holloway, these LTNS do not reduce pollution they create more as it's taking people 2-3 times longer to get where there going, something needs to be done as it's just horrendous.
Object - Temple Cowley	Spend more time in traffic and more petrol.
Object - Temple Cowley	Cowley Rd is now often at a standstill, creating more pollution in that environment. This is not the solution to our problems!
Object - Temple Cowley	<ol style="list-style-type: none">1- have to travel about 3 miles instead of a quarter of a mile to get to cowley centre to pick up large shopping.2- have to keep doubling back from Holloway medical centre completely causing too much traffic going down to lights
Object - Temple Cowley	I feel like I can't drive in Cowley anymore. Traffic jammed everywhere. Took me more than an hour after 18:00 from Holloway to city centre. Stressful

Object - Temple Cowley	This is a repeat of the Cutteslowe wall that divided a community and is doing the same again now. They obviously have not learned a thing from past mistakes. All traffic is now channelled to other roads which can't handle it. excessive queues and stationary traffic is causing congestion, wasted time and excessive pollution. and this all decided by councillors who don't even live in the areas acting in an authoritarian manner. Why is it they don't actually come and speak to the residents.
Object - Temple Cowley	Doesn't reduce traffic merely displaces it and causes more problems elsewhere. Hit people with congestion charges - that would be a better resolution.
Object - Temple Cowley	I feel that all 3 LTNS are creating more problems than they are solving, they may have quietened down the roads that are closed but this is at the cost of everyone else in the surrounding area. All roads should share the burden of the traffic rather than the elitist few living on within their closed road low traffic ideology. I believe there are other methods to reduce the amount of traffic/danger on the roads where LTNS are, such as traffic calming, lower speed limits and cameras. To close certain roads this pushing traffic onto others and causing gridlock is more of a sticking plaster than a solution. And just to be clear I am objecting to all 3 LTNS in the cowley area not just Temple Cowley however, your form will not allow me to express this.
Object - Temple Cowley	The LTN areas are causing major traffic congestion in surrounding areas.
Object - Temple Cowley	Increased traffic on main roads. Constant congestion on Oxford road no matter the time of day or week. It is increasingly pollution as drivers spend longer waiting in traffic and makes using the road as a pedestrian or cyclist horrible!
Object - Temple Cowley	It has increased the traffic outside my property significantly and has increased journey times due to heavier traffic. I have concerns for vulnerable members of our community who will be more impacted by these changes and difficulty with access for ambulances/other emergency vehicles as they can now only travel indirect routes.
Object - Temple Cowley	The LTN cuts off direct, increasing the traffic to other routes.
Object - Temple Cowley	The reason i am objecting because LTN is not helping to reduce the CO2 emissions and it is affecting my work as I am a taxi driver and so many Roads are closed.
Object - Temple Cowley	The traffic is increasing in main roads as Holloway, Oxford road , Cowley road, increasing the pollution
Object - Temple Cowley	I object to ALL THREE LTNS. It is my opinion that traffic has increased in surrounding areas as a result of LTNS. It is unfair that the few to benefit from LTNS on their road should cause added pollution and traffic to others. They do not change people's habits and cause a nuisance. My journey increases so does pollution especially with being sat in traffic caused. The LTNS are unsightly and put lives at risk with emergency services being delayed by them. They damage the local economy affecting businesses footfall and people not being able to drive to them. Routes are longer and insufficient for the amount of subsequent traffic. I pay road tax to use the roads, but LTNS stop this.
Object - Temple Cowley	The traffic congestion in this area was always a problem. If Hollow Way is blocked it prevents access to this prt of Barracks Lane, slowing Emergency Vehicles and essential service vehicles. The added housing in William Morris Close will add yet more traffic. We are very vulnerable in Barracks Lane and Turner Close
Object - Temple Cowley	The LTN in all areas in Oxford are not working!! It is just displacing and concentrating traffic in to fewer roads. This is causing HUGH traffic jams on Holloway rd, Oxford rd, Cowley rd,Between Towns rd, Iffley rd, etc increasing travel times by 3fold in rush hour and the pollution on these roads have increased dramatically.

Object - Temple Cowley	<p>So much traffic causing more pollution</p> <p>Makes it so difficult to pull in and out my driveway</p> <p>It's biased towards cyclists, believe it or not but you cannot actually ride a bike every time you travel. What if I need to drop someone off with luggage, travelling long distances, needing to travel with multiple people.</p> <p>You cannot build a city entirely around cyclists. This city is easy enough for cyclists to travel. Please grow up and stop trying to make this city easier for yourself, think about everyone else. I live on a main road, constantly congested, I do not even want to open my window due to the sheer amount of bad air I would be inhaling.</p> <p>Think about everyone. This is the most stupid idea I have ever seen put in place and I do not know one person who agrees with it. Stop ruining this city.</p>
Object - Temple Cowley	Increased congestion on main roads and increased travelling time and distance to health centre.
Object - Temple Cowley	They just displace traffic through Cowley Road creating long queues and traffic and ultimately great inconvenient and distress for a lot of residents that need to travel by car to go to work and/or take children to school
Object - Temple Cowley	This has caused a lot of traffic jams since its implementation and divided the community
Object - Temple Cowley	Traffic not reduced, constant lorries turning into the close, food delivery vans are left blocking the road. Displaced traffic is causing pollution and journeys are taking longer. It's misery trying to move around, it's affecting my heart and now increased mileage just to get to my house. The LTN are breaking communities as there is a difference of opinion and causing disharmony. The road is for everyone. There is no evidence of more cyclists or walkers. It's a nightmare.
Object - Temple Cowley	Creating too much unnecessary traffic, increasing traffic causing increase in carbon emissions
Object - Temple Cowley	I object to this as this will increase traffic in areas
Object - Temple Cowley	They cause major problems on surrounding roads. Worst idea ever. It's causing chaos everywhere else. This scheme is adding to pollution levels as traffic is backed up on the main roads where it never used to
Object - Temple Cowley	LTN is not reducing traffic in our area is increasing pollution increasing the time I spend driving every day and forcing me to drive on very congested road
Object - Temple Cowley	There are 4 planters in my close environs (Crescent Road, Temple Road, Salegate Lane, Junction Road) which have created extreme difficulty for access, for example for emergency vehicles (police, ambulance) who have had to do u-turns in Junction Road thus delaying their attendances at emergencies - this has been witnessed by me on several occasions. Traffic has been rerouted on to Hollow Way/ Cowley/Oxford Roads creating extreme traffic congestion and increased pollution to the residents who live on those roads. Motorbikes and e-scooters continually ignore the prohibitive notices on the planters. Temple Road has a busy school and I understand there are problems with parents dropping off/collecting children even though they have been advised to park in Marsh Road depot and walk, and even though there are 'school monitors' to police this. Salegate Lane is a very narrow road and there have been problems with vehicles doing U-turn's and compromising the safety of residents' vehicles. It seems to me that Junction Road does not need an LTN - this would give through access from/to Hollow Way and straight access to Oxford/Cowley Roads. The only LTN that I think is needed is that on Crescent road which I understand has been a 'rat run' in the past.
Object - Temple Cowley	It is really hard to take kids in a school in the morning too much traffic or take to the doctor go to the shopping that roads are very busy now
Object - Temple Cowley	<p>The traffic is awful! It has caused endless problems to the local area and put huge amounts of pressure on other local Streets and neighbourhood.</p> <p>Horspath road, white road, Oliver Road is awful, and the speed of other cars is 30-40 on small roads because of traffic!</p> <p>Someone is going to get killed because of this</p>

Object - Temple Cowley	My interpretation of the trial period and first-hand experience of the decreasing accessibility since the introduction of the LTN's
Object - Temple Cowley	Increased congestion, more hold-ups, more pollution
Object - Temple Cowley	Traffic pushed into other roads causing long queues, concentrating air pollution. I hate what the council are doing to my lovely home town. Headley Way traffic just as bad, road narrower than legal requirement, trees and flowers gone. Green belt being built on. Sacrilege.
Object - Temple Cowley	Affects both travel, blocked roads mean heavier main road traffic which in turn is unhealthy for walkers inc children.
Object - Temple Cowley	It is creating traffic gridlocks in other areas and making journeys take longer. I am having to drive longer distances as I have been diverted from my usual route and therefore polluting Oxford more than before. I am using more fuel. I am also paying road tax for roads that I cannot even use. I strongly object to the LTNs in all areas.
Object - Temple Cowley	No justification for this.
Object - Temple Cowley	Greatly increased traffic levels on Oxford Road up to Temple Cowley

Object - Temple Cowley	<p>Discriminatory against elderly, disabled, those with health issues, and anyone for whom travel, other than by foot, bicycle or bus is essential.</p> <p>Might have benefitted some roads, but has just shifted problem. Causes longer car journeys, queues, more petrol usage, higher emissions and therefore pollution for Cowley, and therefore effects residents in Oxford Road, Hollow Way, Church Cowley Road, Westbury Crescent, for example.</p> <p>Far more dangerous for pedestrians crossing the road and cyclists in Oxford Road and Hollow Way now. Far more awkward and potentially dangerous right turns over busy roads, such as from Church Hill Road, Beauchamp Lane, Westbury Crescent, Newman Road. Large vehicles have to reverse up/down Church Hill Road.</p> <p>I am affected personally as I am full time carer of elderly mother and rely on the car daily. From my area, most journeys require using Marsh Road and facing the queues in Oxford Road now. Life is much more difficult and stressful. It is a worry as I cannot get back to mum as quickly, as journey times so unpredictable.</p> <p>Much longer journey in distance and time to reach elderly family member near Donnington Bridge, via Oxford Road, Between Towns Road, Templar's Square, Church Cowley Road and Iffley Road. The roads leading to Templar's Square are already very congested at weekends and will be worse leading up to Christmas.</p> <p>Journey times for emergency services reaching parts of Temple Cowley are definitely longer, even minutes can save lives.</p> <p>Convoluting routes also cause problems for delivery drivers (who have supported our economy over lockdown), district nurses and other medical staff, milk man, post/parcel deliveries, service engineers, taxi drivers (time and money issues for all of them)</p> <p>Awkward journeys and queues prevent or deter residents from using local shops and services easily.</p> <p>Hold ups on the ring road, or road works such as in Cowley Road, have had a knock-on effect and have caused gridlock at times.</p> <p>Effect on elderly drivers, trying to maintain independence on local errands, now forced on to busy roads and even the ring road.</p> <p>Bartholomew Road and Cornwallis Road are bus routes, obviously important through routes and should also be open to the public, too.</p> <p>This is a very divisive issue. It has caused more problems than it has solved. I think something should be done to help Crescent Road, but otherwise I object strongly to the LTNs, even though I cycle and walk myself, where possible. They are draconian measures. The Council should be working with drivers, most of whom are hardworking, busy and responsible people, rather than penalising them and making life so difficult for so many people.</p>
Object - Temple Cowley	Creates more traffic on the main roads leading to traffic jams and more pollution from engines running
Object - Temple Cowley	Traffic is insane. Having a ASD son, can you imagine how terrible has been to be stuck in the traffic with him screaming his lungs out? No thanks!!! Remove them! It was a terrible idea!!!
Object - Temple Cowley	my wife is disabled and is totally reliant on motor vehicle
Object - Temple Cowley	The traffic displacement has caused significant disruption to surrounding roads. I do not believe that consideration has been given to those in other areas affected as a result. Pollution has now increased as a result of the LTNs and roads are more dangerous as a result.

Object - Temple Cowley	Bad traffic on oxford road, longer journey times.
Object - Temple Cowley	LTNs create additional traffic and problems for the neighbourhood. I strongly object
Object - Temple Cowley	Causing more traffic on other roads
Object - Temple Cowley	They don't work
Object - Temple Cowley	traffic situation now worse than before and with great inconvenience
Object - Temple Cowley	Traffic builds up in other areas instead. Hollow way road is always congested
Object - Temple Cowley	Traffic is being funnelled into roads causing major congestion. A five minute journey to the local doctors can take anything from 10 - 30 minutes therefore increasing my carbon footprint. Static traffic queuing produces more pollution.
Object - Temple Cowley	Time I'm spent in traffic Cost of having to spend time on roads I didn't use to have to use The increases pollution caused by stand still traffic caused by jams
Object - Temple Cowley	blocking the road makes it difficult for me to communicate with my children's school on Sandy Lane
Object - Temple Cowley	Traffic congestion particularly in Holloway
Object - Temple Cowley	I am definitely objecting to the proposals: - Since the LTN started the traffic tails back from the traffic lights at the Oxford road junction, sometimes back to Horspath road. moreover, some of drivers seek to cut this traffic holdup out divert down Cranmer road then through Rupert road or Fairfax Road (where I live) and hence down Wilkins road to re-join Holloway further down, then of course another tailback occurs at the junction of Holloway and Fern Hill Road. It seems to me that the problem has just shifted to somewhere else. I have friends and family in Crescent Road (now a part of the LTN) and it has taken 20 minutes to get to them whereas before it was never more than 5. Compounding this problem is the cars parked at every junction around here. Drivers park up at all of the junctions then get a bus to work. The fact that we recently were made a CPZ has made no difference. TRAFFIC IS MUCH WORSE ALONG HOLLOWAY, POLLUTION IS MUCH WORSE WITH THE BUILD UP OF TRAFFIC AND BEFORE THE LTN THE POLLUTION WAS AT LEAST SPREAD OUT OVER A BIGGER AREA.
Object - Temple Cowley	The LTN's cause gridlock and increase air pollution as a result. It takes much longer in a car/taxi or on a bus to get where you want to especially at the times of "high volume of traffic" (early morning/late afternoon)
Object - Temple Cowley	No initial consultation had been given about implementing LTNs as far as I am aware. I dont remember them being in party manifestos. Redirected traffic due to LTNs is causing co creation on other roads. Routes to certain locations now take longer which is an inconvenience. Car owners and commercial drivers are being penalised in favour of pedestrians and cyclists with no obvious environmental benefit.
Object - Temple Cowley	Horrendous traffic on the main road!! Absolutely appalled that those of us who live on the main road are subject to traffic, noise, and air pollution. It's saturated traffic in one area. I work from home and the amount of disturbance I hear outside my window makes me hate my area!!!! This ridiculous idea also blocks other routes for emergency services- I don't understand how such an idea was ever allowed. It's completely unsafe. If this continues, I will consider arranging a protest, I have lived here majority of my life and never have I ever felt so targeted - those of us who live on the main road have massively had the quality of our lives impaired. We should be compensated for this ludicrous idea and the person behind this should consider stepping down. There is no consideration or care for the community. It's absolutely disgraceful and I'm ashamed that such people are in power and represent the area. STOP THIS INEQUALITY! WE DESERVE TO LIVE IN CLEAN, SAFE ENVIRONMENTS!

Object - Temple Cowley	It is ill-thought out. The bollards are bad - rising bollards under residents' control would make everyone happier. The bollards are badly sited - there should be just one on Marsh Road - most people living here want easy car access to the Ring Road, not to central Oxford, and so have unnecessarily long journeys around, adding to the traffic congestion on Oxford Road, Cowley. It is bad that the Temple Road closure is not signed, so many people still drive up it, seeking a way through. The timing is bad in that Covid means people drive their cars instead of travel on public transport to cut down their risk. The combined effect of all the Cowley area LTNs is bad in that all push extra travel onto the main road, adding to delays, pollution and climate change. The school street scheme which might have helped reduce pollution outside our house was also ill-considered in that it has predictably collapsed due to lack of volunteers. ...And to add insult to injury we face having to pay for a CPZ which we don't want and will discourage our friends and family from visiting.
Object - Temple Cowley	Congestion and traffic pollution are my biggest concerns. Dangerous driving has become a big problem on hollow way as a result (cars driving down the wrong side of the road to cut in to traffic or to get down another side road and cars driving on the pavement to get round obstructing vehicles) . Journey times are incredibly longer when having to drive around oxford. A 10 minute journey can take nearly an hour on some mornings! My young daughter walks to school and tells me of the road rage she sees every morning. It is absolutely ridiculous to me that these LTNs have been put in to place, there has been no consideration for people that are normal commuters and have no other options but to travel by car or van at peak times. Lots of us are builders that need to carry our tools to and from work, mothers on the school run with multiple children and destinations, couriers, taxi drivers. Etc Local businesses are affected, buses are taking longer, parking has become an issue and the roads are so congested that it is extremely hard for the emergency services to reach their destination in the necessary time to save lives.
Object - Temple Cowley	Traffic is being diverted to main road where I live, as predicted a congested and polluted road has become more congested and polluted while some side roads are quieter. Longer and more polluting journeys for residents and non-residents that need to use the area.
Object - Temple Cowley	It is causing such a hassle for me and getting to work has been extended due to LTN.
Object - Temple Cowley	There has been a significant and noticeable increase in traffic on Oxford Road. The traffic is frequently stationery and so causing increased air pollution outside my home where 3 adults live. It is very difficult to cross the road to reach shops on opposite side and the Cowley Centre. I take a daily walk in the Temple Cowley LTN and have seen no increase in other pedestrians, cyclists, children walking to school or playing in the street. I feel very angry that main roads in Oxford are taking the brunt of ALL types of traffic as these are not A roads or motorways but streets with houses where people live. It is unfair and inequitable that we suffer increased pollution so other residents benefit from none, and the anticipated change in traffic use (i.e. more walking and cycling) has not materialised. I have had no evidence presented to me from the councils that this experiment has been successful in its aims.
Object - Temple Cowley	It simply moves one area of pollution to another area and adds more time to hornets increasing pollution
Object - Temple Cowley	It has generated traffic jams, increased pollution, damaged the economy and divided the community.
Object - Temple Cowley	The same traffic is being pushed onto fewer roads. It is unsafe to walk at night the area along Littlemore road to Cowley centre The only way out of littlemore on Oxford road roundabout is now extra busy with queue's down rose hill and church Cowley rd to get to templars square I don't think there are less people driving now they are just having to take longer journeys causing more pollution and traffic. Littlemore road is a main road, so I don't understand why it has been blocked. I can understand the other residential streets off this being blocked but not the main road to get towards Cowley.

Object - Temple Cowley	Far from making the area safer, it has made it much worse. Considering there are a few schools within a 1 mile radius, pupils are getting to school late and incurring unnecessary detentions (I work in a school). The traffic lights at the bottom of holloway do not do anyone coming from that side any favours. they are on for a very short time and in that time no cars can move as there is no space from the cars coming from business park side. More people are now going towards Churchill hospital which is already laden with traffic. The whole Cowley area has gone from being quite safe to really congested and badly managed. It feels like London in a very small space. LTNs, no matter where they are in the Cowley area, have just made a poor area even poorer. The only time anyone can drive safely with no traffic issues in these areas is at night.
Object - Temple Cowley	Individual car responsibility is not the solution. Individual change impact is proven to be insignificant. We need better bus routes and increased awareness & education for all road users, including cars but particularly cyclists. It's your job as Council to improve road flow and LTNs are not the way forward as it increases the pollution on other liminal roads due to slow traffic. NOT A SOLUTION
Object - Temple Cowley	Heavy traffic. Restricted access to my house
Object - Temple Cowley	Terrible for travel, congestion, added stress to mine and family's life
Object - Temple Cowley	I hate the LTNs. They have made getting about my area almost impossible. They have caused gridlock on the surrounding major roads which is causing more pollution, rather than less, which is one of the supposed reasons for having them. They don't reduce car journeys because funnily enough people still need to use their cars - they just make the journeys longer and more annoying - again adding to the pollution. Please remove all the LTNs.
Object - Temple Cowley	I have witnessed dangerous manoeuvres outside my home to avoid the LTN, causing risk to pedestrians and cyclists. The traffic elsewhere appears to be much worse and has not changed behaviour to encourage active travel. Before making driving unappealing, active travel should be made more appealing - as a cyclist I would not use Temple or Crescent road due to the steep incline and lack of cycle lanes but using Oxford Road now has more traffic and lack of cycle infrastructure, so I feel unsafe choosing active travel as an option. Even public transport has been impacted by the levels of traffic, so I am less likely to catch a bus now than before the LTNs were installed as it takes too long.
Object - Temple Cowley	Takes more time that usually to get home, as is only one way available and the traffic is very busy.
Object - Temple Cowley	All that's happening with the LTN's is traffic is being pushed onto roads ill equipped to allow for the volume of traffic. There are too many roads now blocked off which is detrimental to all who live in a LTN area. Much more pollution is affecting everyone who lives here. There's no logic to cars etc sitting in huge tailbacks emitting fumes and affecting the air quality. It's also almost impossible to join traffic from the roads leading onto Hollow Way at peak times as everyone is reluctant to allow drivers to join the queue. It's utter chaos!
Object - Temple Cowley	The idea that it's eased traffic on temple road is nullified by how busy, narrow, and dangerous Oxford road is. The LTNs add time and inconvenience to any journey, and there hasn't been a notable drop off in traffic anyway
Object - Temple Cowley	They are complete and utter fail. They have increased driving time and traffic on most major roads around cowley and have added more than 15 minutes to journeys which should take no longer than 5mins. They have tried to deter people from using cars which has completely failed and when there is an accident around the ring roads it brings the whole area to grid lock. Remove them and the people who thought this would be a good idea.
Object - Temple Cowley	I work as a taxi driver in oxford and live in the city my life has been made very difficult as a result of the LTNs and have lost a significant amount of money as a result
Object - Temple Cowley	There are no incentives for people to get out of their vehicles, the bus service is poor, so traffic is shifted to Littlemore. No account has been taken of the needs of disabled people, much more reliant on their cars. It is causing more pollution because of this as we have to drive further. Better bus services are needed, and roads kept fully open.

Object - Temple Cowley	<p>My comments relate to the whole of the Cowley LTNs and not just the road that I live in. I was against these at the introduction but thought I would give it a go before responding but I must say that my view has hardened against it and not just because it affects me every time, I drive my car.</p> <p>Before the lockdown (LTN) I walked to Cowley Centre and as far as Iffley, Tesco and even Headington on occasions so I don't feel that closing the roads has changed anything for me. I am unable medically to ride a bike. I still walk every time I need the Cowley shops and we now have food delivered. Since retiring I have taken on an allotment and I have been volunteering for 20 years for the RSPB, both of those are outside the ring road. Now I have to drive down Temple Road at its narrowest point, Marsh Road which had a lot of traffic because of the depot and the narrowest piece of Oxford Road before arriving at the other end of Temple Road where I would normally have departed from to go out of the city.</p> <p>This is only an extra mile or so but doing this 'extra trip' up to 10 times a week since the closure, and then back home again has churned out a lot more fumes than it should and would have done. I have stood at the Marsh Road exit on to Oxford Road and more than 7 out of 10 cars turn left and go the same way as me towards the ring road rather than the city - indeed in all my trips I have only turned right on 5 occasions!</p> <p>If only it was this easy to reduce emissions, and do our bit for the environment, but the plan of making every car driver travel further does not hit that mark but only increases the problem and I do really feel sorry for the residents of Oxford Road especially with greater petrol emissions suffered.</p> <p>In addition it is now very difficult to plan trips as you do not know how long you may be queueing up Oxford Road, very rarely you get up without any queue but normally only on a Sunday or in the evening. On Saturday we had a classic example of traffic in a line from the Swan traffic lights, past Templars Square and Church Cowley Road to Rose Hill traffic lights. I am sure that was not doing anyone any favours and it is not really Xmas shopping yet.</p> <p>Relatives living within the LTN have their own gripes of how hard it is now to visit relatives in Littlemore etc but rather than this extended experiment to try to force us to like it we now have far more unhappy people who put up with this through gritted teeth.</p> <p>The whole exercise could have been an opportunity to make travel within Temple Cowley better for local people and the closure of Crescent Road was long overdue but not by sending every car driver in this area down Marsh Road. One way systems I feel would have done that better.</p> <p>I could write far more and let off more steam, seeing a large juggernaut lorry reversing its way down Marsh Road after getting stuck and holding up cars from three directions for example but I feel you know my thoughts. I hate to be causing more emissions but I like so many others, have a life to lead which sadly does mean driving a car (buses not travelling to right places at right times etc and not conducive to carrying gardening tools etc) but I look forward to having an electric car at some stage soon and helping out more but sadly at present I do feel I am in an open prison only allowed out when a car lets me into the queue on Oxford Road - there are so many people coming and going down Temple Road during the day that it certainly does not feel I am in a LTN and not seeing any benefits which some people allude to in other parts of Cowley. Finally, I am not aware of anyone, friends, neighbours or family who have stopped using their car, travelled any more on a bike than they did or walked more and that is where my opposition to this stems from.</p> <p>Thank you</p>
Object - Temple Cowley	it's increasing traffic congestion and pollution
Object - Temple Cowley	Pointless system has cut off Herschel crescent off completely. Takes 3 x as long to get anywhere now. Congestion on another road are ridiculous now.
Object - Temple Cowley	Because they have moved the traffic onto the main roads and the traffic jams that are now caused by the LENS surely cause more pollution.
Object - Temple Cowley	Causes longer travel
Object - Temple Cowley	They add time onto journeys, therefore increasing congestion on main roads

Object - Temple Cowley	<p>The residents of Littlemore need access to Temple Cowley for shopping. Locally we lack: GP services, dentists, a vets, and depending on time or day and availability, pharmacies. Cutting us off from Crowell Road/Beauchamp Lane and forcing long round trips creates more traffic through Littlemore - Newman Rd/Oxford Road - and more congestion resulting in standing traffic.</p> <p>Busses are not always the answer. I am a twin Mum and I have always struggled to get my double pushchair easily on and off Stagecoach & City busses. I walk when I can, but if I have to carry any large-ish amount of shopping I cannot simply go on foot or via bike.</p> <p>Being cut off from Templars Square shopping further disadvantages our community, which already homes some highly vulnerable people. I have been a resident of Littlemore for 11 years and have always thought it a great place to live **until now**.</p> <p>A catalogue of disastrous road works and closures, plus the LTNs has really ghettoised our community. We are poorer, less connected, and detached from our bordering friends and small businesses we might previously have patronised. I feel trapped and like there is no way in or out. Busses are far too expensive and slow - not to mention unreliable - for the cost of tickets. I honestly can't believe I've got to pay my mortgage and my council tax and what do I get for it? Very little. Compared to residents in other parts of the city, what we are experiencing as a community is discrimination. Our experiences of commuting and travel are inconvenienced compared to the majority of residents in the rest of the City. I would guess someone out there completely overlooked the impact that LTNs would have on Littlemore or has a very poor knowledge of the amenities we *lack* and hence must travel to access in and around OX4. I was not informed by letter or leaflet about the LTNs ahead of them appearing - again poor consultation because it wouldn't have occurred to anyone that the current Church Cowley/Temple Cowley LTNs would impact people living in Littlemore or Minchery Farm. I object to all of the LTNs. Trial them somewhere else and listen to the concerns of your communities.</p>
Object - Temple Cowley	Causes gridlock and pollution
Object - Temple Cowley	don't agree
Object - Temple Cowley	Traffic has been pushed into other roads making them very dangerous with speeding cars or queues of traffic. Getting past the main roads is a nightmare making journey times almost triple causing us numerous times of being late for appointments, school, work or collecting our children. Car pollution has increased in many areas where it was not a problem before
Object - Temple Cowley	The LTN prevents me from accessing temple Cowley shopping centre, unless taking bike. We have 3 children and cycling is not an option, especially when buying bulkier items. Our childminder is located in blackbird leys. The LTN have made our t journey time triple. My wife and me are both working full-time and tge LTNs are causing us problems in getting to our work on time. This could result ultimately in losing our jobs.
Object - Temple Cowley	Whilst I understand that the resident's benefit and that we are endeavouring to encourage cycle/walking until the public transport is such that we do not have to catch multiple busses to get to a destination which usually takes hours to get to places there are many that depend on driving. By reducing the number of routes, the traffic then increases on the fewer routes increasing the impact on the residents on those routes with both noise and air pollution. It takes longer to drive anywhere thus further exacerbating the environmental impact. A far, far, far better solution would be to focus on safer cycle routes as they have done in Copenhagen where the cycle lanes are in between the paths and parking so not mingling with the traffic.
Object - Temple Cowley	Causes more pollution than it saves, quieter on the roads implemented but what if you live on Hollow way, Church Cowley Road, Oxford Road etc have you forgotten they are residential as well. What happens if you live the wrong side of the barriers so now have to go around? Slows everything up including the buses which unless you haven't noticed only use main roads and makes cycling worse on these roads. Being forced on us by County Council who have little interest in the city.

Object - Temple Cowley	<p>The LTN implementation has been a farce. Implementing it just before digging up Oxford Rd (on several occasions) has results in waits of 30mins or more to get into Temple Rd (from the other entrance).</p> <p>There is no enforcement of mopeds (and motorbikes) using Temple Rd as a drag race. They are more dangerous than other traffic.</p> <p>The School Rd enforcement was patchy when in evidence and is now non-existent.</p>
Object - Temple Cowley	It will disrupt our business
Object - Temple Cowley	When the LTN were first established I thought they were a good idea, but during the last year I had observed that they have not fulfilled the propose of traffic reduction that was hoped for. Now that all the traffic is being forced along the same few roads there is an extreme increase in slow moving traffic and therefore an increase in pollution.
Object - Temple Cowley	Because all the traffic will be diverted to the main roads and cause severe congestion and that means higher levels off pollution. What a clueless bunch of councillors. Why should someone suffer for the better of others. Plus are we not supposed to work towards a lower polluting city? Well this will increase pollution.
Object - Temple Cowley	<p>For the Following Reasons I fully Reject these LTN's</p> <ol style="list-style-type: none"> 1. I live in Leaffield Road (off Crescent Road) the position of the LTN in Crescent Road are completely missed placed. We have a one way access through to marsh Road, which covers hundreds of houses and business from Leaffield Road, Temple Road, and Crescent Road, this has caused significant congestion with extra pollution being caused by standing vehicles trying to get on to the Cowley Road. At some point because of the number of vehicles parked and the number of business in the area loading/unloading this will have a significant effect on emergency vehicle access to these roads. 2. Regarding the wider area, Cowley Road is now a major Bottleneck as there is constant traffic Congestion from Marsh Road to the traffic lights by the Swan, there are lots of residential properties along this road as it narrows, causing extra pollution from stationary traffic into homes. Why hasn't this. been taken into account before these LTN's were put in place? 3. Cornwallis Road/Rymers Lane/Crowell Road , these Road are as wide as Cowley Road, and have a major impact on reliving congestion within the cowley area, I have seen traffic congestion in Howard street on a Regular basis as it looks like vehicles are cutting through that area as they can't use Cornwallis Road, This is completely unacceptable as this is an old Victorian road which is completely unsuitable as a rat run. <p>Finally this whole plan needs re-evaluating, but at the very least the LTN's needs repositioning in Crescent Road, and Removing in Junction road, to allow two way access. Also, Cornwallis & Crowell Road LTN's need removing to protect the residents of Howard Street and Cowley Road from Pollution from standing traffic.</p>
Object - Temple Cowley	<p>My parents live towards the top of Crescent Road on the hill, if they urgently needed an ambulance or fire engine then the vehicles would have to go the long way round because there is only one road in and out to their house. Thus, putting them in danger. So many more vehicles are now clogging up the arterial roads (Hollow Way, Oxford Road, Between Towns Road). Omissions have escalated, damaging the atmosphere and people's health in these areas. Roads are for vehicles not for children to play in. The roads which have these LTN's in them are NOT rat runs, they are for people to get from A to B and go about their daily lives. To close off Littlemore Road, has cut off the residents of Littlemore. The clue is in the name of the road, it is the main road to Littlemore! Who ever thought of this ridiculous idea need to be sacked and clearly they do not live in these areas affected?</p>

Object - Temple Cowley	I Object Strongly to the proposals. LTNs increase traffic, congestion, pollution, and stress on roads which are not blocked off. They waste people's time and money. They make life harder for ordinary working people, who have suffered enough since March 2020. The increased pollution will eventually affect even closed roads too as, it spreads through the air. If the council really wanted to encourage people to use public transport, why didn't you support the excellent Pick-me-up Bus?
Object - Temple Cowley	Increased traffic on Holloway and Oxford Road. Longer and less convenient journeys for us.
Object - Temple Cowley	Making my life hell. Have to leave for work/school run 15 mins earlier, the traffic is so bad on Oxford road a majority of the time, I don't even have time to come home and change my daughter to take to After school clubs, so she mostly changes in the car (at 12 not ideal) or we got to family as just not enough time. It's like a car park as are getting all the traffic what used to use Florence park etc. The only people who this don't affect is the people who don't work or have to go out at rush hour. I use twice as much fuel now as well and I have no choice but to use my car as my daughter is at school in Wheatley and I work at the JR.
Object - Temple Cowley	Too much traffic on the main roads. Congested.
Object - Temple Cowley	pushing more traffic onto Cowley Road causing bad traffic jams, before it was easy now an Impossible road to drive up
Object - Temple Cowley	Closing Crescent Rd and nearby streets is causing horrendous traffic congestion in Hollow Way, discouraging use of local businesses there, and increasing journey times (including for buses), pollution and general inconvenience. I know one person in Wheatley who has trouble visiting her old father in Crescent Rd because of the traffic.
Object - Temple Cowley	Increasing traffic congestion and pollution, I have witnessed dangerous driving at traffic light areas, especially at the bottom of Holloway. I have been late for appointments even when taking a bus as they are stuck in the same traffic jams.
Object - Temple Cowley	Its causing traffic jams & pollution, please get rid of the LTN roadblocks.
Object - Temple Cowley	I object to all three LTNs. It's causing more air pollution then before by traffic being pushed to main roads, longer journey times, danger to children, emergency vehicles I've seen are struggling. This is wreaking havoc to my quality of life.
Object - Temple Cowley	It had made me and my life hell. Getting in and out of the oxford is nightmare. Traffic on road is worse now, from crescent road to BMW plant it takes over 30 minutes which can be done in lest then 4 minutes. Me, my family, and neighbours are not happy with it at all. So, we strongly object.

Object - Temple Cowley	<p>I STRONGLY object to the Temple Cowley LTNs in particular – and to all of the Cowley LTNs in general – because:</p> <ol style="list-style-type: none"> 1. They do not reduce traffic, they displace it. 2. They do not reduce pollution and fumes overall as the displaced traffic sits in queues for longer and emits more fumes than when travelling. 3. They increase travel time and force motorists to travel further distances which again increases pollution and congestion. <p>I drive minimally in and around Oxford and only when I have to. The introduction of LTNs has forced me - and my neighbours - to drive more than before as now I have to travel longer distances at a slower pace than before the LTNs existed. This is most inconvenient and counter-productive to your aims. If you genuinely want to reduce traffic, congestion, and pollution, remove all LTNs to allow a free-er flow of traffic and replace them with speed bumps, speed restrictions, and number-plate recognition cameras. LTNs are a blight on our neighbourhood, make travelling a nightmare, and are to the detriment of residents and businesses alike. LTN = Local Traffic Nightmare.</p> <p>Of course, I realise that you are unlikely to take notice of this consultation – other than using it as a “tick-box” exercise - as the County seems determined to push LTNs through regardless of residents’ views. There are some misguided LTN zealots working for and advising the Council who will not listen to any amount of reason. For the reasons I have mentioned above LTNs are the wrong tool to reduce traffic for this area and should be scrapped as soon as possible.</p>
Object - Temple Cowley	Causing people to sit in traffic causing more fumes which defeats the object
Object - Temple Cowley	my business has seriously lost work since installation and we are at danger of closing. there has been damage to our signage due to people turning their vehicles in our driveway. People are now ignoring the double yellow lines and using the turning area as a parking /drop off point for the schools.
Object - Temple Cowley	So far, the only effect these LTN's are having is displacing traffic into a more concentrated area increasing travel times and the number of idling cars meaning an increase in pollution. These blocks seem completely un-thought-out. If you really wanted to decrease the number of cars in oxford you should look at the bus systems and how to improve the access to busses that move around Oxford instead of just in and out.
Object - Temple Cowley	<p>The LTNs on Crescent Road and Salegate Lane don't reduce traffic, they just push it away to the main road, Hollow Way, which was already very congested and is now ridiculous, especially now that many people are travelling to work, rather than working from home.</p> <p>I know that the idea is for people to use their cars less but that isn't always possible and the LTNs turn a 10 minute trip into a much longer journey, not only because it's physically further but because of the congestion, as cars sit in traffic idling their engines, therefore adding to pollution in an area which already has bad air quality.</p> <p>It can take over half an hour to drive from the top of Hollow Way by the Cornerhouse pub down to the bottom of Hollow Way. Google Maps states this should take less than 4 minutes. That's an extra 25+ minutes of pumping out exhaust fumes into the atmosphere.</p> <p>LTNs are therefore the opposite of environmentally friendly.</p>
Object - Temple Cowley	I don't see any positive outcome with the LTNs. Has increased all my journey time. Increased amount of traffic on Cowley Road therefore meaning more fuel being used and making the air less clean.
Object - Temple Cowley	I would find it difficult to go to work in the BMW factory.
Object - Temple Cowley	I have found traffic has increased on main roads increasing pollution for those that already live in polluted areas. I have increase mileage getting to destinations because of the circular routes I now have to take instead of straight forward routes
Object - Temple Cowley	traffic is worse

Object - Temple Cowley	All the LTN's have done is shift the traffic. It is not proven to lower emissions. It has caused Holloway to be constantly busy even at off peak times. Journey times in car is longer. I like to cycle but you can't do that everywhere and all the time. I wasn't consulted on these LTN's before implementation. Not very well thought through at all.
Object - Temple Cowley	I think they are a waste of tax payers money they have caused more traffic and more pollution to my area I don't feel safe letting my children WALK to school as there are to many irate drivers on the road it takes people up to 45 minutes just to get past Holloway road I am a builder and need the use of my van but have to add an additional 1 hour to my commute sat in traffic caused by the LtNs They need to be removed and let the traffic flow more freely
Object - Temple Cowley	It is only causing traffic to build up in other areas and making emissions far worse as the queues are far longer, the traffic has been moved to other areas and overall, this is not reducing emissions it is making them far worse as people are queuing for far longer times and the health of the community is being impacted far more than before the problem has simply been moved from one area to another. I feel so strongly that Oxfordshire County Council is endangering far more lives and needs to be accountable for the damage they are causing too far more young children then previously please contact me.
Object - Temple Cowley	it's of no use to us it will cause more problems.
Object - Temple Cowley	Causes a lot of traffic on my road - increased pollution. And buses are waiting longer I feel that I have less privacy.
Object - Temple Cowley	The LTN has caused a large impact on the trade at the cricketers' arms. Because of the extra traffic using the oxford road, the area gets gridlocked and there is only one way for the customers to get here. Customers have told me that at 14.50 hrs it can take 3/4 hour to get from blackbird leys to cricketers' arms, even on a bus. The road gets blocked by cars when the parents are dropping off and collecting the children from school. Now that it is a no through road, and little traffic, temple road garage race up and down temple road at great speed testing cars they have worked on at the garage. Temple road garage also use the road to park, and work on cars. The drug dealing has increased since the LTN was fitted. When the upstairs windows are open, we get more exhaust fumes coming in the building than we use to without the LTN.
Object - Temple Cowley	Too much traffic on the main road, not enough room for emergency services to get through in a an efficient manner. Cars sit idle in traffic creates more pollution in the main road areas. Journey times around Oxford have become significantly longer. This experiment was a complete waste of time and detrimental to the city's residents
Object - Temple Cowley	I believe this will cause an increase in pollution in some areas
Object - Temple Cowley	All of the LTN proposals submitted by the councils are short-sighted. Efforts to reduce congestion will likely increase traffic on main roads (e.g. closure of Littlemore Road means many routes will need to pass through Between Towns Road). Efforts to reduce air pollution are negligible (extra miles required to travel between two destinations). Furthermore, these implementations are neglecting motor vehicles which are zero emissions (electric). The council should remember that miles travelled is directly correlated to CO2 emissions. Therefore these roadblocks result in longer distances travelled, and therefore more harmful gases. These schemes are really harmful to delivery drivers also, who may not necessarily be invited for consultations as they travel from 100's of miles away. The council must consider this when collecting results, to ensure all road users are fairly represented.

Object - Temple Cowley	<p>This implementation of barriers only increases everyone journey time, which in turn increases emissions. These barriers will not deter drivers from using vehicles, but rather push them all onto main roads which then only increases congestion in Oxford.</p> <p>If Oxford City Council are serious about wanting to make road users use more environmentally friendly modes of transport whilst reducing congestion's, then they need to provide a solution that works for the wider population. Trying to force users to use bicycles or go onto buses is not going to work and is a medieval / leftist communist methodology. Buses and Bicycles do not work for a great majority of people and are neither fast or flexible enough for users.</p> <p>Oxford needs an underground much like London which links all the major neighbourhoods e.g. Cowley, littlemore, rose hill, City centre, Headington etc. This solution will not only improve and resolve the congestion / emissions issue in Oxford but will also bring investment and jobs into Oxford. The underground in London has been a great success.</p>
Object - Temple Cowley	Will only cause more congestion on main roads. Also think this will cause an accident due to people going around onto pavements. Also, not fair to people not using as "rat run".
Object - Temple Cowley	I think it'll cause traffic jam on main road plus can cause hazards for pedestrians and schoolchildren.
Object - Temple Cowley	<p>I live in a close of Crescent Road and the ltn is going to make my journey for the school run and work a nightmare. I need to get to Garsington then to the JR for school/work Monday- Friday, the traffic is already bad but now I'm going to have to sit on loads of traffic on the Oxford road, god forbid they start road works.</p> <p>Since they have been installed my life is a misery! I have to take my daughter to school and then get to work. I have had to get my daughter up earlier just to get the school/work on time. I currently have to leave 30 mins before. I'm stressed before I even leave the house. The Oxford road is like a car park at all times and when there is road works well it's even worse. The knock on effect is all over cowley. It's ridiculous</p>
Object - Temple Cowley	<p>Good evening I am a widow leaving with my daughter .Each morning I am giving her a lift to School In Cowley after that I have to go to work to Wheatley .I need to go through Barns road because if I go the other way round through Rose Hill I am wasting 10 min or even more because of the traffic .Please let us use Bartholomew road as a way to go out .Think about the pollution and the congestion that you are creating closing Bartholomew road to the residents .Please</p> <p>Kind regards , Monica Montanari</p>
Object - Temple Cowley	Because it's causing a lot more congestion and traffic also putting people at higher risk off an accident as they're either have to contend with a disgruntled driver being careless as traffic builds and due to the longer distance travelling to and from Cowley area. And also, the extra amount of emissions being released because of the traffic build up. Possibly delays for emergency services at peak traffic times because of extra traffic building up and having nowhere to pull up to let anything pass.
Object - Temple Cowley	It's a big hassle need to increase my journey 15mins in one way everyday more fuel consumption and more time consuming
Object - Temple Cowley	For me to drive from my house in Marlborough Close to Templars Square or Florence Park, I have to drive onto the Ring Road, down the Iffley Road and along Between Towns Road. The journey takes me two sides round a triangle leading to me creating more pollution on what used to be a very short journey. My 6-year-old daughter attends a group in Beauchamp Lane on a Thursday evening. It's too far to walk, especially at night in the dark, so we will need to park in front of someone's house on a different street rather than use the car park.
Object - Temple Cowley	<p>These measures have been introduced during lockdown and are already causing, frustration, jams, delays and confusions.</p> <p>Once we are back on the road, I can only imagine how bad these will be.</p> <p>I am a housing officer and my job involved visiting vulnerable people across the city, especially in the Cowley, Iffley, Littlemore. and Central areas. I worry response times will increase. Time sat in traffic will increase. Contact with these Vulnerable people will decrease due to tine constraints and high traffic levels. This will adversely affect Staff (wellbeing) and residents.</p>

Object - Temple Cowley	St Christopher's School is in the area is not going to be accessible to people on the catchment area. Will add more traffic onto the road with our lady's school in the neighbourhood. This is going to be more dangerous for all.
Object - Temple Cowley	The traffic this is causing me to be able to just get out my road in the morning is ridiculous. It is not viable for me to walk as I have done a school run on my way to work which unlike others, I have no option but to drive to work. This is not only impacting my road, its impacting the bypass, the surrounding roads of where the LTNs have been installed. This is causing terrible traffic in the city which is increasing pollution by the traffic being at a standstill. The risk of injury is worse, on my road there are children walking to the school at the top with cars having to perform a u turn. Temple Road will now gridlock every morning due to cars being parked on one side and 2 way traffic having to go up and down the road thus blocks me in on my road in Owens way. This will impact emergency services due to road closures and increased traffic on surrounding roads. These are not rat runs they are roads! This is the most ridiculous attempt at creating a low traffic neighbourhood. All you have done is increase it. They need to be removed and other options considered such as one way roads or speed humps.
Object - Temple Cowley	Obstruction. Freedom of movement.
Object - Temple Cowley	As part of a busy family with both parents working full time (one being a key worker at the Jr hospital) we are already very strained with our schedules to drop off, collect and juggle our 3 children as well as get to work on time. These traffic restrictions have impacted our traveling negatively and caused stress we are not in favour.
Object - Temple Cowley	I sometimes use the car to take my daughter to and from school and this will now be incredibly difficult with the roads closed. The route I would now have to take would mean going down Hollow Way and the Cowley Road and back up Marsh Road which significantly increase the journey time.
Object - Temple Cowley	Travel impossible. Traffic being moved to other areas causing those areas to have horrendous traffic and air quality. Please end this experiment now.
Object - Temple Cowley	There is a large build-up of traffic on main roads, causing noise and tailbacks. Journey times are longer.
Object - Temple Cowley	The reason why am not supporting the experimental low traffic is that we have now started experiencing traffic queues by traffic light which is time and fuel consuming hence pollution.
Object - Temple Cowley	I am objecting and asking when the ltns will be removed. I live on one of the busiest roads and since the ltns were introduced there is constant traffic in front of my house, and we are still in lockdown.so imagine how badly the traffic will be affected by the time we finish the lockdown restrictions and all of the area i cannot easily move around with my car and van because it is all closed up journey times locally are longer by 10 mins not 2-3 mins. The LTNS HAVE TO BE TAKEN DOWN ASAP.
Object - Temple Cowley	It's causing long delays for me to get home to littlemore. More traffic in other areas!! I pay for road tax and now the cyclist has full on roads for free! I'm using up more fuel going round to my destination which causes more pollution. It's common sense you dumb twats! Remove the blockade now!!!!
Object - Temple Cowley	I object to LTN as this is taking away the infrastructure from residence. This project contradicts the very fundamental reason this this was introduced to reduce emissions. This has proven to increase emission making journeys longer. With creating a one route into littmomore office a road was to be closed for road works or a collision this would lead to no access to certain roads.
Object - Temple Cowley	1. one of the Council worse decision & ill planned experiment. (A person has been died by not getting the emergency services on time due to blocking of this road experiment) 2. The roads are built with the road tax money which is paid by Vehicle owner. (Not the Cyclist) 3. The person who blocked these roads, should be accountable for wasting the taxpayer money. 4. No one know, when & how this survey been conducted by council. 5. The queue on main roads is too long now because of this experiment which is just a waste of fuel and time.

Object - Temple Cowley	<p>Traffic has been sent onto the main road. To go anywhere we have use hollow way and que for at least ten minutes making us late for school and work. If we had an emergency, it would be impossible!</p> <p>Traffic has been a major problem on the main road - hollow way - and people are using small roads like Wilkins Road and fern hill road to cut through making it very dangerous for our children and even elderly using the roads. Speeding has increased.</p> <p>We have been late for school and clubs on a regular basis since these ltns were installed! An 8 minute journey is now 25 in the morning causing more pollution. And the afternoon journey that was 10 minutes took me almost an hour!</p>
Object - Temple Cowley	<p>As I am someone who works outside of Oxford, driving in and out of Oxford has become very difficult with the increased traffic Cowley, especially on the Cowley Road and Holloway Road. The ease of moving around Cowley has been completely compromised and has become more of a hindrance than a blessing.</p> <p>The LTNs create too much traffic in my area, plus movement around cowley has become very difficult</p>
Object - Temple Cowley	<p>We are not happy with your decision as we get old this house in this area is convenient if we have Access easy to shops doctors etc!</p>
Object - Temple Cowley	<p>Traffic was not as bad as you suggest before. Traffic however on Holloway is now awful and it's only been a few days in. The pictures on the consultation are different to where you are placing the block on junction road - and still are - one shows the top of junction road and one shows the bottom. (and the name of the road is incorrect - says little hay road) If it was at the bottom where you originally said I would be less angry. Already pedestrians and scooter users are walking in the middle of the road - no lights on the scooters and not moving for traffic. The extra traffic on the roads around the ltn are an accident waiting to happen. 3- 10 minutes for and ambulance to get to a house could mean a big difference for somebody severely unwell or in cardiac arrest.</p>
Object - Temple Cowley	<p>complete waste of money stops local residents of getting to where they need to quickly creates more traffic on other roads leading to cars being at standstill. these must go not in six months' time. (now) completely messed up temple cowley for all local residents the local shop will suffer as a result</p>
Object - Temple Cowley	<p>My property is within the LTN and the LTN is restricting access to my house.</p> <p>Walking, cycling or public transport are not options for me to get to work so I am restricted to using the car. It's difficult to get out of the area to get to work.</p> <p>This was never a busy area in the first place, and I don't see the need for this scheme, it's just creating issues for residents.</p>
Object - Temple Cowley	<p>It has made routing around Rosehill busier especially on the junction leaving and towards the Rosehill roundabout. Far more congestion and pollution from cars being sat in traffic. Taking kids to school has doubled in time. It's really hasn't been thought out. It feels more of a money making scheme for the councils given cuts. Please remove the restrictions. This wasn't thought out and not fair!</p>
Object - Temple Cowley	<p>I object to the LTN scheme, as ever since the installation, traffic has tailed back on the main roads in the surrounding area, especially Oxford Road, causing delays and idle traffic adding pollution. Also, 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. Also, I look on to Crescent Road all day every day and traffic still bombs past my window at great speed instead of adhering to the 20mph speed limit! As far as I can tell the volume of traffic also still seems very high!</p>
Object - Temple Cowley	<p>It is causing more traffic on the other roads and you are causing lot more pollution this way.....And not achieving anything</p>
Object - Temple Cowley	<p>not everyone can cycle or walk, i have to drive to Didcot for work and this is adding 2 miles each way making more car pollution and more traffic</p>
Object - Temple Cowley	<p>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.</p>

Object - Temple Cowley	<p>As a Marsh Road resident, yes, resident, I find that these are absolutely deranged methods.</p> <p>First of all, Oxford Road is too narrow. How will you be able to help the emergency services, your ambulance, your fire brigade, your police, help during "emergency situations". I have watched the police be stuck in traffic alongside me for over 10 minutes with their siren. Imagine it was the ambulance that needed to reach to someone in critical condition (i.e. remember covid?).....</p> <p>Secondly, if people are annoyed with traffic or speed or safety, isn't it just a SMARTER situation to put SPEED BUMPS to annoy the usual road offender who would simply have no choice BUT to SLOW DOWN?</p> <p>Thirdly, with the incredible traffic now created by yours truly, it has added 20 minutes of extra time to my commute which I am sure does the opposite for pollution (unfortunately i cannot afford an electric car).</p> <p>Please just think about this. London is different, it works as roads are wider, especially in Harrow so i understand the idea but this is an ineffective way. Speed bumps lead to quieter roads, everyone knows that...</p>
Object - Temple Cowley	<p>I have to drive around Oxford every day as well as hundreds of other professional carers to visit elderly and disabled. This work is not a matter of walk nor bike anymore. Council(s) are stretching the pound and pushing us to do as many visits as possible within as little time as possible. Many "zero hour contracts" carers are not paid for any travel times nor gaps in between visits, yet we are expected to be anywhere in 6 minutes on average. Now on top of all that madness of rush and never ending roadworks they have added these roadblocks deliberately! Functional traffic in the city is as important as circulating blood in a body. Roadblocks are unnecessary clots leading to strokes and heart attacks. Yes, few locals would have quieter street, but in a long run it will turn some city areas into "deadly quiet zones" with life and business disappearing. (Walton Street in Jericho is an example and memento.) Residents' opinion surveys are misleading as naturally almost everyone would like their own street quiet, but wider consequences of measures like LTNs affect mainly neighbouring areas as well as the city as a whole. Concentrating traffic by pushing it onto limited number of already busy main roads is counterproductive. It affects also public transport - buses got stuck in more traffic jams lasting longer.</p> <p>It was also ingenious timing to introduce these measures just a few months before local election.</p> <p>Would be interesting to know who paid the bill for this and how much was it. How many social care clients might have been helped instead</p>
Object - Temple Cowley	<p>Why send traffic further than necessary it creates pollution why not install average speed cameras much more efficient</p> <p>They are happy to build new estates and put more traffic on the approach roads what about those poor people that live there if the supporters don't like it move the road was there before them and if you don't want other people on your street then please don't drive on there's</p>
Object - Temple Cowley	<p>This has made it much more difficult for me to take shopping to my friend in Blackbird Leys, I now have to go down onto between towns road in heavy traffic and back up. I also now have to travel 3 times as far to get to the bypass and on to the A34 to visit my vulnerable brother in Bicester. I would also normally use the bypass to get to work but am now forced on to already congested roads for this journey. Many believe this makes the roads safer for pedestrians and cyclists, but it has just made them careless! I live right by the bollards and people are now just crossing the top of the grates and Gaisford Rd without looking for traffic turning in or coming out. 3 times now I have had pedestrians step out in front of me without looking to see me indicating to use that road!</p>
Object - Temple Cowley	<p>Longer car journeys, moving traffic to another place, congesting other already congested streets ultimately making cars burn even more fuel.</p>

Object - Temple Cowley	<p>The traffic signals are not efficient at all that the queue that forms on Hollow way is ridiculously long. Sometime the lights let 1-2 cars through and other times 6. This I consider a major issue!</p> <p>Parked cars near Bennet Crescent restricts cars sometimes going past as the other side is so busy and therefore causing further traffic.</p> <p>This causes a back log on fern hill road when trying to exit onto Holloway as no one wants to give way due to being in such a long queue.</p> <p>The traffic has become worse since the introduction of these barriers and I can only imagine them getting worse when further restrictions lift.</p> <p>I feel this has not been thought out, someone has not sat there, looked at the traffic, taken into consideration the traffic signals, existing parked marking bays and considered how this is effecting the traffic further!</p>
Object - Temple Cowley	<p>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. Oxford is a city, traffic is to be expected, a more equitable approach to reducing emissions would be a blanket clean air charge (see Bath) that would impact everyone equally not create winners (a few streets with clean air and higher house prices) and losers (everyone else and the businesses/individuals who rely on driving fir their livelihood. Sort out public transport first before continuing with these schemes or introducing anymore.</p>
Object - Temple Cowley	<p>Waste more fuel getting around. Also worry about emergency services - wouldn't like to think if anyone had a time critical emergency such as a heart attack</p>
Object - Temple Cowley	<p>I have observed significant increased traffic on Cowley/Oxford Road and Hollow Way. Also, I believe people on Crescent Road want to get up onto Hollow Way - hence I would support the movement of the barrier on Crescent road to the bottom on the road.</p>
Object - Temple Cowley	<p>Since the LTN has started the amount of traffic on the Cowley Road and surrounding open roads has increased dramatically adding to journey times significantly and consequently pollution in the area due to cars at a standstill.</p> <p>Travelling 12 miles to get to and from work to teach each day should take me no more than 25 minutes however the last few days due to the road closures it has taken me up to an hour and a half and if this continues then I will be forced to look for a new school to work in causing more grief to the school and council etc.</p> <p>The traffic is reaching new levels and instead of decreasing it I feel the new closures have had the reverse effect. It is also causing people so much more stress and anxiety on their commute arriving in the wrong frame of mind to start the day and teach the future generation. This past year has been stressful enough for everyone without this. I urge you to review the huge disadvantages and repercussions these changes are having.</p>

Object - Temple Cowley	<p>If these are to make the roads safe for cyclist and walkers, then this will not work as the following needs to be taken into account.</p> <ol style="list-style-type: none"> 1) cyclist need to make sure there have lights on their bikes between sunset and sunrise, like the law stats and the light brightness legally required and not covered by bags etc. Where I live, I see 80% (and that is being generous, I would say more) ride on the roads outside my house with no lights. CCTV to show it. Also wearing dark cloths. 2) walkers walking in the middle of the road in dark cloths in the dark. Unless I am mistaken but causing a danger to a road is illegal. Please let me know if I am wrong. 3) runners running in the middle of the road. Surprised more are not hit. Again, is causing a danger to the road illegal. 4) Cyclist trying to push past cars because they think they are invincible. The rules of the road need to apply to all users. 5) children to be taught playing in the road is dangerous. This is a town and not a country lane. There are parks and greens to play on. Again, is causing a danger to the road illegal. 6) cyclist should have insurance and tests for using a road just like a car and if they do not obey the rules of the road, then loose there right to cycle, again, we all use the roads. As the don't do test, they don't know the rules of the Highway Code. So dangerous to all other road users. 7) cyclist need to under the traffic light system, I see so many that do not stop and also have hit me while I am crossing from my walks. 8) You are just pushing the pollution to another part of Oxford, also causing more as time/traffic increased in the areas they are pushed to. <p>So, as you can tell from the above. Without these points being dealt with, it will not matter what you do to the road's walkers, runners and cyclist are not going to be safe on the road, they are just causing danger to themselves and others.</p>
Object - Temple Cowley	<p>I'm strongly objecting as this is not a viable solution to the root cause of too much traffic on our roads. All this has done is force all the traffic into one road (Oxford road) causing massive tail backs and higher fuel emissions with all the idling engines polluting the atmosphere.</p> <p>It's also having a major impact on local businesses (local convenience stores have dropped already in takings by 50%) and prevents care workers, mobile health workers, nurses, mobile hairdressers, taxi drivers ferrying vulnerable people, local gardeners and tradespeople etc etc from getting to appointments on time and impacts the care of vulnerable people in need of services and the livelihoods of all of the above.</p>
Object - Temple Cowley	<p>The commute to work around Cowley is ridiculous spending at least 40 mins to get from Temple Road to the Swan Pub. Doesn't matter what time of day I do this. Its pointless shopping in Cowley any more as its impossible to get anywhere.</p>
Object - Temple Cowley	<p>I am raising concerns and objecting to the LTNs in my local area as the traffic it is now causing is immense! While Hollow way is backed up daily. Friday it was from the top all the way to cowley centre. Saturday it was all the way up Holloway to The Slade, in both directions to the ring road and towards Headington. It is worse at school times. Also Cowley Road is so busy due to back log of traffic as all have a knock on effect this is due to the LTNs in Temple Cowley and Crescent Road area plus the ones in Bartholomew Road, Church Cowley area & Crowell Road.</p> <p>As much as was want to protect the environment now ALL the traffic is backed up daily causing more anger of drivers, heat and pollution from cars, more stress for us who work & are trying to get to and from our place of work (car required) and so was can collect our children from school (around our work schedule) something needs to be done as this is a big knock on effect right now & so dangerous for kids and families crossing the roads when you have busy roads and gridlock and irate drivers .</p>

Object - Temple Cowley	<p>The LTNs are doing more damage than good.</p> <ol style="list-style-type: none"> 1. First and foremost, they are a liability to emergency services (ambulances, fire fighters, etc.), which waste precious minutes getting to the site of the emergency resulting in endangerment or actual loss of life. 2. Apropos the above mentioned point: implementing LTNs during a deadly pandemic with bollards obstructing ambulance passage is criminal negligence, to put it mildly. 3. The LTNs have actually increased traffic, air and noise pollution: they have simply moved all traffic (which was once spread across the Cowley area) to the low-income neighbourhoods. 4. They constitute a further obstacle to low-income households to get to their often out-of-town workplaces. 5. They affect large families who can't afford expensive bus tickets, or will take a much longer time to get to school /work /relatives / friends in need due to poor public transport connection. 6. LTNs are a hindrance to elderly, disabled and neurodivergent people who can rely only on their car for necessary and urgent travel. Conversely, LTNs make it difficult for the families / friends / carers of the aforementioned categories to reach them promptly in case of emergency or enjoy their company longer and more often. 7. This project was - as usual - thought out by and for a privileged minority who will be able to enjoy the luxury of having no traffic passing by their homes. Conversely, the little traffic that DID pass in front of their homes, is now diverted ENTIRELY to the low-income areas, with grid-locks forming continuously, on a daily basis. Fumes coming from grid-locked vehicles are hardly beneficial for the environment and people's health. Cycling is NOT AN OPTION for many people, such as the disabled, the morbidly obese, the elderly, neurodivergent people, families with small children, large families. <p>For all these reasons, I believe the LTN project in Cowley should be scrapped in its entirety.</p>
Object - Temple Cowley	<p>This proposal will punish car owners by forcing them onto fewer available routes, without offering any better alternative. Furthermore, this discriminates against people with disabilities who have fewer transport options available to them.</p>

Object - Temple Cowley	<p>The introduction of LTNs has had a very negative impact on my family's quality of life. We already suffered with a heavily congested road, but this has gotten far worse since LTNs have been implemented. I have a five year old and a 2 year old and my primary concern is for their health. With the ruling that air pollution was the cause of death in the tragic case of [name removed] as stark evidence of the harm of living by a heavily congested road, I am extremely worried about the damage being done to my young children.</p> <p>I want cleaner air and safer roads as much anyone but I feel as though the brunt of the traffic is being disproportionately thrust upon those living on the main roads.</p> <p>As a driver, I am spending considerably longer in the car in stop-start traffic which is both stressful and is adding to the problem of pollution. I do not drive when I could walk and resent the assumption that the majority of drivers are feckless and lazy.</p> <p>The division and disharmony in the local community is palpable, as evidenced by strongly polarised social media responses.</p> <p>The LTNs in this area were hastily implemented and poorly thought out. The public consultation prior to implementation was non-existent.</p> <p>In my opinion, Littlehay Road and Cornwallis Road are wide enough to be viable through roads and would provide a key link between Iffley and Cowley. Similarly, Temple Road to Junction Road and on to Crescent Road provide an important alternative route between Hollow Way and Temple Cowley.</p> <p>It seems to me that real change in motorist behaviour must stem from central government policy, such as reducing the price of greener vehicles and facilitating alternative means of transport, such as bike subsidy grants and investment in public transport.</p> <p>Given that the roads are so congested and dangerous for bike users (I gave up cycling as a result of fear and one too many near-misses), and that government advice is to avoid public transport, it seems that these are not viable options for many road users.</p>
Object - Temple Cowley	<p>Increased traffic on Hollow Way. Increased traffic fumes in this area. Traffic mostly stationary for 1 hour from 4pm daily.</p> <p>Due to LTN being installed in temple Rd, Crescent Rd, Salegate lane.</p> <p>Traffic stationary most days in Barnes road due to LTN installed in church Cowley Rd, Little more Rd, Liddle Rd, Clive Rd, Rymers lane.</p> <p>Instead of it taking me 10 minutes to get to Templar's square it is taking 1 hour there and 1 hour back. It is not fair to always penalise the driver.</p>
Object - Temple Cowley	<p>Excess traffic. Vehicles that used to go down Crescent road are now forced to go past my house. Traffic no longer moves freely, and we are experiencing long jams, which means that the pollution and noise levels have increased considerably. It is no longer safe to walk on the pavement as bicycles use it as it is quicker for them. No thought has been given that Hollow Way is a residential road and that some of its residents are unable to travel by foot or bicycle. There are also young families that risk being hit when they attempt to cross the road. There seems to be feeling that Hollow Way is now an inner ring road and when the road is clearer cars and buses regularly travel at speeds in excess of 40mph.</p>
Object - Temple Cowley	<p>These are a joke.</p> <p>They haven't been put on rat runs</p> <p>They have been put on main Rds</p> <p>Littlemore Rd is not a rat run</p> <p>They have caused a lot more traffic problems and more pollution in the areas that the traffic has been pushed out to and is now stationary most of the time</p>
Object - Temple Cowley	<p>The traffic is diverted to another road that is already chocking from traffic.</p>
Object - Temple Cowley	<p>The impact it is causing with excessive traffic on Holloway</p>

Object - Temple Cowley	I HAVE TO WAIT EXTRA HOUR EVERYDAY TO GET TO MY HOUSE WHEN IT SHOULD TAKE 5 MINUTES HOLLOWAY IF FULLY LOCKED AND TRAFFIC STARTS FROM 3 PM TO 8 PM I CARE FOR MY MOTHER AND THE TIME IS WASTED IN THESE TRIPS ARE VERY IMPORTANT ON TOP OF THAT EVERYONE PARKS THEIR CAR ON HOLLOWAY ALTHOUGH THERE IS PARKING RESTRICTIONS BETWEEN THOSE TIME AND I HAVE SEEN COUPLE OF TIMES WHERE THEY COME AND GIVE FINES FOR DRIVERS BUUUUUUT GUESS WHAT NEXT DAY IT HAPPENS AGAIN SO FINING DOES NOT SOLVE THE PROBLEM. REMOVE THIS UNNECCASARY LTN [expletive removed] AND GO BACK TO NORMAL FOR HEALTH AND SAFETY OF INIVIDUALS AND FOR THE SAKE OF THOSE WHO LIVE ON THE STREETS THAT IS FULLY POLLUTED BECAUSE OF THIS NONSENSE. I PUT TEMPLE COWLEY BUT I AM OBJECTING ALL LTNS.
Object - Temple Cowley	<p>As a disabled person who needs to drive due to mobility reasons, every journey I take has been impacted by an LTN. Oxford Road is the main connecting road now, and the traffic displacement to Oxford Road and the other now main roads is at an unacceptable level. The traffic has not evaporated. I am stuck in traffic jams each morning. Dropping my daughters to school (Tyndale and Florence Park), can take in excess of 45 mins. Previously taking 20. I have had to use the eastern bypass to get round the heavy levels of traffic on Hollow Way heading to the Swan. Church Cowley Road is just as busy. This scheme is really not fair on residents of these roads with added traffic, noise and pollution. I have heard others locally explain how their journeys are taking longer and they are stuck in traffic. This scheme has not been thought through, the main roads (Oxford, Rose Hill, Church Cowley) are not designed for more traffic. Traffic lights at some junctions are not set up right. Mini roundabouts at the Rose Hill/Church Cowley Road junction would aid flow, and a mini roundabout at the Newman Road/Rose Hill junction would improve things. I feel cut off as I don't want to go out in the car. 5 minute journeys are now taking 20. I can't even quickly nip to the shops for essentials. Everything is taking longer due to traffic. I am becoming beyond frustrated with this scheme. Please remove the following LTNs - Crescent Road, Temple Road, Littlehay, Rymers Lane, Crowell/Littlemore Road, Bartholomew Road. Segregating areas and cutting off many entrances and exits off areas is not helping.</p> <p>Church Cowley Road is dangerous. Cars parked both sides. I witnessed someone nearly being knocked off their bike trying to pass a parked car as a car was trying to pass them. The cyclist wobbled and nearly fell off. He was an elderly man.</p> <p>Traffic will not evaporate in Oxford. People who need to drive will (without being impeded by LTNs). Some will think of other means but not many. Rainy days are an example of when there is even more traffic!</p> <p>Since non-essential retail opened, the roads have got more and more busy. On Saturday past we were trying to get out of Cowley to get onto the bypass. Cowley was gridlocked. It took us 20 mins to get onto the bypass.</p> <p>People of Cowley and neighbouring wards cannot take this anymore!!!!</p> <p>Please also consider this - an online consultation is not accessible to all. Not everyone has access online or ability to complete. The consultation process should encompass the views of as many residents as possible to see a accurate representation of public opinion of the scheme. I am very aggrieved that disabled people's needs are not being considered</p> <p>I want to find ways to work with the council to ensure the needs of disabled people are met</p> <p>Further more how can you just extend the trial without proper consultation??</p> <p>Under hand tactics and corrupt</p> <p>What about the people who actually live here</p> <p>We are not happy</p> <p>My only in and out being marsh road. This week road works is causing even more issues. I feel trapped as I know what I face when I leave the house. Put yourselves in my shoes!</p>

Object - Temple Cowley	<p>WHY ROADS ARE CLOSED ALL THE TIME?</p> <p>To get home I have to go through all the Holloway and Oxford road traffic and go back up Temple Road home where is another traffic of parents dropping off/picking up their children, pushed to my street due to the closure of all surrounding streets.</p> <p>I am a single mum, I work in the community and have a 3 year old daughter. I must use a car to work. It's nearly impossible to meet my commitments towards work and drop off/pick up my daughter (nursery opening hours are 8.45 am and 2.45 pm). It takes me nearly an hour the route usually completed in 10 (max 15) minutes. In the morning I had to go through all the town to avoid traffic - contributing to the pollution and digestion.</p> <p>I am scared to think of any emergency and how would an ambulance manage to arrive on time in life threatening situations.</p> <p>I have to change my daughter's nursery now because of that issue and I am concerned how it will impact her well-being and mental health as she truly enjoys her current nursery.</p> <p>Very sad that action appears to be implemented without consultations with all local residents. (I have tried to access the link provided in the letter 5 times - all unsuccessful).</p>
Object - Temple Cowley	<p>I feel the LTN's have done nothing but cause further issues. As a university student on placement within the emergency services I have seen first-hand how distributive the roadblocks have been. The aim is to prevent people making short cuts, but what if that shortcut meant a member of the public survived a medical emergency? These roadblocks do not show up on emergency service data terminals meaning for my patient we got to them too late as we could not take a simple shortcut to reach our patient, instead that patient died; I will never know if they may have survived if emergency services were able to go the recommended route. Is blocking a shortcut and ultimately causing more traffic on main roads worth a member of the public's life ??</p>
Object - Temple Cowley	<p>It's caused more traffic and longer journey times and affected businesses and will only get worse once all the restrictions are lifted. From early morning and from 3pm onwards it's absolute gridlock. The emergency services have even been caught up in this too, and it doesn't seem they are aware of the filters and have got stuck trying to get to an emergency.</p>
Object - Temple Cowley	<p>I object to the proposal as it's caused more traffic on the roads which has result in more pollution. There are queues of cars on the main roads, e.g. Oxford road. Our journey to school from Fern hill rd to Union St would normally take about 10mins now takes about 30mins, I am spending more time in the car which cannot be good for the environment. Many local residents feel the same way.</p>
Object - Temple Cowley	<p>Ridiculous congestion, delays, extra travel time and pollution as a result of the LTN trial. A 5 minute journey is now 25 minutes at least at peak times.</p>
Object - Temple Cowley	<p>A 10 minute journey taking my 4 children to school now takes me 40 min no matter how early we leave it's an absolute joke we are standstill, and the queues are horrendous I don't know why you are trying to fix something that is not broken the system worked perfectly fine before you decided to make this mess and waste ridiculous amounts of money! An absolute joke!</p>
Object - Temple Cowley	<p>We have more traffic lorries and cars that now comes down are road before it was a quiet road. We now have parents that park in our parking bays /road to drop off their children for school morning /afternoon because they cannot park outside the school. We now have cars parking in our bay during the day and evening so they have used the permit for the spare car which means when i get home from work i cannot park my car in the parking bay that was provided for our close. Also, i don't bother going down to cowley centre or John Alan centre to shop because of the traffic Jam that Ltn has caused this and now i think cowley will become a ghost town within 5 years and shops and cowley centre will close because no one wants to sit in a traffic jams which means jobs will be lost and unemployment will raise in the area. Plus Ltn is not helping the environment and engines are running a lot longer than normal because of the traffic Jams. HOW IS THE LTN HELPING IT'S NOT!!</p>

Object - Temple Cowley	Significant increased traffic on Hollow Way, this includes air and noise pollution. I am no longer able to make short trips for my children in the car and I'm regularly caught up in traffic jams, not ideal with a 1 and 4 yo. Too young to walk and too much shopping/gear to cycle.
Object - Temple Cowley	Greatly increased traffic. Pollution, congestion, safety for young cyclists on an already dangerous road.
Object - Temple Cowley	<p>I object as this is affecting my health, my mental welling and discriminatory to anyone who is not healthy, old and a led bodied.</p> <p>Since the implementation hollow way has become stand still with traffic. This means as an asthmatic the population outside my own home is significantly great than it was and shocked the council after recent deaths from air pollution find it acceptable that the burden of population is pushed on to some. Not only due to the increased vehicles using the area but mainly due to the constant queue of traffic and stationary engines.</p> <p>This means to travel to and from work (in Headington) I sit on hollow way for up to 30 mins to get home. To drive and collect my great aunt (93 years old - unable to walk and relies on lifts) from Florence park to take to the shops takes 30 mins as I can no longer leave Bennett crescent and turn right due to the continuous stand still traffic. If lucky for someone to let me out it will from Bennett crescent take around 10-15mins to clear the lights to to turn right towards cowley road.</p> <p>Road were built for vehicles not children to play on when we have the luxury of green spaces and parks then to ads should not been closed to create areas children can play.</p> <p>Lived in oxford all my life and so proud of a city that was all inclusive now in cowley it has become elitist for the young, healthy and able bodied.</p>
Object - Temple Cowley	What used to be a 25 minute commute to Harwell now takes me 45 minutes to an hour on a morning. I object to the standstill traffic that lines Hollow Way and the surrounding neighbourhoods for hours. The degree of emissions and air pollution building up is disgraceful and foul, I feel as though this plan was proposed without any thought as to the health of residents living on and around the preferred routes. This evening I have witnessed 3 separate police vehicles attempt to travel down Crescent Rd, only to be blocked and either have to ask pedestrians for the fastest way around the LTN or turn around. Since the LTNs have been installed my quality of life has been significantly impacted.
Object - Temple Cowley	The LTN installations between the Cowley, Littlemore & Rose Hill areas have had the inevitable consequence of making the life of those of us living in other roads increasingly unbearable. The traffic increase which of course brings the associated hidden killer in air pollution is totally abhorrent. This took place with a very, very limited amount of consultation & no evidence of traffic surveys or air monitoring beforehand or afterwards. Both of which are vitally essential to get a fact driven basis on which to make a correct decision. As an avid supporter of alternative means of transport, I am left in a situation where the pollution at my front door and for some distance in the locality is deteriorating daily & harming my ability to undertake pedestrian & cycling options. Do not let this become another Walton St vanity project which is eventually withdrawn showing no benefit to anyone. There are alternatives to enforced LTNs & a proper consultation with the public & some open mindedness by councillors could put those into operation to the benefit of everyone instead of segregating communities. It needs to be learnt that a tick box form is not a consultation.

Object - Temple Cowley	<p>There is no infrastructure to support the idea of LTNs. While I believe reducing emissions and encouraging more people to use alternative forms of transport, Oxford city council has not provided adequate means to do so.</p> <ul style="list-style-type: none"> - Cowley road is awful- it is small, busy and a terrible road. To drive on is not ideal and now there are far more cars creating more traffic and pollution for those who live on Cowley road or just off it. To cycle on is dangerous at times due to the potholes and unmaintained roads. Because it is so small, cars try to overtake when it is not safe meaning it's dangerous. - how are emergency vehicles going to get down Cowley road at peak traffic? There is nowhere for the cars to go to get off the road. - the buses are unreliable, expensive and don't get you to where you need to be - all the LTNs have done is replace the same amount of traffic (which is only going to increase after restrictions ease) onto roads that are not suitable for it; Cowley road is already in need of road works and it's only going to need more repairs leading to more traffic. Residents on Cowley road will suffer because of it.
Object - Temple Cowley	<p>No thought has been given to Littlemore. There are only two ways out now and both are severely restricted. The roundabout has no lights and is blocked most of the day and Newman Road requires a right turn which is largely impossible. People in Littlemore cannot walk with large quantities of shopping, especially, if like my child, you are disabled. There are no direct buses on Sunday to the town centre either, even if she were not self-isolated as she is not vaccinated. Driving has significantly increased in length. Miles are added in traffic jams causing even made pollution. These journeys are not optional. We can NEVER cycle due to mental disabilities. This is discriminatory and ridiculous</p>
Object - Temple Cowley	<p>This trial has now been in place and I cannot see any good coming out of it, traffic on the main roads like Cowley Road and Iffley Road is terrible, everyone spends more time in a car, uses more petrol, emission of CO2 is higher, quality of life of people is worse as it takes longer to visit friends. It's quite obvious councillors are trying to discourage people to own the cars but I think that's not the right way to do this if we fell pushed. People will not get rid of cars until there are affordable busses that take you to the place where you need to go, right now this solution doesn't exist,</p> <p>As a single mother living in Cowley are, getting a car was the best decision. I have more time now to spend with my child rather than losing it for travelling longer to work. It's easier to take my son to his friends, for a sleepover etc. It's so much easier for me to do weekly shopping. What you've done with this scheme is made my life harder again, as it takes me twice the time to take my son for football and then collect him, due to traffic on Cowley Road every day. It also takes me longer to return home after taking him to school, again thanks to the traffic that you created in Cowley area.</p> <p>I don't know who you serve, but you are not serving your residents that fund you.</p>
Object - Temple Cowley	<p>Objecting</p> <p>I live along the Oxford Road Cowley. Since theLTNs have been implemented the slow traffic outside my house is continuous - 7 days a week - all day.</p> <p>My biggest worry is car exhaust pollution because of the stop/start traffic. Car pollution is very detrimental to our health and over time causes serious long-term health problems. If the council is willing to accept claims from residents about their health in the future, then you may need to increase council tax.</p> <p>Look up car pollution and see what affects it has on old and young alike.</p>
Object - Temple Cowley	<p>I am objecting, as a resident in Marshall road the LTN are causing heavy traffic on Hollow way, causing it to block the entrance to our road. This is a particular problem after 3.30pm Monday-Friday and also can cause a problem to get out of our street in the mornings when people decided to completely block the road. If these LTN are being kept in place, then a keep clear area needs to be put for the entrance onto Marshall road for both sides of the road as it's a major concern and we are actually thinking of moving because of the blockages.</p>

Object - Temple Cowley	This scheme creates more traffic and pollution just in different areas that what is was in before. Holloway cannot cope with the amount of traffic being pushed down it now but yet the cars cant go anywhere. For the people living close to these roads its awful and our standard of air quality has dropped. Why is it seen as acceptable to push problems around the city? Why were we as residents not consulted about these plans? You say we were, but we never saw anything? You have lost our vote going forward with half-baked plans like these.
Object - Temple Cowley	I am against LTN because of the build-up of traffic on the road where I live. There is now more congestion and pollution and makes what should be a very simple and quick journey 4 or 5 times longer to complete. I understand that people should walk or cycle more, but this is impossible when you have young children and have far to travel. This is absolutely ridiculous and am amazed that this has even been able to happen.
Object - Temple Cowley	The traffic is seriously congested throughout the day now, especially during peak times. It is causing more pollution, disruption and disturbance to our street. Even trying to cross the road outside my house has become increasingly dangerous as cars are pulling out all the time and speeding up to get around the buses or parked cars that are on the road. What was a short 10 minute journey by car to take my children to nursery in the mornings is now taking 35 mins. My route has not changed for this journey. Just the traffic being pushed onto our roads, increasing travel time immensely!
Object - Temple Cowley	The increase in traffic in my neighbourhood, the time it takes me to travel from my house around Oxford even by bus and the increase in pollution in my local neighbourhood. The local roads have become clogged with traffic due to the inability to take shorter routes, the bypass is at a standstill most days and living in my neighbourhood I feel trapped by the sheer volume of traffic on the roads and the fact cars are sitting in idle traffic the pollution is increasing. The roads are not rat runs they are part of the infrastructure to enable people to move around the city and denying this is ridiculous, the impact is detrimental to those now living on the roads that are seeing huge increases in traffic and pollution - the problem has just been pushed into another area! This whole experiment has favoured the few and the negatives will be felt by way more people.
Object - Temple Cowley	The closure of these roads does not reduce the traffic. It simply pushes it out to other roads and makes them overloaded with excess traffic. We still have to get to work, we can't change that. I live in Kidlington and would have to get 2 buses every morning and evening just to get to work. This would increase my day by at least an hour every day. I pay my road tax and feel I have as much right to use these roads as the people who live on them.
Object - Temple Cowley	I am a taxi driver. And I come across all sorts of customers. There are some customers that want to be at places asap so I can't be taking long routes for them. Short routes are very important for my job role.
Object - Temple Cowley	I feel the road, (including the other roads that have LTNs on) through all the time I've lived in here and driven around the area, about 12 years, have never seen traffic that would need such drastic measures. What about the residents who live in the areas where people have to drive now to get to where they need to go? People have said it's no safer, people can still get out of cars and cause a nuisance, shouting etc Also had to drive all the way around oxford to go to my vets where my cat needed attention, causing her distress, the journey to take an extra 30 mins, sitting in traffic which should have taken me 10. How does that help the traffic problem? For people to be in cars longer using more petrol, and causing more pollution? It doesn't, buses should be run better, incentives to walk more, or bike, maybe spend money on educating the importance of health and fitness, rather than stopping people drive through certain roads causing more stress! It makes no sense. People aren't going to stop driving, so the problem goes somewhere else, making another area bad. Now with road works I literally take half an hour longer in my car for a journey that once took 2 minutes, meaning more pollution to oxford! (Cannot walk easily)

Object - Temple Cowley	<p>This scheme didn't have a proper consultation with the residents because of covid. Since installing all the residents who go to work or school now have a ten minute drive to and from made into hours. This is ridiculous for pollution and congestion.</p> <p>Our company at the bottom of Crescent road joins the local residents in objecting strongly to this stupid scheme. This morning there was a gas leak somewhere in the area and (5/5/21) and no one could go to or from the area. God forbid fire trucks or ambulances might have been necessary. Please for once listen to residents and remove this stupid waste of our money.</p>
Object - Temple Cowley	<p>This scheme is so stupid that I find it hard to accept any right thinking adults could actually try it. It has turned my (and my neighbours) 10 minute trips to and from work and school into a nightmare. People are standing out of their cars every day as they are stuck in traffic jams, taking pictures of the pollution, and wasted time we are all forced into enduring. If you had properly spoke to the residents instead of sliding this through with covid as an excuse for hiding you would have heard their real objections. This morning (Wed 5/5) there is a gas leak which has resulted in huge traffic jams, with engines turned off for over two hours! God help us if this exploded, and a fire engine or ambulance needed to get through. Stop this insanity and give us our roads back.</p>
Object - Temple Cowley	<p>I live in Bicester and work in cowley.</p> <p>This morning it took me 45 minutes to get from Tesco on the retail park to Hollow way cowley. Since the LTN's have been put in place traffic has been really bad around cowley but this morning was particularly horrendous.</p> <p>I don't have a stop start system on my car so God knows how much more pollution I am now creating.</p> <p>28000-36000 deaths a year in the UK attributed to air pollution.</p> <p>I understand what you are trying to achieve here but most people who are using a car around Cowley do so because of necessity.</p> <p>People have less options for routes to get to their destination therefore the roads that are open get congested because they can't cope with the volume of traffic. This in turn causes pollution, stress and loss in revenue for businesses and individuals.</p>
Object - Temple Cowley	<p>The traffic around Hollow Way since the introduction of this LTN is horrendous. We have enough traffic trouble with Learner drivers and students. Why would anyone what to take a bus full of germs and then sit on it in a big traffic jam when they can sit safely in their car.</p>
Object - Temple Cowley	<p>The closure of the roads in this area has forced all traffic onto Holloway. This road was busy before this scheme. Now every vehicle is sat in traffic wasting fuel and time. I feel the way forward is to open all roads to ease the flow of everyday traffic.</p> <p>I feel the idea is a waste of money. The council should be improving road conditions to cope with the increasing number of residents.</p>
Object - Temple Cowley	<p>Environment, traffic</p>
Object - Temple Cowley	<p>The traffic is causing non-stop problems!</p>
Object - Temple Cowley	<p>The LTN in Temple Cowley have caused a huge increase in traffic on Fern Hill road (where I live). The LTN have resulted in congestion and traffic jams on Hollow Road. Motorists are using Wilkin's road and Fernhill Road to try and get a bit of a short cut.</p>
Object - Temple Cowley	<p>Hollow Way traffic is unbearable, the LTNs in Temple Cowley have forced traffic onto a road that struggled to cope beforehand. The area between Hollow Way and the bypass is now clogged with traffic, parked and speeding cars, the whole area is dangerous.</p> <p>Alternatives such as one way, turn left / right only, or making Hollow way one way should be considered instead.</p>

Object - Temple Cowley	I am 100% against this idiotic closure of public highways. The congestion it is now causing on the few roads that can be used during rush hour is wholly unacceptable. It should not take a person upwards of an hour to get from the City Centre to Cowley. My job involves carrying a lot of tools and equipment, so I have no choice but to drive a vehicle. Before these closures were put in place it could take me 45 minutes to drive the few miles from the city due to the other poor states of the city's roads and need for more buses than now anybody needs all you've done is made things even worse! Frankly the council's anti motor vehicle policy in Oxford is plain to see but you've managed to take things to another level, end this pointless experiment and let people use the roads. p.s. instead of wasting money on these needless ventures maybe put those funds towards actually fixing the roads, some of them are in a real state of disrepair.
Object - Temple Cowley	The ltn is moving the problem to other surrounding roads causing chaos. Also, people turning in my workplace drive way are beginning to cause damage to my property.
Object - Temple Cowley	By blocking these roads, you are forcing all traffic onto the main roads which in turn is leaving traffic at a standstill. This is affecting my daughter's education as her school is 5 miles away from home. She normally gets to school 15 to 20 minutes early but now she is constantly late. On one occasion she was 45 minutes late! Her father lives on Fern hill Road and I have to drop her to him and then he takes her to school. Most days it is taking about 15 to 20 minutes just to get from there to the eastern bypass. This is not good for the environment as people are having to wait in queues of traffic and are taking longer to get to their destinations. Meaning more exhaust emissions are released into the air.
Object - Temple Cowley	Traffic on main roads has been substantially worse since ltns introduced. Local residents forced to travel further into more busy roads People travelling along back roads are not 'rats', they are locals or delivery drivers.
Object - Temple Cowley	it has made my cycle to work more difficult. Lots more traffic and more pollution.
Object - Temple Cowley	Ltn cause more traffic queues and more pollution, and it takes longer to do journey for example today it took one and half hour from Holloway to cowley Road stuck in the traffic am more worried about pollution cause by big queues
Object - Temple Cowley	I cannot get to cowley road, Iffley road, town at any time of the day due to the increased traffic on cowley road. Primarily temple cowley junction. I walk everyday past this junction and see 50+ cars queueing all day! If you are trying to do this for environmental reason you are doing the complete opposite, 50+ cars sitting there with engines on for 20-40 min extra per day if having a negative effect.
Object - Temple Cowley	Cause increased pollution as vehicles are diverted miles out of their way and consequently stuck in traffic jams as all vehicles are using the same roadway causing increased pollution to the environment. Increased likelihood of ambulance, physiotherapists, health visitors, fire service, police being delayed; especially ambulance and fire services could cause death.
Object - Temple Cowley	I was using the short cut to go to work and now I must go or come back home from the centre, I make extra miles I spend extra time I feel trapped it really make my family's life harder.
Object - Temple Cowley	Since the road closures in Cowley, the traffic levels have trebled on the main arterial roads. Increased traffic, noise, and pollution. A journey as a career that usually takes just over 5mins to first client in Florence Park area, now takes nearly 30mins!!! (this is during rush hour). Holloway rd is now blocked with traffic from just past the Corner House pub to between towns Road at rush hour morning and evening. More drivers are using Fernhill and Marshall Rd as Rat Runs now, due to congestion on Holloway.
Object - Temple Cowley	Its just making the main junctions and roads even busier (Hollow way, Between Towns Road, Oxford Road, Cowley Road etc) for many reasons: Some locals, delivery drivers have to drive a long way round to get home if they are the wrong side of the barrier. Nobody who lives in the LTN area moved there before they became rat-runs. Did the residents and tax payers who live on Hollow way, Between Towns Road, Oxford Road, Cowley Road etc get a say in the decisions? The traffic pollution is now concentrated in these areas and is worse because of the increased traffic jams.
Object - Temple Cowley	Open the roads to ease the flow of traffic around the city.

Object - Temple Cowley	<p>The LTNs on Crescent Road and Salegate Lane don't reduce traffic, they just push it away to the main road, Hollow Way, which was already very congested and is now awful, even now when many people are still working from home. I imagine it will be untenable once most people are back in the workplace.</p> <p>I know that the idea is for people to use their cars less but that isn't always possible and the LTNs turn a 10 minute trip into a much longer journey, not only because it's physically further but because of the congestion, therefore adding to pollution in an area which already has bad air quality.</p>
Object - Temple Cowley	<p>This is the worst idea Oxford council have ever had. To limit the traffic flow (yeah right) they have made the main roads much heavier with traffic, commuting taking forever and people like me who take pupils transport say on buses for an hour when it is meant to be no more than a 15 minute trip. It is the worst I've ever seen not only is it extra bad at peak times but even throughout the day.</p>
Object - Temple Cowley	<p>The traffic is horrendous !!</p>
Object - Temple Cowley	<p>Cannot drop my kids at the school and get to work on time. Nowhere to park the car outside of the LTN zone.</p> <p>Do not live in walking distance of the school and need to drive the car onwards to work. the LTNs increase traffic in the surrounding roads, and traffic is gridlocked.</p>

Object - Temple Cowley	<p>The reason I am objecting to the LTN in Temple Cowley (and also Church Cowley and Florence Park as they have a cumulative effect) is the complete congestion they have caused. I understand the idea behind the scheme, and I understand there have been traffic surveys, but I don't think they adequately anticipated the knock-on effect. I am a driving instructor (but as I live on Hollow Way I am objecting as an individual) so get to see a lot of the Oxford roads throughout the day. What I have seen is massive congestion on the Cowley/Oxford Road from Glanville Road area up to the police station, Hollow Way from beyond the Horspath Road junction down to the lights on the B480 and Iffley Road from the bypass towards town. This congestion is obviously a direct result of cutting off the alternative routes and actually funnelling the traffic into these roads.</p> <p>In your initial plan it was said that there would be some extra traffic on the main roads but this would subside as drivers found alternative routes. The problem is, there are no other routes; Cowley Road and Iffley Road are the only main radial roads to service South East Oxford and Iffley Road was overburdened before the LTN scheme. The only other two options for anywhere in East Oxford are Old Road and London Road, which again are both overburdened anyway.</p> <p>Another point made in the initial plan was that this would stop people from outside the area using the side streets. However, I feel this is actually penalising local drivers, who know the back roads and how to avoid heavy traffic, and forcing them onto the radial roads which the drivers from outside areas are using, adding to the traffic. This is exacerbated if you live near to a LTN (or even in one) as you may have to take a massive detour for which was once a short trip (yes, the LTN scheme is also trying to promote cycling and walking but some residents may not be in a position to do this).</p> <p>It does obviously depend on your definition of 'outside the area', as it stands it feels like you're from 'outside the area' if you don't live on that particular road.</p> <p>One of the main reasons stated for this scheme was to reduce noise and promote safety on these roads which I'm assuming it has mainly done (although from what I have seen in Florence Park some residents are relishing the quiet roads and are not driving at an appropriate speed). So, the LTNs are now quieter and safer, but what of the roads surrounding these with the increased traffic? Definitely not quieter and, with more emissions, not the safest place to walk. And that's just the immediate surroundings. Outside of this area, after drivers' frustration has built having been held up and they finally have a relatively clear road, some (not all) will make the most of it by speeding away, thereby I feel again negating the effect of the LTNs for Oxford in general.</p> <p>On a final note, Oxford has always promoted cycling and public transport but with the congestion caused by the LTNs buses are now as stuck as cars in these areas.</p> <p>I do like the idea behind this scheme, however I think the implementation was wrong. Unfortunately, I do not have a complete solution, maybe a congestion charge for drivers from outside Oxford, maybe more one-way roads to filter traffic?</p>
Object - Temple Cowley	<p>Since the closures of these roads traffic has been horrendous. I do not drive or own a car and rely on public transport to get to work and I am proud to not be adding to emissions by not owning a car. But since these road closures I am constantly late for work, I can only get the bus at a certain time due to dropping children to school and a journey that usually takes 10mins has taken up to an hour! Which is completely ridiculous. I have now had to pay to put my children into a breakfast club just so I can be early enough to hopefully miss the worst of this traffic. The part that is taking the most time to get through is Holloway Road, it is so busy, slow moving and has multiple traffic lights. The junction at the end of Holloway Road is also usually busy so causes less cars and buses to be able to pass the traffic lights to make the turn near The Original Swan Pub. It has made my mornings and afternoons a nightmare and is costing me money to now place children in extra childcare to ensure I am not late for work anymore. I could lose my job if I keep being late. This is unfair to public transport users who are already taking steps to lower their carbon footprint and the city's emissions.</p>

Object - Temple Cowley	<p>The reason I am submitting my response is the following:</p> <p>Horrendous traffic jams</p> <p>Taking 80 minutes to get to work, when it is a max of 15 mins usually</p> <p>Pollution has drastically increased on the roads that the cars have been pushed onto</p> <p>You say Disabled drivers have access, but the pole requires a key and is extremely difficult to use as you have to insert the key at floor level. If I used this, I would not be able to get down to this level, let alone get up of the floor. It isn't widely know either where you are to apply for this key</p> <p>Obstructing Emergency Services as they are being caught up in the traffic jams and are finding it extremely difficult if they are on an Emergency call - this was experienced on Wednesday, 5th May</p> <p>Pedestrians are put at risk as the cars a moving onto the footpaths to avoid collisions</p> <p>Buses are also getting stuck in the traffic jams, which are making commuters late for work/school etc</p> <p>Dangerous for cyclist as they are also caught up in the misery of traffic jams, less room for cars to overtake them safely and at the right distance</p> <p>All in all, since the LTN have been install, it has caused nothing but misery for commuters</p>
Object - Temple Cowley	<p>Causes worse traffic congestion and pollution in other roads.</p> <p>A few people may benefit briefly but more people suffer so overall we are worse off.</p> <p>There are many legitimate reasons for car use.</p> <p>It's been a dreadful year for many people, especially poorer families. Councils should support people not impinge badly on their lives.</p> <p>LTNs make life even more difficult with a disproportionate effect on low income groups.</p> <p>Instead of wasting money on this awful LTN idea, bring back the marvellous PickMeUp bus.</p> <p>Maybe electric ones.</p> <p>We need better, more flexible public transport NOT LTNs.</p>

Object - Temple Cowley	<p>I must complain in strong terms about the effects of the recent LTN measures employed around Oxford, and specifically the roads in my locality. The measures have resulted in Salegate Lane, Temple Road, and Crescent Road being closed to through traffic. The result is all traffic that might have used those through roads (and yes, they are THROUGH roads) are now forced to use Holloway, Oxford Road, Garsington Road and Cowley Road. The effect on traffic levels on these main roads has been marked, and please do not tell me it is because the lockdown was in place when the LTN measures were installed therefore there is bound to be an increase in traffic post 12th April. And please talk about the vote being in favour of the scheme – as if that is all that is required to allow such a scheme to go ahead. This was a clear case of turkeys voting for a vegan Christmas.</p> <p>The barriers amount to little more than a modern day Cutteslowe Wall, and we all know how divisive and unpopular that became – the irony being of course that the main proponents of the LTN scheme are the so-called liberal left, for whom the Cutteslowe wall was presumably (and rightly) an abomination of socio-economic integration.</p> <p>The measures have done nothing more than create a newly-divided city of haves and the have-nots. The haves being the fortunate people living on the “residential” roads such as Crescent Road and Temple Road who now have no traffic to tolerate other than that accessing houses or businesses on those roads. Meanwhile, for those of us who live on the main roads, we now have to not only take the original share of traffic, which has been substantial, but in a way acceptable (we could have chosen to buy or rent elsewhere), but we also now take the share of traffic which would otherwise have used those roads, now closed.</p> <p>Why should residents in those barriered roads gain all the benefits of such a scheme and those of us on other roads gain none? It strikes me that this LTN movement is no more than an opportunity for certain residents to enjoy maximum benefit from traffic-free roads while leaving others to bear the brunt. Where is the sense of “community” in that?</p> <p>Any environmental agenda is suspect, as all it will do is increase journey times and increase the amount of stationary traffic on main roads waiting at lights or junctions. During the consultation period one of my proposed solutions was to install traffic calming measures similar to those on Howard St and Magdalen Road, but it seems to me certain forces in Oxford are hell bent in driving the car out of the city (literally and figuratively) and leaving a city divided and dysfunctional.</p> <p>Please, I ask you to remove these barriers at the earliest opportunity and reconsider other ways of trying to reduce traffic on the city streets without creating a two-tiered city society.</p>
------------------------	--

Object - Temple Cowley	<p>Hollow Way is now like the M25. Traffic going nowhere, buses and vehicles belching out fumes while stationary for minutes at a time. While in the traffic they are invariably using their mobiles. Everything is slow moving, and vehicles are being turned around to try and find another way through. We can smell the fumes in the house, and as my husband has COPD, and I also have breathing issues, it is only going to get worse for us.</p> <p>.</p> <p>We have 5 schools in the vicinity and although we see some walking, most are still driving the children to school. We have to use a disability vehicle as my husband is paraplegic too and trying to get out of the drive during the day is a nightmare. Worse than that is getting him over the road to get in the car.</p> <p>Why can't we have some sort of camera, even if it is just for traffic light jumpers, and get rid of the LTNs that are obviously stopping the through flow. Our District Nurse took an hour to get here this morning from Blackbird Leys, she said it was blocked solid from Lidl, and seemed to be Cowley Road that was causing the worst problems. This is probably because Crescent Road and Florence Park roads are now No Through Roads.</p> <p>It is now 4pm and I have been seeing the non-moving /slow moving traffic outside for at least 2 hours.</p> <p>Oxford is a nightmare for anyone having to use a vehicle to work there. It's all very well saying catch buses, but they are caught up in it too.</p> <p>We had ambulance cars trying to get through Hollow Way today and traffic pulling onto the paths to let them through. The fire service and other emergency services must hate it now. It is just as bad going onto the bypass.</p>
Object - Temple Cowley	<p>I don't think it has helped at all with the traffic in the roads, made it worse, and for someone who works in temple cowley, it has made it harder to park, as well as more yellow lines in the road, put in below the LTN</p>
Object - Temple Cowley	<p>The traffic in the Cowley area was bad enough without these. It is a nightmare to go anywhere in Oxford now and it's impacting on the quality of life of those in this area. People know that Oxford is a busy city when they move here... If they want to live in a quiet neighbourhood wouldn't it be better to select a quieter location to live in? For the benefit of a few quiet roads the rest of Oxford have to suffer. I speak as a car driver, walker, and cyclist. I don't agree that the other roads and people who live on them have to be filled with pollution from stand still traffic. This scheme is just a disaster.</p>
Object - Temple Cowley	<p>The reason being is that it takes me far too long to get my son to school and for me to go to work and get back from work which was usually a 15 minute commute is now 30 mins in the morning and 45 minutes on the way home. Plus, around the time i get home from work i want to go to the gym which takes 30 minutes to get through traffic. I feel if you were to cut certain LTN's around cowley centre and Oxford road (temple cowley) it would reduce the congestion built up. Sometimes the traffic stretches from cowley centre all the way back to magdalen road cowley road. This is not good enough as If there was an emergency, ambulance/police/fire brigade services will take far too long before the emergency service is still required. The patient will already be dead, the house will be burnt down, and the police will miss the situation they have been called to by at least 15-20 minutes. Furthermore, these cars that wait in traffic for hours on end cause more pollution than when the LTN's weren't introduced. It makes no sense. If the scheme was to promote people to start cycling, we need a wakeup call because we live in Britain where it rains most of the year leading to people driving more. Please take my advice into consideration and unblock the roads.</p> <p>Thank you</p>
Object - Temple Cowley	<p>It is causing more disruption for residents of the roads traffic is diverting down</p>

Object - Temple Cowley	<p>Sadly, I am 72 years old, and am finding it necessary to increase the use of my car, as cycling is becoming too difficult. It is unnecessarily restrictive to prevent residents from entering or leaving Temple Road at the top. I am forced to drive down Temple Road, along Marsh Road, and then up the Oxford Road to Between Towns Road to travel across town to Botley, which I would like to do on almost a daily basis. This detour is A) an enormous waste of time and petrol, and B) adding to the increase in pollution on the Oxford Road, which is now nearly at a standstill for much of the day. My mechanic is Crescent Road Garage. Before LTN barriers, it was less than a two minute drive, and easy for the mechanics to return my car to my house in the Old School and walk back to their garage. Now I have to drive down Temple Road, along Marsh Road, turn left into the queue of slow moving traffic on the Oxford Road, turn left on Between Towns Road, then left into the top of Crescent Road. It is not possible for Graham to return my car as it would take too long for him to drive it around, leaving the garage unattended. I would support traffic humps to slow drivers and discourage those who use Crescent and Temple Roads as cut-throughs, as a quick and inexpensive fix. But ultimately, the City must find ways of cutting down the number of cars, perhaps by allowing ONLY city residents permission to use cars within the ring road.</p> <p>Residents of this LTN area must be allowed access from the top and the bottom of the roads.</p>
Object - Temple Cowley	<p>End traffic barriers in Littlemore and Cowley. End the LTNs</p> <p>The scheme is poorly designed. The area becomes less valuable to new people. New tenants start to avoid living in these areas because of LTNs. The scheme will definitely affect the house value and affect the mortgages accordingly</p> <p>You have ban busses and bicycles from entering some roads; how this related to Traffic or pollution?</p> <p>The LTNs will not solve the issues at all. Traffic is not evaporating, and pollution is not reducing, in a low traffic neighbourhood - what is the point of a low traffic neighbourhood? Unless the actual purpose is to punish people for preferring to use a certain form of transport?</p>
Object - Temple Cowley	<p>This plan is beyond stupid. Much further distances, far more pollution per distance because of jams and going through unnecessary traffic lights, highly decisive among previously friendly neighbours, does not take into account disabled, asthmatics etc. who may even have got a state grant to get a car, so they are mobile! I have been a conservationist since my teens and I'm now 69. I try hard to keep my overall footprint down but now i'm forced to considerably increase it. What's the point of low Energy lights and gadgets when it is more than nullified by these ridiculous LTNs. Many in favour are so because of personal gain. At the ends of each cul de sac they now have the equivalent of private parking. If it works as imagined many more novice cyclists will be forced on to highly congested and dangerous traffic. Many cyclists have been killed over the years but no pedestrians to my knowledge. There is no provision for cyclists like the old cycling proficiency test. Who will take responsibility for the first death or injuries? What happened to the democratic process? Totally bypassed! There are loads more but you have made up your minds</p>
Object - Temple Cowley	<p>A. Traffic has increased significantly on the major roads. B. Commuting time for those on cars or buses have increased a lot C. I cycle, and it is increasingly unsafe for me to ride on busy roads D. I can't take buses or public transportation to places that I need to go and hence the drive reduce car usage doesn't really address my needs. Disclaimer: I don't have a car. E. If the concern is about people speeding through side streets, then we should have traffic calming measures like speed humps etc (eg Magdalen road)</p>
Object - Temple Cowley	<p>Traffic is a nightmare. Getting to work and school has been ridiculous and even after rush hour we have been spending most of our time in the car! There are no ways around it and its not as easy to say walk instead when schools and workplaces aren't local!</p>

Object - Temple Cowley	They are causing the main roads to be very blocked. A car/bus/taxi journey is taking 3 times longer, 3 times more emissions into the air. It is disruptive and senseless. The public transport in Oxford is expensive, unpredictable, and useless. I totally understand there being roadblocks on school roads only, why can this not be a rising bollards at drop of and pick up times. Oxford already had a problem with traffic now it is 10 times worse. It is making vulnerable people even more vulnerable and isolated.
Object - Temple Cowley	Since this scheme has been in place Hollow Way is awful. The traffic is stationary most of the day and the fumes are choking us. Noise is dreadful. Bikes now use footpath as road so dangerous which means I can't go outside without risking being hit - or choked by fumes
Object - Temple Cowley	The LTNs have caused absolute chaos locally, all they have done is push all traffic into a more concentrated area. Accessing simple amenities becomes a nightmare due to heavy queues - I truly believe Oxford Council have messed up here, you are making your extremely high tax paying residents' life's harder - and crippling local business who rely on accessibility. As a resident on Crescent road, I am also extremely concerned for the next blue light Emergency vehicle that needs to gain access to one of the houses - with the new traffic levels on the main roads, which lead to the limited access points to such communities, these LTN barriers could actually prove to have fatal consequences.
Object - Temple Cowley	The LTN are very bad idea, resulting in increased traffic jams, air pollution. There is now no positive flow of traffic within Oxford, rather just long traffic jams.
Object - Temple Cowley	What is the purpose of these and what is the ultimate aim or is it a case of inflicting more inconvenience to the residents then the already engraved situation that we have to put up with daily?
Object - Temple Cowley	They very clearly don't work! I can't get off my street in the morning when I have to drive (not a choice) because the traffic backed up Holloway is awful and by the time, they get to my road they are so fed up they don't let us out. It has added 45 mins to some of my journey times. Trying to solve traffic build up by closing roads is like trying to solve water build up by building a damn!! Clearly it has to go somewhere. It's made my life miserable and very stressful. The stationary traffic here and on Oxford road is causing pollution in my locality that we didn't have before. Blocking roads feels like another infringement of freedom just now as well. Just another restriction imposed on a weary world! I think it's entirely out of order!
Object - Temple Cowley	Holloway in Cowley was always busy now it takes 15 minutes at most times of day to get there the roads around Cowley are now busy all day the pavements in Cowley are not very wide so are now a danger to walk down Some of that are older have difficulty walking so need transport to Doctors and Hospital from where I live you need to leave home over an hour before your appointments for any transport to get you there with all the traffic delays and now pollution from the area that have LNT is now past to other areas People who have to get to work who can't cycle now have extra time travelling So No I Do Not Approve of the LTN
Object - Temple Cowley	Since introducing the Temple Cowley LTN scheme the queue of traffic on Holloway for the traffic lights at the Garsington Road junction often stretches back to James Wolfe Road creating gridlock. I cannot see how this is beneficial for the environment with so many vehicles idling in a queue increasing air pollution. Journey times from my house to Cowley Centre have increased fourfold at certain times of day. So much so that I will be deterred from shopping there which will be bad for the local economy. I also have an elderly mother living in Horspath Road and if I needed to get to her for an emergency my trip will be increased due to traffic in Holloway. LTNs may be nice for the residents living in the streets concerned but they are awful for residents trying to travel around Eastern Oxford and they should be removed.
Object - Temple Cowley	The traffic is considerably worse, and I am worried about the increased pollution

Object - Temple Cowley	<p>We are becoming deeply concerned at the unequal and divisive impact the LTNs are having on the local area and the additional pollution they are creating in the community along the main roads through Temple Cowley, not to mention journey times which have more than doubled since their installation. These delays affect private vehicles, public transport, and the emergency services alike.</p> <p>It now takes us between 1 hour and 1 hour and 20 minutes to drop off our daughter at nursery by car and return home to start work for what was previously a 25 to 30 minute round trip at most. The majority of this additional time is being spent sat in stationary traffic on Oxford/Cowley Road, a route we are now forced to take as we no longer have vehicle access to our house on Owens Way via Temple Road, Salegate Lane or Crescent Road.</p> <p>Of even greater concern, residents in the properties overlooking Oxford Road are now being forced to breathe in the continuous fumes of an endless tailback of vehicles stuck outside their homes so that their fellow residents in the adjoining side streets can live in a virtually traffic free environment.</p> <p>The current situation is completely untenable and is making sometimes marginal improvements for some residents at huge cost to others, whilst making our daily routine as a family difficult, unpleasant and stressful.</p> <p>As a possible alternative to completely removing the LTNs, we would support a compromise of replacing the dumb planters in Temple Cowley with an intelligent ANPR system that maintains vehicle access for local residents only to all streets and/or creating a one way system in Temple Cowley, perhaps with improved traffic calming measures to replace the woefully inadequate sleeping policemen on Crescent and Temple Road that are not high enough to properly slow down vehicles.</p> <p>If none of the above options are possible, then we would strongly favour the total removal of the LTNs in Temple Cowley.</p>
Object - Temple Cowley	<p>I have no choice but to use my car daily, which I shouldn't have to justify, but my horses need attending to daily and my dogs require walking in safe, isolated locations due to one of them being autistic (vet and behaviourist recommended). My daily journey takes me to the ring road. Due to the location of the Temple Road LTN, I now have to travel to Marsh Road, to then double back and travel up cowley road. This has added 10 minutes of driving time through residential streets for each journey.</p> <p>I work in Headington, and my commute time has doubled. I drive for medical reasons, but even if I could walk or cycle, I work shifts, and do not feel at all safe in the dark on local streets. I have previously been followed on my bike and had unpleasant experiences on foot.</p> <p>I struggle to get into the shops locally due to mental health disability and find I can either walk to the shops OR go into the shops, NOT both, so I used to drive, but the traffic is so horrendous I'm too anxious to go into the shop once I'm there. This wasn't an issue before the LTNs.</p> <p>Frankly, due to the poorly thought out positioning of the Temple Cowley LTNs, I feel trapped, and my mental health is suffering. I'm anxious, I'm angry and I'm fed up with no one caring one iota about the negative effects of these LTNs.</p>
Object - Temple Cowley	<p>By putting the road closures main roads getting extra traffic, which causes more pollution & delays. Not a good idea, rather than this road can be make one way streets.</p>
Object - Temple Cowley	<p>The blockages are pushing much more traffic out to other roads, which means all surrounding roads are completely gridlocked much of the day, making huge amounts of congestion and air pollution as cars stand still sitting in constant traffic. Taking our child to school in Temple Cowley had become increasingly difficult. Our child is too young to be able to walk the considerable distance to and from school.</p>

Object - Temple Cowley	<p>The LTNs create more pollution as they increase the amount of congestion on the roads and increase the distance that people have to drive. They make it worse to cycle as all the fast routes for cycling to locations like the city centre now have more traffic on them. Busses traveling to the city centre take longer as they have to use the roads with increased congestion. They kill local businesses as it is harder to access them, so you end up doing all your shopping in the bigger out of town stores rather than popping in on your way home, e.g. the [shop] on Littlemore road and shops in Littlemore.</p>
Object - Temple Cowley	<p>The scheme has been running for two months now. It has significantly and detrimentally increased the traffic on Oxford Road. There are frequent traffic jams in both directions. The recent (May 21) roadworks at the junction with Marsh Road led to stationary idling traffic directly outside our home contributing to visible air pollution. It is difficult (takes a long time) to leave the house in our own car. It is difficult (very poor visibility and having to walk between the cars in the traffic jam) to cross the road to go into Cleveland drive and walk to Cowley Centre shops.</p> <p>I take a daily walk in the LTN area at lunchtime. There are noticeably fewer cars there. But I see no more pedestrians or cyclists. I see no children playing in the streets or "out front". I also still see cyclists on Oxford / Cowley Road - why aren't they using the quiet streets this scheme has supposedly provided for their benefit? So, whilst the residents inside the LTN are enjoying quiet pollution free streets, Oxford Road residents are bearing the ENTIRE weight of traffic and the associated increase in air pollution. There are homes the full length of Oxford Road into Cowley. This will kill us.</p> <p>I previously supported the trial with some reservations, namely the impact on the boundary roads. The promise was that traffic overall would decrease. I see no evidence of this, quite the contrary. It has instead been entirely focused on boundary roads such as mine. I feel increasingly resentful of neighbours within the LTN. I presume they are driving to the ring road ([supermarket], M40, A34 etc), so they will drive the length of Temple or Crescent Road and then double back by driving the complete length of my road. Why are they allowed to jam and pollute the road I live on, whereas I cannot go through theirs?</p> <p>I completely object to the LTN for the reasons above. It is polluting, it has not reduced overall traffic levels just concentrated them on the boundary roads, it is divisive between those in and those out of the zone, it has not increased the number of cyclists or pedestrians. A fairer system would be for EVERYONE to pay a congestion charge or other traffic usage charge. Likewise, why doesn't the council / LGA lobby Google and other mapping companies to downgrade the cut throughs (e.g. Temple or Crescent Road) if delivery drivers are using those to reach the city centre. I cannot support the continuation of this scheme beyond the trial date. It is really unfair, and I don't want to sacrifice my lungs so my neighbours can look out onto the empty wonderland of their street without cars, and also without pedestrians, cyclists or children playing hopscotch in the road as promised.</p>
Object - Temple Cowley	<p>I was initially in support of the experimental LTNs. Having seen them in practice I'm now strongly against them.</p> <p>The LTNs clearly don't work in a small city like Oxford which doesn't offer multiple alternative route options. Despite suggestions to the contrary from studies in much larger cities, the LTNs noticeably displace traffic. They force cars on to one remaining route, resulting in greater congestion, and if there are any problems along that route (roadworks, an accident, etc.) the city gridlocks. I've seen this happen many times since the LTNs were installed.</p> <p>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. And I'd be interested to see stats on how they affect emergency vehicle response times, given the increased traffic and the barriers to access.</p> <p>Part of the problem comes from how and where the LTN barriers have been installed, and some barriers on smaller roads may be more viable than others, where they don't severely restrict route options. But overall, the scheme as currently implemented is detrimental and has made life tangibly worse for me in Oxford, to the point where I've considered moving.</p>

Object - Temple Cowley	The recent LTNs have forced high levels of traffic onto Hollow way we cannot have windows open the traffic is backed up for hours at a time. Drivers getting angry altercations in the street. We strongly object to these LTNs and want them removed
Object - Temple Cowley	Appalling traffic congestion in main streets everywhere - adding extra times to journeys more stress and pollution
Object - Temple Cowley	Since Crescent Road and temple road been closed it has caused significant delays and traffic jams on hollow way. The traffics on Oxford road/Crowley Rd in the morning and afternoon is has quadrupled. Huge traffic queue is not going to make the city greener, instead of 10 mins journeys now take minimum of 20-30mins.
Object - Temple Cowley	<p>This scheme has created unacceptable levels of traffic in the neighbouring area and created too much congestion it us no longer possible for me to drive via my local usual route if via cowley road I now have to go via Headington area sometimes other times even if I want to use the bus traffic congestion is so but it is like a nightmare living and working in the area</p> <p>Traffic has also now started using my road as a shortcut and the overall result is traffic is simple diverted to all the neighbouring areas people are spend more time stuck in the traffic in hollow way Wilkins road Horspath road Oxford road and cowley road and between towns roads I cannot get to my GP surgery easily on temple road any more unless I am fit to walk.</p> <p>I feel this is us a crazy idea as this simply makes the surrounding neighbouring areas more congested and polluted with fuels from extra traffic stuck in long queues on the main roads and on fern hill road and Horspath road trying to join hollow way as a shortcut</p>
Object - Temple Cowley	The traffic has just been moved on to the main roads causing absolute chaos at peak times making it a nightmare to get out of my road and the queues of traffic pumping out pollution who ever thought this was a good idea is obviously brain dead. People don't do rat runs people know the quickest routes in their local areas. Disabled people also need cars to get around do the council want us to go back to horse and carts or would they pass to much methane. The LTNs are creating more pollution more queues affecting everybody they are ill thought out and should be removed ASAP!!!!
Object - Temple Cowley	I live on the Oxford Road opposite Benfield and Loxley and the traffic building up outside our home is ridiculous in the morning afternoons and often early evening. Getting out of the driveway can take an age at worst 15 minutes! Only to be sat non-moving for often 10 minutes. My mother uses a wheelchair and sticks for mobility, so car is our only mode of transport. This is untenable. We also have to keep windows closed at these times because of traffic fumes. This experiment affects all in our household negatively on a daily basis. We and everyone else on the Oxford Road were clearly not considered important when this decision was taken. I haven't had asthma since my 20's but I'm noticing this symptom coming back.... Many more people shall have asthma by the time this experiment is reviewed!
Object - Temple Cowley	The amount of traffic created on the main roads has considerably increased and all journeys now take longer. I have also seen a number of emergency vehicles struggling to get through
Object - Temple Cowley	It's probably been said many many times already, but since the start of theLTNs, the area where I live and surrounding areas has seen so much disruption. Traffic has become unbearable, constant traffic, pollution in concentrated areas, just to name a few of the problems caused by LTNs.
Object - Temple Cowley	Because of the LTNs, I keep arriving at work late as every day is a different kind of traffic. The LTNs make all driver take the same route which unfortunately causes all of us to be late. It used to take me less than 20 minutes to arrive at work on the other part of the city, but now I have to leave 1.5 hours early to make sure I am on time. This was not a good idea and all drivers are paying the price.
Object - Temple Cowley	Complete waste of time, money and resources creating more problems than they are trying to solve. The initiative To reduce emissions is only causing more congestion and further releasing of more harmful gases, ultimately and ironically adding to the initial problem. Traffic times have more than quadrupled during rush hour with much more of a domino effect than just that. One of the many issues the LTN cause

Object - Temple Cowley	<p>*They have caused a massive build-up of traffic which is at a complete stand still every single day, this runs from Barnes Road to Cowley Road and includes the roads that join to on to it. This has made my family late for school and work.</p> <p>*The traffic build up has made my son's teachers late for work on a number of occasions, so the class has to be covered by untrained staff until the teachers arrival.</p> <p>*Recently my son was due to be assessed by an educational psychologist but she was caught in the traffic leading to the school caused by the LTNs and missed the appointment that we had fought for a year for.</p> <p>*Recently my baby had to be rushed to A&E and instead of taking our normal very quick route directly along Crescent Road to Holloway, we were forced to go along the Oxford Road and sit in traffic for 20minutes with my sick child falling in and out of consciousness. When I finally arrived at the John Radcliffe Hospital the doctors told me that if it had taken any longer to get my son their things would have been extremely serious for his condition. I worry about other people that are in need of the emergency services whose lives may depend upon those 'cut through roads'.</p> <p>*The constant build-up of traffic is causing us to use extra petrol and to pump extra emissions into the atmosphere every single day.</p> <p>*I have heard the arguments that the people who are pro the LTN's make that the build-up of traffic will result in people leaving their cars at home and instead walking or cycling, however as someone who has a disability and is unable to walk and cycle instead I feel like this is a very discriminatory attitude and selfish way of thinking.</p>
Object - Temple Cowley	Ltn only caused a lot of traffic. Oxford became very congested because Road users can't use some of the roads due to the roads been blocked
Object - Temple Cowley	I strongly object to the LTNs as they are bad for communities as they make it harder to travel around the local area, bad for the environment as they have increased traffic congestion and caused traffic jams and lastly are extremely harmful towards the local economy.
Object - Temple Cowley	im objecting because i live just of Holloway and the traffic along Holloway has increased and my road is being used as a rat run, i also have elderly parents who live in temple rd that i care for and use my car to ferry them to appointments, do their shopping and cleaning now this has been made harder and more time consuming because i have to go out of my way to get to their house. MY SUGGESTION TO EASE TRAFFIC IS TO STOP THE SCHOOL RUN MAKE CHILDREN GO TO SCHOOLS IN WALKING DISTANCE SO THEY DONT HAVE TO BE DRIVEN IN its proven when schools out the traffic is much quieter
Object - Temple Cowley	BECAUSE makes journeys longer than they should which will produce more damage to the environment using cars and making rush hour longer than it should be as that os bad enough as it is.
Object - Temple Cowley	<p>I am objecting because it has drastically increased my travel times, thus increasing fuel consumption, and impacting the environment more negatively.</p> <p>It is clearly not working and is just directing traffic onto main roads, making the traffic unbearable, as well as, making it harder to visit relatives and friends.</p> <p>Overall, it is creating more traffic as routes are more limited now, therefore, more carbon emissions being dispersed into the atmosphere. And also travel times being significantly increased, so I fully object to the LTNs.</p>
Object - Temple Cowley	Crazy idea creating more pollution and congestion
Object - Temple Cowley	I find the LTN restrictive to me. I am concerned that the LTN limits the access into my residential area into one route only. What would happen if there was an issue with roadworks on that route? How would people access into their own roads? I am finding the impact on the neighbouring main roads to be extremely problematic, traffic jams, condensed pollution in those areas now. The LTNs hasn't reduced traffic levels just moved them into other areas. Which are then impacting on the main routes themselves. LTNs should benefit residents are not detrimental to them. I find there are too many LTN bollards in each area.
Object - Temple Cowley	Traffic knock on effect is unbelievable and lockdown hasn't even ended properly yet.

Object - Temple Cowley	Increase in traffic and pollution on other roads and journeys are longer.
Object - Temple Cowley	I previously drove up Temple rd to get my daughter to Tyndale school. I now need to travel up Hollow way. The traffic both at the beginning and end of the school day is terrible. Drivers are frustrated and driving more dangerously as a result.
Object - Temple Cowley	The impact for some is good but for others it is horrendous, traffic jams, fumes, noise, if there is a major incident on any of the main routes now, bus breakdown, fire, road works etc with the traffic snarled the delay in the emergency services getting to the incidents could result in someone losing their life. Rethink needed.
Object - Temple Cowley	I am objecting this proposal because it slows down my commute to work massively. I often need go and gather supplies for my business however since these obstacles have been placed. It has again slowed me down. The build-up of traffic causes me distress.
Object - Temple Cowley	Traffic has increased on main roads, journey times have increased due to heavy traffic, journey distance has increased to try to get to houses due to not knowing which side of a barrier the houses may be
Object - Temple Cowley	The traffic across Oxford in Cowley and East Oxford is horrendous and all because of the LTNs. The air quality on the roads has deteriorated so badly you can feel it when walking along.
Object - Temple Cowley	The LTNs have pushed all traffic through the area to a select few roads. As such, the congestion is at ridiculous levels. Some residents enjoy absolutely no traffic outside their home, whereas I now have an unprecedented amount of traffic outside mine. This does not seem like a considered and fair approach for all residents of the area. The increased pollution in the area is another obvious side effect. The increased levels of traffic now double my commute time to work. For a number of reasons, I need to drive to work, so cannot be forced into waking or cycling. At peak times these roads are at a standstill, I cannot see how this is an improvement in any way.
Object - Temple Cowley	I drive to Oxford daily as I work at one of the big hospitals. I find all of the experimental LTNs in and around Cowley very frustrating, badly thought and planned and it is causing havoc on other major roads. My journey from home to work used to take 45 minutes, now I am lucky if I arrive at work after an hour and a half because of other traffic these LTNs have caused, causing more emissions which I know Oxford are keen to improve. Instead of LTNs, speed cameras for example could be used to manage traffic speeds to make it safer for all road users and pedestrians, including children near schools. More Zebra crossings could be installed near schools, there are not crossings down Rymers lane leading to the school which I am very surprised about. There is a lot more that could be done to make these roads safer for everyone but doesn't seem to have been thought of. Taking these roads out completely for commuters isn't the answer and I know there have been instances where emergency vehicles have had their emergency lights and sirens on (so responding to an emergency) and have had to divert when the approach an LTN barrier. This is not acceptable and could cost someone their life.
Object - Temple Cowley	I live in Hollow way opposite Crescent Road and since the change's travel time is horrendous due to traffic. Took 25mins from my house to bottom of Holloway last week so now I go into Oxford up Hollow way along wood farm road then old road, Morrell avenue etc to get to town which is a longer route. Pollution where I live is higher as traffic is higher and at a standstill so more again pollution. My wife is disabled so unable to use public transport, so car is my only option. I could on for ever, but the council has made a big mistake with no thought for people who live in these areas.
Object - Temple Cowley	I do not support theLTNs. I have 2 children, 1 attending St Christopher's and 1 attending St Gregory the great, i live in blackbird leys and have to use my car to drop both off to school and go to work and because of the LTNs the journey to both schools are taking longer hence affecting my job also as I can't make it on time as there is now more traffic on the road than there was before theLTNs were put in place.

Object - Temple Cowley	The LTNs are ill thought through and disastrous. Not only do they displace the problem of traffic noise and pollution onto other roads, but actually makes 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. It is no accident that out of term time there was never a traffic problem. I am a socio-economic impact assessor by training and have assessed numerous road projects domestically and globally, but really none of this is rocket science to work out.
Object - Temple Cowley	I use cowley road for my child's school run and my work is on Temple Road. The traffic got much worse since LTN started and access to work is nothing but stressful.
Object - Temple Cowley	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	I cycle and have young children however completely disagree with the Ltns in our area; they have just moved traffic onto roads which have no capacity to support such high levels of traffic. We are now trapped within our own road as getting out of our road results in going into heavy traffic roads. When we do have to drive eg take our baby to nursery/garden centre we take a ridiculous length of time making a simple journey: cars are now on the road longer causing more pollution. I am not sure what the problem was in the first place and would have thought that traffic calming measures if used properly may have been a better solution. I can't believe you haven't consulted with residents on this, and a small group decided that this was a good idea: it isn't and as a cyclist I would rather be able to cycle in areas with less cars rather than polluted and congested streets! Please remove them they are ridiculous!!
Object - Temple Cowley	I live adjacent to all the LTNs and they mean that the traffic has significantly increased on all the routes I have to use to get around my local community with a toddler. I work outside of the city, so alternative transport isn't an option for childcare drop offs etc. and I am now often stuck in unmoving traffic. Trying to get out onto Hollow Way in the morning is impossible. The air quality is worse because cars are sitting with their engines on in the traffic. My journeys have sometimes increased by up to an hour, which uses more fuel and contributes to pollution. I am not a commuter using rat runs I am a resident of Oxford just trying to get my toddler to childcare and get to work on time.
Object - Temple Cowley	The LTN has severely increased the length of time it takes to get in and out of the area. The traffic has now been pushed to Hollow Way and Oxford Road which are much slower as a result. Temple Road was already very quiet as there is no time saved by using it if coming from Oxford Road or Cowley Road or Hollow Way. But as a resident, it is considerably slower to get anywhere. I do not see any benefit to the LTN, and I see considerable down sides to people outside the LTNs who now have increased traffic and pollution. It is not fair on them.
Object - Temple Cowley	Diverted traffic causing havoc in Fairfax Rod, Rupert Road and Cranmore Road. Especially bad in Wilkins Road.

Object - Temple Cowley	<p>1. The LTN is causing massive traffic jams and increased pollution due to the standing traffic on roads that vehicles are allowed on. As there is no alternative offered the scheme is purely moving traffic from one road to another - there is no reduction in traffic.</p> <p>2. The LTNs cause social in-equality. I live on one of the roads that should "benefit" from the scheme, however I find it very socially unfair that people living on the Cowley Road, or Between Towns Road should have increased traffic at my expense.</p> <p>3. As a single female I also am very afraid to walk around the area I live in during the evening due to the LTNs. As the roads are closed there is no traffic, therefore making me much more of a target on empty streets. During the last few weeks when the LTNs have been in action I have been followed several times and am now too afraid to walk around my own neighbourhood alone. I have had several friends experience the same thing. As nothing happened the police have not been interested, however this is a direct link to the LTNs and makes the roads much less safe at night.</p>
Object - Temple Cowley	<p>I work in a local school and have found that Holloway Road is gridlocked and takes me 30+mins to get home. The pollution along this road is also becoming rather toxic now there is a lot of sitting traffic both ways.</p> <p>When I bike it's really dangerous because of all the traffic and busses and pollution makes me feel sick. Therefore, I have to drive.</p>
Object - Temple Cowley	<p>There is increased traffic on Oxford Rd, so I have problems leaving my home when trying to enter the flow of traffic on Oxford Rd. I spend much more time in my car, in traffic queues with the engine idling trying to return to my home. The air quality around my house has deteriorated due to all the traffic - I can smell exhaust fumes in my home.</p> <p>The traffic no longer flows, the scheme has caused traffic congestion by forcing all cars to use the same roads. We now drive further distances and spend longer. This will not encourage me to use a bicycle or walk because I cannot transport children, luggage, shopping, dogs etc. The busses are no longer efficient because they are also stuck in the congestion.</p>
Object - Temple Cowley	<p>1: The traffic queues along the Cowley road and Hollow way are awful. Most of the cars, lorries etc have their engines running just waiting in gridlock- It must be awful to live on those roads.</p> <p>2: In order to get to my daughter's house in Temple Cowley we have to drive right down the Cowley Road to drive back up to her place, an enormously time consuming journey wasting fuel and polluting the environment at the same time.</p> <p>3: My daughter dare not cycle into Oxford because although the roads she has to go along at the top are fairly safe the Cowley Road and the Plain are death traps and unavoidable. This is despite all the last lot of "improvements" that I'm sure cost a fortune and took a long time but basically throws the cycles right in the path of buses, cars and other vehicles- Have any of the councillors ever watched what happens or tried to get around themselves?</p> <p>4: We have had to change GPs from Temple Cowley, after being registered there for 30+ years because of the terrible traffic.</p> <p>5: There was no consultation about this with people in the county who use these roads. My daughter also did NOT get a questionnaire for her opinion and surely people who live in the area should be consulted before making major changes like this.</p>
Object - Temple Cowley	<p>They are increasing congestion on the main roads. Congestion, pollution, and noise displaced from elsewhere now reaches out home.</p>
Object - Temple Cowley	<p>I'm a taxi driver and it's difficult for me to get to the address I want</p>
Object - Temple Cowley	<p>The reason why I am objecting this decision is related to the domiciliary support given to the elderly population of Oxford. The care worker supporting this people daily covers a big area of the county and they cannot use bikes to do their job, which means they have to drive through the neighbourhood to visit their patients. This LTN scheme is making us drive more miles (which the taxpayers have to pay), is delaying the care delivered, putting patients at risk of taking medication on time, fulfil their nutritional needs, regarding diabetes and other diseases. This scheme is also putting more traffic stress on the surrounding areas, as people are driving stressed because of the delays.</p> <p>Oxford it's a cycling city, with lots of cycle ways. Drivers are used to drive alongside bikes, so the squeme does not makes any sense.</p>

Object - Temple Cowley	<p>1 Travel to work-now a danger as all traffic are forced to take Newman road and the width makes turning into difficult and allowing only three car movement on to Rose hill either way so close to Round-a bout, A danger</p> <p>2 Isolation from Cowley Centre for shopping, i.e. disabled.</p> <p>3 The increases in congestion and pollution due to LTNs</p>
Object - Temple Cowley	<p>It is a terrible idea to close all of the side roads now traffic CANNOT flow freely it is backing up on Holloway Road my road Fernhill Road</p> <p>And it is unsafe for my children travelling to school as people are not driving safely as they are being made late because you have shut all of the side roads</p> <p>The build-up is causing major pollution in those areas</p>
Object - Temple Cowley	<p>Theses LTN are taking traffic on to the Cowley road causing long tails backs from traffic lights by swan pub. This means people from Cowley rd have to suffer from poor air quality due to stationary cars. Also, Cowley rd isn't big enough for amount of cars that are now travelling through it. People living off side streets off the Cowley are having paying with their health, their money and their time. This ridiculous scheme needs to end. This money could be spent in improving the poor state of the roads, so cyclists don't have risk their lives on pothole Riddle roads we have in the area, have more e-scooter in city so people don't drive and make public transport cheaper give. Give people option don't force into some they don't want.</p>
Object - Temple Cowley	<p>As a car owner these has caused me longer journey times, and since everybody are being deviated to the same routes long traffic queues resulting in road congestion and heavier traffic fumes. I can see no benefit to these LTNs they should be immediately removed.</p>
Object - Temple Cowley	<p>Previously, getting to the Oxford Ring road from my house was very quick and easy. Now it takes a lot longer and involves going through at least 2 more sets of traffic lights. It means a lot of extra time and mileage to get to work, get to the shops on the ring road, go anywhere. At present as you know there is less traffic due to Covid restrictions, I dread to think what it will be like when traffic increases with the easing of lockdown restrictions and all traffic is forced onto a small number of routes. A few years ago, there were road works on the ring road, and I had to get up and leave 15-20 minutes earlier to get to work for a few months. This was a nuisance, but I understood that it needed to be done. To have similar inconvenience because the council blocks off roads is not acceptable.</p> <p>I never thought in a free country a council would block off roads making life inconvenient for their residents, tradespeople etc..</p> <p>There wasn't a problem with traffic here before, there wasn't much traffic in the road I live in before the LTNs.</p> <p>A report on the BBC https://www.bbc.co.uk/news/uk-england-oxfordshire-5659084 states that foldable bollards have been set up after ambulance delays. But why should residents, delivery drivers, tradespeople be delayed? This imposition of inconvenience on road users is unacceptable. Everyone has a right to go about their business, whether pedestrians, cyclists, motorists driving cars to get to work or visit friends and families, tradespeople with vans etc.</p>
Object - Temple Cowley	<p>Close the LTN because it dangerous</p> <p>So we paid money for LTN to close road it we still paying road Tax you would be on the back</p>
Object - Temple Cowley	<p>These LtNs are creating lots of queues of traffic and pollution on the main roads. My mum lives in Cowley too and is awaiting a knee replacement and has no choice but to drive, which she is also struggling with. Sitting around in traffic queues is causing her a lot of stress and she is spending more time at home due to this. This is not good for her mental health. My son attends Tyndale school and I work in a hospital in Headington. The traffic on Holloway is extremely busy in the morning when I drop off and also when I collect him. I also note that at the traffic lights by Old Road this is also extremely backed up. With plans for more LtNs in Oxford how is anyone meant to travel.</p>
Object - Temple Cowley	<p>Increases traffic, which is worse for the environment, makes journeys longer, more accidents on the road, unfair on other roads where traffic has increased.</p> <p>Every single journey now taken is twice as long.</p>

Object - Temple Cowley	The LTN should not be tested in my opinion. Is causing far too much traffic on the main road. How do elderly people get home after shopping and how will the ambulance get into the streets to get people to the hospital? Perhaps a bollard should be an alternative to what I currently see in place.
Object - Temple Cowley	More traffic, longer journey times, more pollution.
Object - Temple Cowley	Loss of parking spaces Reduced income for the local shop Increased traffic on cowley Road So far, no significant benefits This LTN has significantly decreased my quality of life. I have a mobility problem and feel trapped in my home. Using any of the local amenities has become incredibly problematic. I can't go anywhere without sitting in traffic. I have to add 45 minutes to all my hospital appointments for the new traffic, which affects work. [local councillor] doesn't listen to feedback. I've never disliked a Councillor more. It seems clear he believes in a mythical change in people habits and has no interest in listening to the actual reality of constituent's lives. These LTNs play to the middle class and adversely affect people in low income jobs, and small businesses. So disappointed in labour. COWLEY IS NOT WALTHAMSTOW. You've harmed the community.
Object - Temple Cowley	I cycle almost everywhere in the city, as much as possible. I have been and am adversely affected as a cyclist by the huge increase in slow moving and stationary traffic around Iffley Road, Cowley Road, Abingdon Road and the city generally, caused by the closure of through routes which enabled better traffic flow around the city. I occasionally drive, when I need to transport bulky items or to help friends who are moving. Driving in the city, which has always been difficult, has been made much harder. The alterations to road layout which have been made over the last two-three years have made the roads much more confusing for all road users, with usable road spaces which are too small for two cars to pass safely in many places resulting in swerving into cycle lanes. The addition of closure of through roads in the Cowley area makes travel around the city really inefficient, and results in drivers using additional fuel to travel around obstacles, which increases emissions, journey times, fuel consumption and adds to congestion. These issues affect me both as a cyclist and as a driver and are a source of significant frustration and concern.
Object - Temple Cowley	Traffic on Hollow Way and Oxford Rd has increased since the LTNs have been installed. There is unbearable congestion and air pollution which is unfair on people living around the perimeter of the LTN on the main roads where traffic is displaced to.
Object - Temple Cowley	I object to the proposal as this has led to considerable traffic queues. I have taken 20-25 minutes to reach Florence Park, whereas previously it was 5 minutes or less. This has certainly led to significant issues. Moreover, once the pandemic is over, this scenario is going to worsen. I understand the rationale around LTN, but a middle ground approach must be reached. For instance, in the temple cowley area, would it not be possible to make Temple Road and Crescent Road a one-way street only?
Object - Temple Cowley	I feel like Im trapped where I live now. I used to have 3 possible routes to come and go and now I only have one and is the longest to where I work and where I do my shopping. Im literally spending extra hours per week on the car plus the petrol consumption and extra contamination. It's made my life certainly worse and Im considering on moving out of this city entirely cos its totally unfair and the supposed gain is not justified at all.
Object - Temple Cowley	Strongly against this program. Cowley Road is congested that leads to increased pollution. My usual journey took 3 mins, but now it takes me 15 mins to get my home from the Swan. Due to increased traffic, it becomes more dangerous with cyclists.
Object - Temple Cowley	As a parcel drive in this area, I participate in traffic a lot due to roads closed which I could avoid using alternative routes. It is increasing my fuel and time spend per parcel and significantly reduces my earnings which is below national minimal now.

Object - Temple Cowley	I strongly object to this terrible experiment. As a single mother who uses the public roads to take kids to school it on average takes me three times longer. This not only increases pollution but creates a more dangerous road atmosphere. I've agreed with my employer to reduce hours but 5/6 hours less a week means a lot to me and my family. The idea to keep students happy completely ignores the interests of the residents of Oxford. The town becomes less welcome to people that live here. Again, and again the idea of white middle class residents who don't need to work dominates the agenda. We women of colour who have to work for living need to overcome the obstacles artificially created for someone's experiment.
Object - Temple Cowley	It brings more traffic in the area. Staying longer in traffic means there is so many emissions transmitted. If we pay road tax and we can't use the road what is the point? Additionally, now people park their cars next to the barrier not even considering the yellow line. The road that so much money was spent now is a play area for pedestrian, cyclist and motorcycle.
Object - Temple Cowley	The LTN on my road means that I have to join onto cowley road in order to get to work every day which adds around 15 minutes each way to my journey for no reason. This is a huge inconvenience as Cowley Road has recently had a lot of roadworks and has hindered my commute.
Object - Temple Cowley	<p>You have pushed the traffic on to those in the lower socioeconomic category. People who live on Hollow Way are being extremely mistreated- it is abuse to increase the traffic this much outside these homes.</p> <p>And children have to cycle and walk to school (4 schools off this road) and their safety has been sacrificed for the ltn label. Some politicians in leafy Wantage wants a quick way to up her green credentials and doesn't care about these children or their families.</p> <p>Increased traffic means increased risk of accidents. Higher pollution levels. Higher noise pollution. Increased road rage. And this is what the people in and around hollow way are suffering.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>This needs to be reversed ASAP. Sort out the traffic by creating good infrastructure first and subsidised public transport.</p> <p>Do not just make the travel worse and tell people to cycle. Sort out the public transport first.</p>
Object - Temple Cowley	I'm against very strongly. Why are they not only in the school hours if they lent to increase safety? Despite that they cause Increased traffic on the street, blocked Hollow Way and standing traffic on Cowley Rd making the bus and car commute impossible. I cannot use bicycle due to my reduced mobility. I have caring responsibility for my granddaughter, who is 3 years old and who is too little to cycle herself. We go by bus to the nursery because we moved to the area recently and it's not so easy to change the nursery. Anyway, cycling with the traffic looks dangerous.

Object - Temple Cowley	The LTNs have had a massively negative effect on my family's quality of life. We are now pinned into our area and when we do need to use the car, we find it painful as we are forced onto a single main road with all other local and non-local traffic causing gridlock and mass pollution. Oxford road is now unusable most of the time especially when there are constant road works. Getting a bus is also painful as we just sit in traffic. We never asked for LTNs and do not want them. I have lived here for 16 years and traffic is liveable. What we cannot tolerate is speeding. Which is why I recommended proper maintained speed bumps on Marsh, Crescent and Temple road. You're not helping locals by closing roads, you are impeding us. We cycle most of the time, but when I have to use the car for emergency or in bad weather I more than likely get stuck on Oxford road or Holloway. I even had to abandon my car recently when collecting my children from nursery in bad weather. If u insist on LTNs, then you must allow locals access through them. The other issue we have is constant heavy goods vehicles now getting stuck in Temple Cowley causing chaos. In summary, the LTNs are a disaster and must be removed and proper maintained speed bumps introduced.
Object - Temple Cowley	I'm objecting because when going to work I'm late due to the extremely long traffics and to school wake dropping of the children and it the shortcuts make it easier to get through with no traffics
Object - Temple Cowley	I am objecting to the LTNs because it has caused an immense issue and frustration traveling and getting to places. I'm a diabetic patient with young children so I have to visit the hospitals and doctors often. The LTNS have caused a disruption in mine and children's life as getting to even the doctors or hospital takes more than 40 minutes. A trip to anywhere even takes way longer than expected due to the the increased traffic since the LTNs have been introduced. The negatives of the LTNS far more outweigh the so called benefits of having them.
Object - Temple Cowley	the scheme reduces permeability for all modes of transport and limits quality of life for people due to increase congestion on the main roads. these are suburbs and do not have all amenities people require and have to go elsewhere. air quality would suffer due to more congestions, increased stop and start.
Object - Temple Cowley	Causing severe delays and congestion to other roads
Object - Temple Cowley	Cost Traffic delay around cowley area and surrounding area, the roads has been closed they was like a traffic breathing lungs of cowley are, because of traffic delay other areas are not environmental friendly.
Object - Temple Cowley	When traveling to/from my property I have to go out onto Cowley Road (heavy traffic to go out) and queue through two sets of traffic lights when I should be able to go directly onto Holloway from my property. This scheme is adding congestion and traffic on already congested roads and provides me with no benefits.
Object - Temple Cowley	Since the introduction of the road blockages the impact on the major roads around cowley and up into Headington have seen a significant increase in the level of traffic and the time taken to travel through these areas. The blockages are not reducing the traffic just corralling the traffic into specific areas where the air pollution must be impacted. The approach which we are told is to reduce the use of cars in Oxford and air pollution is not a viable solution as you are just moving the issue to other areas of the city and some might argue that you are making air pollution worse not better. For those people with disabilities or mobility issues taking to a bike is not an option that works so surly you should be looking at how you can move people to electric forms of transport and I do not mean the electric scooters.
Object - Temple Cowley	Has caused a massive increase in local traffic around the area where LTN have been installed. Does not seem to have discouraged anyone from driving. Has made it extremely difficult to get in & out of my street (Owens Way).
Object - Temple Cowley	Absolutely useless idea. Just congests other areas.
Object - Temple Cowley	I'm affecting by heavy traffic due ltn So I'm really against of this now always traffic on cowley rd

Object - Temple Cowley	<p>In my experience as a 10 year resident of the Temple Cowley area, the Temple Cowley LTNs do not reduce traffic in the area they simply force traffic onto the existing congested Cowley Road/Oxford Road & Hallow Way.</p> <p>They do not appear to reduce pollution - the first stage of my own daily journey from my home on Temple Road to the Junction of Crescent and Hollow Way used to take approximately 1 minute. It now takes 6-7 minutes in first or second gear (when moving) - producing more pollution in the local area rather than less.</p> <p>The creation of cul-de-sacs is a huge disadvantage to the residents trapped on the wrong side of any wide vehicle stopped in the road - bin lorries, ambulances and building supplies flatbed trucks have all caused chaos and stress for Temple Road residents in the last months.</p> <p>This disadvantage was even greater during the recent road works on the Cowley Road/Oxford Road</p> <p>There is no traffic lights to control the exit from Temple Road / Crescent Road areas via the Marsh Road onto the Cowley Road - this makes it extremely difficult to get onto the Cowley Road at peak times - lengthening the time sitting with engine running</p>
Object - Temple Cowley	Objecting as local traffic now on the main highways and causes congestion and pollution as sat queuing to get somewhere when it took ten minutes now takes double that.
Object - Temple Cowley	This makes no difference to whether I need to use my car or not, has made travelling anywhere very stressful and has added many miles and minutes to journeys. The traffic conditions on the few roads that are accessible have been awful - these are residential roads too. There have been a lot of motorbikes using the closed road as a rat run and a lot of resident and delivery vehicles turning in the area near the barriers. I've noticed more traffic noise near my house since this was installed.
Object - Temple Cowley	The LTNs are very inconvenient. They cause slower journey times to my work, gym, the local shop, my scuba diving club, friends, the petrol station, the Post Office, the dentist. They are causing traffic jams on Oxford Road and Hollow Way. They are damaging local businesses as I now often shop online, as I don't want to have to sit in traffic jams, so I get things delivered instead. They slow access for emergency vehicles.
Object - Temple Cowley	Ltn makes it more difficult to get to my house. Since there is one access road to my house, I've already been stuck few times on my street because someone was blocking it: garbage trucks, lost hgvs or illegally parked cars and there was no other way to get there. Reducing traffic on one road causes more traffic on other roads and oxford's infrastructure is not prepared for that. Bollards are only blocking cars anyway. There are hundreds of motorcycles passing through them daily.
Object - Temple Cowley	Access to cowley retail park and temples Square is now severely restricted. Due to these restrictions traffic in other areas leading to the aforementioned areas has increased exponentially causing considerably more pollution - something the Council wants to reduce!! The questionnaires sent out were obviously sent to the residents of the roads that were to have LTNs installed which is obviously extremely biased. You have failed to include those people further afield like Rosehill, Littlemore etc who would have voiced a different opinion. When people protest in Oxford about these ludicrous schemes it's time to listen to what everybody says not just the biased few.
Object - Temple Cowley	The planter in Junction Road needs to be removed. Having just one route, (Marsh Road), in & out of Temple Cowley is creating congestion, increased journey times & greater pollution. I work with 3 others as gardeners, all travel in my vehicle and for us, it's a nightmare. I have customers around Temple Cowley, reaching them now involves an extended journey via Oxford Road, often stuck in stationary traffic. Journeys to and from customers further afield (Marsh Baldon, Burcot, Long Wittenham), are also extended in the same way. I believe that the current measures are doing far more harm than good, both for the residents of Temple Cowley and for those living on Oxford Road and that removing the Junction Roadblock is the only sensible solution.

Object - Temple Cowley	<p>If I have to go to work where I was taking max 15 mins by car now its 30 mins because 20 mins, I have to stuck on oxford road or Cowley. I have to waste most of my time by stuck in traffic because of this stupid and silly idea who ever even consider it. The person who gave this idea or people who even enforce it from council should think how much time waste is happening. Even Saj Malik said it's a wrong idea to put LTN on the roads. It is a pain in the back. All the traffic now goes via cowley road towards town or oxford road towards by-pass which was already busy. We are suffering and effected by this stupid roadblock idea. Imagine if you stuck in a traffic and also using the taxi fare will become so high. In case of emergency services can't reach us on time as they use to. Utterly a non-sense idea and problem for the residents. I asked many of my neighbours they said they hate it and don't want it. It's enforced by council why? Only couple they said they are happy coz they don't go to work and retired or miserable.</p>
Object - Temple Cowley	<ol style="list-style-type: none"> 1. The funnelling of traffic to fewer roads with the extra congestion/ pollution affecting those using/living in these streets. 2. The extra distances to travel/extra pollution to reach properties in the LTZ's. 3. Concern about delay in getting emergency services to area affected by LTZs. 4. The streets belong to all not just those that live on them. <p>Traffic and pollution now increased on the open roads in area - did not need to close roads to predict this. Not able to get to my elderly father easily who lives in Crescent Road. Consequently, visits now less. Concerns about the speed/ease by which emergency services can now get to my father.</p>
Object - Temple Cowley	<p>Although I am a cyclist, walker & runner, and therefore appreciate what you are doing to encourage less cars, the current situation with no entry for cars in Temple Road, Crescent Road, & Salegate Lane goes several steps too far. We can now only get out of Don Bosco Close using one route which is frequently too crowded. This new system renders Hollow Way & Cowley Road far too busy - actually impossible & impassable</p>
Object - Temple Cowley	<p>This is what my parents say to me and my experience. They have found the LTN very difficult and oppose the system in place.</p> <p>They feel isolated, they miss the social element of drivers going past their home. They are scared if they require an ambulance the LTN has created a delay in getting to them. Living at the corner of crescent close has meant traffic is increasingly turning at this point, lorries particularly are struggling to turn around. The pollution has increased which has affected their asthma management. They have seen other carers having to leave their transport to walk down the road to get to individuals to provide meals or care.</p> <p>They are anxious that visitors cannot get to them easily or in an emergency. As a carer to two elderly parents having to visit on a daily basis my journey has increased adding an additional two miles to visit them plus the time stuck in traffic.</p> <p>The main Holloway road and surrounding roads have become grid logged and traffic is often at a standstill. Therefore, making people's lives miserable.</p> <p>There appears to be little evidence of people using their bikes or walking more or less pollution since the LTN. People are frustrated by being unable to drive or park in their community. Going to Templar Square has limited parking so eventually people will no longer use their local community and contribute to the local economy.</p> <p>The LTN has been put in place during a Covid 19 pandemic, which has resulted in this trial not being a reflection of the true impact on the community. As after lockdown this system is likely to be further tested.</p> <p>Not everyone can walk or cycle or want to and will need to use their car. Whilst some local residents may consider LTN a good solution the roads are for the many not just for the few. Therefore, we oppose to LTN.</p>
Object - Temple Cowley	<p>Increased traffic on main roads making it harder for employees to get to work. Many live in areas where public transport is difficult and two are registered disabled. Recently it has taken longer for staff to get into work. Students also come by bus and buses have been significantly delayed.</p>

Object - Temple Cowley	Traffic is a nightmare on main road, I agree with some ltns (Salegate, Beauchamp road) but Crescent road, and little more I don't
Object - Temple Cowley	I have not found that youths are able to use the streets for more social outdoor activities as a result of the LTNs. I have found that the LTNs worsen traffic in the main streets of Oxford.
Object - Temple Cowley	The LTNS have made all my journeys significantly longer. They now mean that there is only one way to get out of where I live and therefore the traffic on that road has hugely increased. I am using more petrol for every journey. The LTNS have not reduced traffic or emissions, they have simply moved them to other streets which is unfair. Please remove the ones in temple cowley. It is unfair that I only have 1 way to leave my house now all because some over privileged people requested this. I also have concerns that it would delay the emergency services in arriving to our street if needed.
Object - Temple Cowley	It's totally blocking the only way to City Centre for people living in Blackbird Leys and Greater Leys. We have very small amount of shops and other amenities in our area and many of us do not consider anymore as "living in Oxford". With all restrictions and parking prices we prefer to go to Abingdon for some shopping and leisure time as we are more and more blocked in the way to get to City Centre. It looks like we are only allowed to go there for making the coffees and cleaning toilets, not for use City Centre for pleasure or shopping.
Object - Temple Cowley	- Longer routes home with more traffic - Inconvenience - Challenging for the emergency services
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 where as before this wasn't an issue with the through roads. I also worry that there is economic privilege - where those who live on the main road are less privileged, cheaper houses etc and therefore they have to deal with the pollution and traffic, in comparison to a now very middle class Florence park area, who will have clear roads where their children can play and not experience the same level of pollution, this is not okay in my opinion and should be surveyed/ looked into more.
Object - Temple Cowley	I live in this area for the last 16 years and all those problems never was an issue to me personally also never was an issue to most of my neighbours. What is the objective picture? Where is the raw data? How many people get injured on those roads? How they get injured, by car or by they own mistakes without involving a car. What the air pollution was there before the LTN? New modern cars much more eco-friendly than it was 10 years ago, why pollution increasing? How do you measure it? How many people complain about the traffic, are they retired, or they are working and have to travel every day many miles to work and back? Where is this data? It must be open to the public in one place. In my opinion LTN create more traffic on main roads and create more air pollution because cars are staying long in traffic than usual, the bus service is slower and not on time. It was dangerous for cycling on a main road before and now even more. Travel back home from work takes much longer. Services struggle to get to my place.
Object - Temple Cowley	Traffic has been pushed onto other roads without considering the effects. Yes in the LTN the air quality is better but it's not better elsewhere. Traffic has drastically increased. I work in the community in healthcare. I have no choice but to use my car to provide the service I'm employed to give. But because of the traffic issues it increased my travel and distance- causing further pollution. I often need to travel between Littlemore and blackbird leys (and beyond) but now its considerable increased. Since this has been, I action I've seen parents just letting their children (brats) just walk in the road and not caring when cars are approaching so this hasn't improved safety I actually live in the areas affected - yet no consideration has been given and it's been hell. But we're the little people actually having to deal with it do what do we know

Object - Temple Cowley	<p>1. That it merely displaces the traffic especially onto the ring road resulting in longer journeys, more emissions whilst waiting in queues etc.</p> <p>2. There has been no investment in actual alternative provision e.g., cycle lanes, improved bus timetable so it does not reduce traffic overall which under a climate change/green plan should be the main intent.</p> <p>3. The temple Cowley LTN has cut off the whole of Littlemore from all of the services in temple Cowley (shops, dentists, doctors, library, cafes, banks, health visitors and midwifery services etc etc) and since there are no services within Littlemore it disproportionately affects residents and further isolates and excludes them from the rest of Oxford city.</p>
Object - Temple Cowley	<p>I was originally neutral but am now opposed. I use a mixture of public transport, walking and off-peak driving.</p> <p>The problem is that the LTN just forces all the traffic onto the main road, which creates pollution and slows down public transport.</p> <p>Also, if there's an incident or roadworks there are no safety valves leading to long traffic queues, more pollution and slower journey times, especially for buses. I literally only have one route into and out of my street and many people are now in the same situation.</p>
Object - Temple Cowley	<p>The closure of the surrounding roads creates a bottle neck where all traffic convenes. Larger vehicles, such as trucks (delivery, bin truck etc) block this bottle neck allowing no traffic to leave or enter the area. This is not only annoying on an individual level, but also potentially dangerous. It also means that all traffic must exit onto Cowley road, which was already an area known for bad traffic. Queueing up Cowley road has added, on occasion, almost half an hour to my journey. This is unacceptable!! I can see no benefit to the current low traffic area.</p>
Object - Temple Cowley	<p>People have to drive longer routes to get to places. In some cases what used to a 4 minutes' drive for me is now more than 10.</p> <p>Also, it is blocking what I consider to be a main street - Crowell Road.</p> <p>What it means in turn is that there is more congestion along Iffley Road, and more risk of accidents since people are driving for a longer duration. Pollution is made worse. Drivers are more stressed out. Emergency vehicles have to take longer routes.</p>

Object - Temple Cowley	<p>During the process of implementing the LTNs around Florence Park & Cowley Centre no consideration has been given to the residents of Littlemore and the impact that the LTNs would have on our community. I live on St. Nicholas Rd and we did not have a single newsletter, leaflet, etc informing us of the major changes that would be happening. These changes have CUT US OFF from the amenities closest to us, mainly Templars Square, as not all residents can walk/cycle.</p> <p>In Littlemore we do not have NHS Drs, Dentists, a pharmacy, a vet, or an optician. A large number of our local residents receive some kind of social support (either living in council flats or being elderly relying on carers to make daily visits). If you check the Littlemore Live Facebook group you will see a very large number of residents airing their concerns about limited access to Temple Cowley for those who are not able to walk, cycle, or take public transport. Care workers and family members who look after the elderly are horrified by the traffic congestion and how limited access to the Littlemore area is by car. As one Facebook user rightly said, of visiting their 87 yr old mother in Littlemore, that they cannot cycle/walk from Bicester and their journey is needed as the elderly family member relies upon them. It is awful to hear stories of the elderly and vulnerable suffering due to reduced road access to Littlemore.</p> <p>We are also “kettled in” due to roadworks on Oxford Road, and soon roadworks begin on Newman road too. This means the only way of accessing Littlemore will be via Sandford. This has serious repercussions for emergency services who will have to take a longer route to access Littlemore. Only 2 years ago there was a fire in the flats on St Nicholas Rd, I dread to think what would have happened had such a fire occurred now with LTN’s in place and with road closures rife in our area. I think it very likely a response time would be compromised, resulting in serious injury or loss of life.</p> <p>The displacement of traffic means that Littlemore is now a “rat run” for residents accessing Long Lane, Van Diemens Lane and the housing in the borders of Temple Cowley and Littlemore. Previously this traffic could take alternate routes. At Newman Road, which has an extremely poorly laid out T junction, traffic backs up and it is dangerous (turning right to Rose Hill - poor visibility, speed of traffic coming up Rose Hill and coming off the bypass roundabout). Now the 3A busses have to access the Kassam via Newman Rd too causing even more congestion along narrow roads that are full of potholes. I would dearly like to know what the bus company and the drivers have to say about taking this route.</p> <p>Finally, more houses are being built in Littlemore. Housing is going up on Armstrong Rd, and apparently planning is approved for more housing along Railway Lane. This will make traffic even more pressured as car users divert around Littlemore trying to avoid the LTNs.</p> <p>I have lived in East Oxford since for almost 30 years, 11 of those being here in Littlemore and I feel genuinely claustrophobic due to the implementation of LTNs and the road closures. A start would be to remove the LTN at the top of Crowell Rd allowing those who need it to gain access to Templars Square.</p> <p>I have seen proposals for a Slow Traffic Neighbourhood around Oxford instead of LTNs. I think this would work very well in/around the Cowley/Littlemore borders as an alternative to LTNs.</p>
Object - Temple Cowley	<p>It is astounding that any single person could consider the LTN introductions as productive. They have created traffic in abundance, they have caused cars to be on the road for longer due to travel further to get to local locations, the LTNs have caused traffic not only locally but afar. Because of people planning to get home different ways, it’s causing traffic in Abingdon Road and consequently from the A34.</p> <p>This is without the considering of the approved planning permission for templars square and the new building being erected now.</p> <p>With more people planning to visit the location, it will be chaos. Why are we trying to rectify a problem that doesn’t exist, exactly the same as implementing parking permits? It’s a money scheme and some people in a cheap suit and tie making decisions because they are bored and have no concept for real day life. Crazy</p>

Object - Temple Cowley	The scheme is not helpful at all forcing all traffic on the main roads causing terrible traffic delays and the carbon emissions must be really high! I can't understand the logic behind this scheme and am very concerned for access for emergency vehicles
Object - Temple Cowley	It causes too much traffic build up around Cowley, Holloway & Florence Park. Makes no difference to carbon emissions as more cars are now stuck in traffic so causing more fumes as no one can get anywhere. It hasn't improved traffic at all it's only made it worse.
Object - Temple Cowley	More traffic jams. Difficult to reach destinations. Increased travel time. Decreased trade by local shops. Increased speed of cars bikes and scooters within ltns is dangerous. Residents combining can no longer exit area easily. Vastly increased pollution.
Object - Temple Cowley	Ltn's in theory are good but from a practical point of view unrealistic and cause more issues with traffic congestion and bad air quality. They push all the traffic that might use the roads that are closed to the main route roads, IE Cowley road for example in a traffic nightmare causing delays and congestion, this also affects bus routes into town. The amount of congested traffic using Cowley road must have had adversely made the air quality in this area worse, has any air quality surveys been done, if yes has this detail been publicly communicated. Traffic using ltn roads was not particularly that bad and there was certainly no congestion on those roads.
Object - Temple Cowley	It increases my travel time to work, pick up my kids and isolates Littlemore, potentially impacting my property value
Object - Temple Cowley	It is terrible for everyone living in Littlemore, we have been boxed in and can't reach essential places like doctors/ dentist/ hospitals and shops. It affects the poor/ disabled, the elderly and young families and the poor. It has increased pollution and traffic. It's cuts us off from the poor transport which is already bad in this area. It is designed by smug people who don't live here so they can themselves have nice neighbourhoods. I am so shocked at how the council gave total disregard for people in Littlemore and it shows the arrogance of Oxford city council.
Object - Temple Cowley	This idea is an absolute joke Well over an hour to get to and from main shops, costs of taxi doubled due to time taken, congestion absolutely everywhere, all we see is worse traffic, more traffic related issues, It's a disgrace, who ever thought this was a good idea should hang their head in shame.
Object - Temple Cowley	Shoppers now avoid the area. Traffic jams are worse Ridiculous idea
Object - Temple Cowley	I object to the proposal because it is now even more of a nightmare to get down Holloway since the LTNs. I regularly travel to Iffley to care for a family member and now have to go all the way around the ring road; if it is rush hour or there has been an accident this can take a very long time and sit and wait with all the traffic heading to the a34.
Object - Temple Cowley	We have been cut off from being able to access our home in the most efficient way timewise and emissions based. It has resulted in extended journey / increased emissions when coming off of the ring road from the west ie, coming back from Botley, Abingdon etc as we have to clog up the top of Iffley Road/Henley Avenue to turn right at the lights and go down Church Cowley passed Cowley Centre and then Barns Road whereas previously we could go down Newman Road to Bartholomew Road and then a short section of Barns Road to home. Bartholomew Road is considered a main route for Littlemore and Blackbird Leys residents and is not a 'ran run' road as you have implied and should not be blocked. Having this LTN just pushes all of this traffic onto other roads and really doesn't help the situation elsewhere.
Object - Temple Cowley	They are a ridiculous inconvenience and have achieved nothing but making traffic much worse in other areas and delaying everyone who actually has places to be!!

Object - Temple Cowley	<p>My initial response to the plan was ambivalence faintly clouded by a feeling that it was wrong for me to benefit by pushing a problem onto someone else. Having experienced the restrictions for a while now I am utterly opposed. Motorbikes are not and can't be blocked by the bollards, and cars still come screaming down the hill so they must belong to people that live here or who visit so often that they might as well live here. Even turning left out of Marsh Road can now be purgatory at times, especially with impatient right-turners pushing their way across. The congestion on lower Holloway is ridiculous, the air pollution there must be over the legal limit most of the day.</p> <p>Since, when heading townwards, I walk or use public transport, I am always made to travel unnecessarily further down already congested roads when I use my car. A trip to Crescent Rd Garage is certainly quicker by foot than by car nowadays, but since a visit to the garage usually requires the presence of my car I now, instead of going up the hill and turning left, have to drive the wrong direction, turn left onto Oxford Road, across two pedestrian crossings, over two sets of traffic lights, turn left up the appallingly unsuitable Holloway, turn left again into Crescent Road, and only then do I have the advantage of being able to reverse out of the garage at the end of my visit without having to look both ways.</p> <p>No one will thank me for this but it must be obvious to the meanest of intelligence that Crescent Road is no less suitable for traffic than Lower Holloway, Temple Road I would say is even better suited to traffic but is unfortunately accessed by the highly unsuitable Salegate Lane, but then, it's also glaringly obvious that Horspath Road is more suitable than any of them and if it was open to the ring road would immediately allow the estates either side of it direct access to it instead of sending them out onto the obviously unsuitable Holloway. Yes, I know Holloway is supposed to carry that kind of traffic, but it obviously doesn't. Maybe these decisions should be made by people looking at the area instead of looking at maps.</p> <p>Could I suggest that Temple Road be made one-way from Cobbler's Knoll downhill to Marsh Rd, Crescent Road should be one-way from Marsh Road to Holloway, Junction Road should be one way downhill to a mini-roundabout either way down Temple Road, and Salegate Lane should be one-way from the Church car park down to its junction with Temple Road, then remove the present pedestrian crossing which lazy pedestrians can't even be bothered to walk up to and replace it with camera detector/pedestrian controlled traffic lights at the Salegate/Holloway/Fern Hill junction? And while you're at it, make the Horspath Driftway left turn only onto the ring road and Open Horspath Road To Through Traffic Again!</p>
Object - Temple Cowley	They're a hindrance more than a help a just bottleneck traffic onto the main road.
Object - Temple Cowley	Longer journey times, more congestion, more pollution, more money spent on fuel, impossible to get kids to school and then to work on time, the whole idea is a massive mistake.
Object - Temple Cowley	<p>This scheme has pushed the traffic down to Littlemore and with only a couple of exits, the roads are often gridlocked. The pollution is horrendous. As an asthma sufferer I struggle to breathe when walking along Newman Road. The contrast between those streets inside the scheme and on the edge is palpable.</p> <p>I am disabled and find this scheme discriminatory in that it has significant impact on how I manage to travel. My car journeys are necessary, they are essential for my work as a Mental health support worker in the community. I cover this area. It makes my journeys longer between visits, with traffic in some areas and having to take a detour around others.</p> <p>I strongly oppose this scheme and would urge the council to reconsider to one that actually reduces pollution.</p>
Object - Temple Cowley	<p>LTN around the Cowley and Littlemore area are ridiculous you can't get anywhere without sitting in traffic for over 30 mins at a time. The population levels in Cowley are through the roof affecting people's health and mental wellbeing. The roads with LTN aren't safe as the motorbikes charge through them also people walking and cycling in the middle of the road as they don't understand why cars are using them to get to their homes or businesses. I have seemed first hand emergency vehicles not get to these areas safely or quickly either.</p>

Object - Temple Cowley	<p>I don't even have enough typing space to express my feeling son any of these LTNs. Where have you got the money form to do this? Yet its excuses after excuses why road conditions street signs etc to why you can't afford to fix and resolve the issues already there. The idea of the LTNS is separating community's it's causing massive disagreements between people.</p> <p>There are many many ways to solve Oxfordshire's problems without placing road blocks on the roads we pay our tax to use.</p> <p>These roads were built to be used and to spread out congestion across Oxfordshire. Complaints from the residents ONLY about noise is selfish. Were all in the same boat we all live in a city. It's busy it's got lots of traffic. People chose to live here people brought homes In them areas so they will just have to suck it up.</p> <p>What about equal rights?</p> <p>I'm a mother myself and I want children to be safe yes but I'd like to see more effort than blocking roads for cyclists! Florence Park can be turned into a one way system and so can Beauchamp Lane.</p> <p>Few more speed bumps put in and zebra crossings! Church cowley school needs a zebra crossing (why isn't there any lollypop ladies)??? I went there as a kid and we had a lollypop lady!</p> <p>It worked!</p> <p>Rosehill school put a zebra crossing or a lollypop lady there again !!!!!</p> <p>Oxford has done loads for cyclists already. Stop shoving our freedom out the window if we want to drive, we can if we want to bus, we can if we wanted to walk or cycle, we can.</p> <p>It's a joke coming of Rosehill roundabout and trying to get to littlemore. And go to cowley centre from the Eastern bypass it backs up so much and cuts of the centre it's a massive dead end it's centrophobic. You can't even call that a rat run.</p> <p>Reduce our car tax and petrol prices if you're going to stop us using roads they are built for.</p>
Object - Temple Cowley	<p>Why do we pay road tax for when you are closing all these roads, and many of us are un-able to go round and use more fuel and cause more traffic jams , although you do not listen to the people just your selves . And why do you do not do in the Upper town where you live (Summer town by the big expensive houses) , or just us normal people who pay your wages,</p>
Object - Temple Cowley	<p>I am very sceptical of the good that is being done by this initiative as i observe every day that traffic is not reduced in the area because it is merely diverted to neighbouring roads. That means that the people living there are getting more roadside pollution than before, which defeats the purpose. I don't observe a big difference to daily life, just a build of traffic elsewhere which affects us all. Also concerned for local business which are being adversely affected for example in Crescent Road as they don't pick up passing custom.</p>
Object - Temple Cowley	<p>As a resident of Newman road, which was extremely busy prior the LOW TRAFFIC experiments and the recent road works that does not give priority to vehicles entering Newman road! Newman road is now experiencing even heavier traffic flow! which is now dangerous 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.</p> <p>Residents have had their cars damage due to large vehicle's such a 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.</p> <p>The council need to opened the road leading to Templers square, on the cowley road to ease congestion due to current road works that are now delayed, for the safely of the public and easing dangerously high congestion that has already resulted in a car collision!</p> <p>Please advise to whom residents can put vehicle damage claim caused by road closures and the low traffic experience!</p>
Object - Temple Cowley	<p>It puts too much pressure on Marsh Road and Oxford Road. Additionally, I object to local traffic being characterised as rat-runs, I think this is patronising and offensive.</p> <p>I find that these closures have added to my commute by 10 minutes and probably cause more pollution due to increases in standstill and idling traffic.</p>

Object - Temple Cowley	<p>There was not a problem with rat running in Temple Road, apart from the school traffic, which the introduction of 'school streets' seems to have solved</p> <p>I have to drive twice as far to get to the ring road (which seems a fairly legitimate reason to use a car, or even a taxi - there are many places outside the ring road that are hard to access by public transport) - Marsh Road can be extremely congested, as can the Oxford Road - both of which are notably busier and neither of which are conducive to safety for cyclists or pedestrians, and do not reduce pollution</p> <p>Travelling across the city has also become more problematic and time consuming e.g. Temple Cowley to Botley, which is not an easy route to walk, cycle or bus</p> <p>Why weren't cycle lanes or pedestrian crossings introduced first or at the same time ? E.g. Oxford Road where the road is too narrow to share with cyclists, with an upward incline, there could possibly have been a pedestrian / cycle pavement share? Or the well-used pedestrian crossing at the top of Temple Road which is simply a set of bollards could be improved for safety</p>
Object - Temple Cowley	Increased traffic on other roads. Increase in pollution on other roads.
Object - Temple Cowley	<p>I object to this as it has increased traffic on main roads as more people are forced onto the same roads making them drive more recklessly. Also it has made it more difficult to get to areas such as cowley centre to the point we no longer go there as the traffic is either so horrendous to get in or we have to add miles to our journey to be able to park anywhere.</p> <p>It has also made it more difficult to visit friends as again we now have to go out of our way to get to part of a road that before had 2 way access to it.</p> <p>It also seems that it is stopping emergency services being able to get to where they need to go quickly therefore costing people lives. Not everyone is able to get public transport/cycle/walk everywhere. As a mother of 2 children under the age of 2 it not possible for me to get 2 buses with a double pushchair and the shopping I require then 2 buses back home so please think before you isolate people as I no longer go to meet friends at Cowley Centre because of this.</p>
Object - Temple Cowley	<p>I object because Holloway and Cowley road from shell up to 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 !!!</p>
Object - Temple Cowley	<p>LTNs place an unfair burden on parents with children, especially those who work outside of the immediate area, who need to use cars as a necessity.</p> <p>In this scenario, LTNs simply cause journeys, already under tight time-pressured, to become even more fraught and stressful, due to longer journey times.</p>
Object - Temple Cowley	<p>The LTNs have made it very difficult to navigate around Oxford with risking a fine or finding yourself at a dead end. I'm addition, it's my personal experience that the LTNs move traffic onto other "main" routes such as Oxford Road/Cowley Road. This has meant sitting in traffic idling. Whilst people are asked to switch off their engines, this won't happen where air conditioning is desired/required and the same for heating/de-misting once the colder weather arrives.</p>
Object - Temple Cowley	<p>As an outsider who has to drive a car with the family to commute, I am finding the idea of LTN very counterproductive. It feels you are punishing law-abiding people due to the actions of those who do not. I would think twice about driving to Oxford and would prefer to spend my money elsewhere. I don't think this is good for the local economy and business.</p>
Object - Temple Cowley	Appalling congestion, effects on emergency and essential services.

Object - Temple Cowley	Traffic has been horrendous on Hollow Way in Temple Cowley since the LTNs were introduced. Now there is no release onto the side roads, meaning Hollow Way and Oxford road are now a bottle neck for all the traffic feeding from Temple Cowley and Wood Farm. This means that cars from Fernhill road are backed up and often unable to exit onto Hollow Way at peak times. The blockage is currently meaning that what would normally be a 20 minute morning drive for me is now taking around 50 minutes and much of that is spent waiting at the end of Fernhill road or on Hollow Way. I have mobility issues, so public transport is often not an option for me.
------------------------	--

Object - Temple Cowley	<p>I've come to the conclusion that the LTNs make it LESS likely I will cycle and walk. This is because Hollow Way is now busier and more dangerous for cyclists and pedestrians due to the amount of traffic congestion in Hollow Way.</p> <p>HOLLOW WAY is a a RESIDENTIAL Road as well. It has houses and people living there and children walking and cycling to school, but you've made it more dangerous and nothing has been done to make it safer.</p> <p>Hollow Way, Between Towns Road, Church Cowley road are key cycling and walking routes between Lye Valley/Wood Farm/Headington and Cowley, but these roads are now even busier than before. So, this is NOT going encourage people to walk and cycle. I and many others cycle and walk along Hollow Way and now it's even more dangerous. I will NOT be cycling or walking down that part of Hollow Way anymore it's too dangerous and pollution is worse now. I will go in the car instead.</p> <p>Earlier in the year (April 2021) there was chaos in Hollow Way in the morning due to the road closures. There was a long queue at the traffic lights and a large cement mixer lorry was trying to turn right from Hollow Way into Fern Hill Road. It had to keep reversing back and forwards across Hollow Way due to all the traffic congestion causing extreme danger to cyclists and pedestrians.</p> <p>The traffic is still bad in Hollow Way now (w/c Sept 13th), in the mornings the traffic has been queuing all the way from the Swan traffic lights on Oxford Road up to Cranmer Road. Try cycling amongst all that traffic on the narrow section of Hollow Way. It is more dangerous and unpleasant than ever.</p> <p>I don't understand the logic in closing the less busy roads (e.g. Crescent Road) which will then make the busiest roads even busier!</p> <p>I already avoided walking and cycling in Hollow Way, especially the narrow end near Cowley where the pavements are very narrow and it is very unpleasant walking/cycling there and feels unsafe.</p> <p>When I wanted to go to Cowley Centre shops I thought of these factors.</p> <ul style="list-style-type: none"> -cycling/walking along that narrow part of Hollow Way is horrible, dirty, noisy, dangerous anyway but now it's even worse since you closed Crescent Rd. -I saw a motorcyclist doing a wheely along Hollow Way one weekend, I don't fancy cycling/walking with dangerous traffic like that about. -A motorcyclist was knocked off turning into Cranmer Road from Hollow Way in about October last year. It's not a safe road and you've made it less safe by closing Crescent Road. -In the evening in the garden on Sunday I heard a car going fast 40-50mph along hollow way. I often hear this when in the garden in the evening. I don't want to cycle/walk with that type of thing going on. -When I contacted the police in June last year they said the last time they did speed checks in Hollow Way was January 2019 and that was only for 1 hour and only in the 20mph section. I don't want to walk/cycle with speeding is going on. <p>So I went to Cowley Centre in the car.</p> <p>The LTN in Crescent Road should be removed and so should other LTNs that are causing more traffic on surrounding roads.</p> <p>It is not acceptable to me to artificially increase the traffic on Hollow Way by closing off other roads. I accept that I live on a busy road and that there will be a natural increase in traffic over the years, but to deliberately increase it by closing other roads is unacceptable and the</p>
------------------------	---

	<p>increased pollution and noise is detrimental to health.</p> <p>Instead TRAFFIC CALMING MEASURES should be urgently installed along the WHOLE length of HOLLOW WAY and speed cameras installed because the police speed checks are completely inadequate.</p> <p>Thank you.</p>
Object - Temple Cowley	<p>I have grave concerns over the volume of traffic on Holloway. From the afternoon until early evening the traffic is gridlocked, making it impossible for anyone to access the driveways or businesses on Holloway. It is so unfair on anyone that lives on Holloway, they are virtually trapped in their homes. What about house prices? Has these LTNs resulted in the price of the houses on Holloway coming down? Who would want to buy a house where it is near impossible to leave your home during the afternoon? The amount of car fumes, from cars sitting in traffic queues, has increased greatly in certain areas of Cowley, creating volumes that surely must be unsafe to the health of the residents. It is all very unfair creating areas where the air quality is better, if it is to the detriment of others. I can see this fiasco resulting in court cases with residents taking the Council to court over losses from house sales or over health problems as a result of increased poor air quality.</p>

Object - Temple Cowley	<p>The LTNs have been in use for a while now and I have seen them cause much inconvenience in that time.</p> <p>I commute to work (and have done throughout the pandemic as I cannot work from home) which is out of town, it is usual for me to spend an extra 10 min or more of commute getting from my home to where I used to be able to join Oxford road (from temple road) as I now have to go down Marsh road towards town, wait at the bottom to get out on to Oxford road then crawl up Oxford road as it is now so busy and this is even when many people are still working from home.</p> <p>The large volume of traffic on Oxford road makes it much more dangerous for cyclists who use the road and impossible for residents to get out of their driveways. It also is more dangerous for people crossing Oxford road and I see children (and adults) on a daily basis cross between traffic that is on a stand-still on one side of the road and into the traffic that is moving on the other side of the road which is very dangerous but there are no gaps in traffic at which people can cross.</p> <p>It also seems grossly unfair to the residents on Oxford road that they have increased pollution and traffic noise while other residents have decreased pollution and traffic noise, this just increases inequality - something councils up and down the country should be doing all in their power to reduce.</p> <p>Since the temple road bollard I have also had several taxis cancel on me as they now have to go far out of their way to get to my address and then a much longer way round if I'm going to Headington for hospital appointments (often the reason for me to take a taxi).</p> <p>Also, in the winter I had to stop walking down temple road in the dark as it feels much more unsafe as very little traffic now goes that way. Since the LTNs have been brought in I have taken taxis much more for short journeys as I do not feel as safe walking the now very quiet roads created. This means increased pollution, and expense and a feeling of an unsafe neighbourhood.</p> <p>Further to my previous objection, I am putting in another objection as now that the pupils are back at St. Christopher's Primary school but there is no school street in place it has become clear that this really does not work with the LTN at the top of temple road. There is now an increased amount of traffic in the mornings to the school, but the road is parked up with cars either side (and more so on yellow lines with parents dropping children off). This means that several times trying to go to work, I have had to reverse back up temple road to let the school traffic go up the road. This is extremely dangerous because there are cars parked on either side but obviously a lot of primary aged children walking/scooting/cycling up the road and I am terrified that as I reverse a child may come out from between the cars. As you are being forced to reverse up the fairly steep hill you do need to put some gas into it and obviously are keeping an eye on the parked cars either side and I am really very worried that this is an accident waiting to happen. Obviously, cars turning in the road by the school in the mornings is also a worry especially with the increased volume of cars dropping off and waiting on yellow lines the visibility for drivers is quite poor. It was OK, last term as obviously the school street went in before the bollard but now only the LTN bollard is in place but not the school street I would like to emphasise that it is not working and actually CAUSING DANGER.</p> <p>I would also like to point out that now it is getting darker earlier in the evenings I am noticing that temple road (both parts) are extremely quiet in the evenings as there are no cars going past and to be honest this makes walking up these streets from the bus stop(s) on Oxford road when it is dark quite worrying for a single female. However, because of where I live there is no other option for me (other than getting a taxi, which I cannot afford to do most of the time).</p>
------------------------	---

This page is intentionally left blank

Annex 2

Summary of main positive and negative comments

Main concerns identified through the consultation

Emergency and Waste services prefer to have lockable folding bollards rather than the existing planters at some filter locations.
Littlemore Road is cut off from Cowley and should be reopened.
Batholomew Road should be reopened
Newman Road - Problems turning right for cyclists due to increased and heavy traffic.
Some people with disabilities feel discriminated against, as have no access through filters and bus gates
Limited choices exiting Clive Road as can only travel to Oxford Road – investigate moving filter from Clive Road.
Lack of signage at start of experiment
No signage from Between Towns Road.
Increased speeds on Cornwallis Road.
Satnav giving wrong information and sending motorists down the filtered roads.
Increased traffic on Howard Street.
Increased traffic on Westbury Crescent South leading to Rose Hill.
Buses too expensive.
Motorbikes/mopeds and fast food drivers go through LTN filters.
Increased traffic on arterial routes.
Increased pollution on boundary roads
Speeding cars beeping horns along Cowley Road.
Increased traffic on Liddell Road.
Increased traffic on main routes, reducing safety for cyclists
Lack of bus gate enforcement particularly on Bartholomew Road
Increased journey times within LTNs and on main roads
Increased congestion on boundary roads
Issues for carers, community nurses, deliveries etc. because of increased journey times

Main advantages identified through the consultation

Quieter, safer streets due to lower traffic levels
Air quality improved within the LTN
More social interaction
No effect on house deliveries within Cornwallis Road.
Increase in cycling and walking
Like no through traffic on Rymers Lane.
Increased cycling on Littlemore Road, Beauchamp Lane and Rymers Lane.
Wheelchair user feels LTNs have improved their quality of life.
Easier to cross the road.

This page is intentionally left blank

Annex 3: Specific Issues Identified

Outlines key issues raised in the consultation alongside options for mitigations for investigation both in terms of short and long-term options. The list is not exhaustive and further issues may be identified through continues engagement.

Potential amendments could be subject to further engagement and consultation. Potential amendments fall into 5 main categories:

1. Relocation of some filters
2. Access improvements
3. Automatic Number Plate Recognition (ANPR) and exemptions
4. Bollard type
5. Public realm opportunities

Table 1: Short term (3-6 months) options for investigation/consultation

The kind of changes we would seek to engage on include; planting, ANPR, parklets and TRO if necessary, with changes implemented by Spring 2023.

Issues Highlighted
Increased traffic on southern section of Westbury Crescent
St Frideswide and St Gregory the Great school access issues due to wider catchment area, and restricted widths of roads resulting in some safety concerns. Currently, scheme also reportedly having an impact on staff retention.
Limited choices exiting Clive Road as can only travel to Oxford Road
Home healthcare providers experiencing increased journey times, costs, reduction in number of people able to visit, increased stress and staff losses with LTNs cited as a cause.
Suggestion that not allowing access through bus gates is discriminatory to those registered disabled, and that longer journey times causes increased suffering.
Issues for deliveries and taxis as a result of increased journey times
Littlemore Road is cut off from Cowley centre.
Bartholomew Road filter makes certain journeys by car longer.
Repeated Vandalism Temple Road.
Repeated vandalism Littlemore Road/Crowell Road.
Newman Road - Problems turning right for cyclists due to increased and heavy traffic.
Lack of cycle markings on OXR 16 (Littlemore Rd to Cricket Rd).
Lack of protected crossing from Beauchamp Lane to Rymers Lane.
Marsh Road/Cowley Road: lack of cycling Zebra (parallel crossing).
Barns Rd/Between Towns Rd junction.
Lack of signage at start of experiment.
Increased traffic on Howard Street.

This page is intentionally left blank

	Area	Support or Oppose	Text
Individual	Hereschel Crescent	Oppose	<p>I have been speaking with one of the team but unfortunately I was not assisted with the help I need. {redacted as provide personal informaiton] The City Council has CLEARLY made the journey harder by locking the roads with some sort of pathetic LTN plan. Completely and utterly unfair for drivers and residents of Oxford.</p> <p>I demand to receive a PERMIT to be able to use the Bartholomew Road, Oxford for myself and my Father who needs to access nearby Pharmacy..</p> <p>I am disgusted and ashamed to be asking for such a simple and obvious thing. It is incredibly unreasonable for the City Council to be locking up the roads and dictating where residents can drive causing more chaos on the roads. Absolutely ridiculous and poor service from the team in helping me with this manner,</p>
Individual	Littlemore	Oppose	Air quality inadequate, lives on periphery
Individual		Oppose	I'm objecting to the LTNs in Headington and Cowley
Individual		Oppose	No to LTNs both in Cowley and Headington. I totally disagree with LTNs
Individual		Oppose	Hello I hope you are well, I will be quick and direct I am against this block roads as they are making the other roads more busy to travel and some time adding extra time to a small distances on this time when we need to work and transport our families. Thanks you.
Individual		Oppose	No to LTNs -They are at best a distraction from dealing with the real issues.
Individual		Oppose	I strongly object to any ltn's being put in place in cowley and headington
Individual		Oppose	Just a quick message to let you know I am totally against the LTNs. I have been running a REDACTED business in Headington and Cowley for 12 years, and have no alternative than use my vehicle to do this. I have been hit hard by Covid and I am doing my best to rebuild my business. I have already had to give up clients in the Cowley area, as the time driving around the barriers makes it untenable. With the introduction of the Headington LTN my area will be further fragmented and when you put the bus gate on Holloway my business will not be viable. I am very keen to cut emissions in Oxford but Oxford needs better alternatives to driving, the provision of good cycle tracks, better public transport before cutting off roads and hoping we will all give up our vehicles. When I'm not working, I cycle and walk, so I am not anti either, I just believe there should be 'more carrot, less stick'. Please listen to the feedback, and not plough ahead regardless.
Individual		Oppose	If that's not clear enough then NO LTNS IN OXFORD!!!
Individual		Oppose	NO THANK YOU TO BOTH
Individual		Oppose	NO to LTNS both in Cowley and Headington
Organisation		Oppose	I'm objecting to the LTNs you are trying to put in place in Headington and Cowley
Individual		Oppose	I'm objecting to the LTNs you are trying to put in place in Headington and Cowley
Individual		Oppose	<p>Please can you remove the low traffic areas in Cowley. I have to drive to cowley to visit an elderly friend and have to go well out if my way yo get there. I feel very sorry for people who live on the main roads who have to endure much higher levels of pollution due to council policy. Please may I remind the councillors that most people use cars and it's simply not fair to put all the traffic on the bigger roads. I would also point out that travelling much further than necessary to reach my destination increases my carbon footprint, I did think it was council policy to reduce this. I will NOT be voting for any councillors who vote for this policy to continue and will try and convince family and friends to do the same, although people I have spoken to have already said the same thing.</p>

I am totally against the LTNs in Cowley and Littlemore and Cowley/Iffley Road. These LTNs will make life difficult for everyone living in these areas. It will make it difficult for Health professionals to visit patients and Emergency Ambulance to access patients and Fire Engines to attend emergency calls. The traffic will all be gridlocked on the roads and it will be chaos not everyone is able to walk long distances either. I live on the Oxford Road in Littlemore and the traffic is constant and not many cars driving at 20 mph the road humps have slowed some of the traffic down but some cars Van's and larger lorries just drive at them over the 20 mph speed limit. I have already experienced a child's death on the Oxford Road and I do not wish to have to experience this again. The traffic on our road is travelling too fast and the I would like to know how much air pollution [redacted]. Please can you forward my email to the appropriate Cabinet Member. I have lived here since 2005 but lived across the road from 1983 to 1988/1989.

You have asked for people's opinions on the continuation of the Cowley LTNs; I represent 423 residents who support OneHeadington, a group formed to oppose the LTN proposals for the Headington area; I also represent the Headington Business Group of 107 businesses located in Headington, Northway and Marston who also oppose the proposed LTNs due to increased congestion, pollution and loss of business, which is now apparent in the Cowley area and has occurred in Jericho. We are concerned that continuation will eventually lead to LTNs being installed in Headington, with a similar detrimental effect. I would like to highlight the following in our objections to continuing with the Cowley LTNs;- 1. I have already spoken to the full county council in November with a petition on behalf of the Headington Business Group and was totally ignored. 2. I have never seen any real traffic data to either justify the installation or continuation of the LTNs or any definition of the measure of success or failure, which all 'experiments' should include as a part of an experiment. Unless of course the 'experiment' word was simply using terminology to push the proposal forward! 3. The Department for Transport traffic data for the peripheral roads in Waltham Forest shows a significant increase, not the decrease claimed, yet is still be claimed as the model LTN. 4. Numerous Charts have been forwarded to you and councillors that showed significant increases in traffic on the Cowley peripheral roads, yet all have been ignored, however the charts were compiled with data from your council approved website Oxbike. All of the data show traffic increased on the peripheral roads since the LTNs were introduced and continue at a much higher level since. The increase has been calculated at between 40 - 60%. Data was obtained for Henley Avenue, Rose Hill (Ashurst Way & Iffley Roundabout), Cowley Road, Between Towns Road, Hollow Way, Oxford and Garsington Roads). Patrick Lingfield suggested that traffic may initially increase by 10% and then decrease. It hasn't happened nearly a year later, so when do you think it will decrease and at what cost? 5. Increased safety is frequently used as a justification for LTNs but again I've seen no local data that supports the claim; in fact it is the opposite! 6. You seem to represent Cyclox, Oxford Liveable Streets etc more than the residents and businesses of Jericho, Cowley and you have totally ignored the recent consultation result! 7. If the Councils and Cyclox etc are so keen on implementing cycling proposals, why not delay a decision on LTNs in general and encourage Cylox etc to put forward single issue candidates for the forthcoming elections, rather than hanging on the coat tails of the Lib Dems, supported by Labour. as they are at present. Unless of course you have the complete agreement and support from all of all the councillors and my understanding is that this not so. Perhaps you could confirm that all councillors are fully supportive of your I'm objecting to the LTNs in place in Headington and Cowley

Individual Littlemore Oppose

representative of group Oppose

Individual Oppose

Individual		Oppose	Ahead of the meeting on 24 February, please see my concerns about making the Cowley LTNs and specifically Temple Cowley LTN permanent. I was particularly disappointed in the recommendation to make these permanent for the reasons below, and given the additional information in the agenda pack: The 16% increase in air pollution on Oxford Road (where I live) as a result of the LTN (and similar on other boundary roads). That is an increase at a time when more people are working from home and not using cars, and I hate to think what the pollution will go to as we return to "normal". The appalling lack of mitigations the council has set out which run to 1 page vs 40 pages of objections to the Temple Cowley LTN alone. The "mitigations" either involve moving planters from here to there, or by introducing more LTNs! There is no consideration for the health and wellbeing of the residents on the boundary roads at all. Surely a mitigation should be additional insurance for OCC, for any potential health related claims from residents on boundary roads, because of this deliberate increase in pollution on these roads. I sincerely hope you will reject the recommendation to make these permanent given the level of local opposition, even amongst those who were previously supportive
Individual Individual		Oppose Oppose	LTNs I do not feel that LTNs in Headington and Cowley will be any help to the area so I must object strongly I strongly object to LTNs in cowley and Headington I write urging you to see sense and respect the fact that the overwhelming majority of the people are against these LTN restrictions according to the official Cowley consultations, when making your decision at the meeting on 24th February. The council report clearly admits that the LTNs have increased congestion and pollution, increased traffic speeds within the LTNs and increased traffic on peripheral roads, increased bus journey times and there are lower levels of cycling than in 2019. I live in Littlemore where as you know we were not consulted about this scheme, some residents were unaware until they woke up to find all the barriers and planters in place. You will be aware from the meeting last week that people here are very angry with good reason. We are feeling very cut off from our local services with an inadequate bus service, and what is now a mission to reach Templar's Square or even Sainsbury's Heyford hill by car, since there are only 2 very dangerous exits out of Littlemore where there were 6 before. It is not possible for many of us to walk or cycle carrying loads of shopping so this is real discrimination against the elderly and less able. I thought the council policy was for equality for all? The businesses in Templar's Square are clearly suffering and I personally rarely go there or to the John Allen retail park as the traffic is so difficult and I am not as able as I used to be. I did cycle to work in Oxford city for 40 years along the ring road cycle route. This was perfectly adequate and if better maintained I'm sure more cyclists would use it. The junction of Newman road and rose hill is extremely dangerous for both cyclists and drivers and needs urgent attention..I think traffic lights is the only answer, this was the case even before the introduction of the LTNs. We now shop in Abingdon or Didcot! There needs to be a much better and cheaper infrastructure in place to encourage people to get out of their cars; we have no direct bus to any of the hospitals or the railway station. The ring road is becoming busier every day. As main carer for my 94 year old mother I need to take her for various appointments as well as shopping (a treat to get out with her bad mobility) but she lives just the other side of the bus gate so it now takes me 4 times as long to reach her, involving the ring road, taking more petrol and creating more pollution. Should there be an incident anywhere around Oxford this impacts everywhere e.g there was an accident between pear tree and Bicester recently which caused gridlock all around the ring road. There is no escape now so many of the roads are bollarded and now with plans for East Oxford LTNs going ahead this will be even worse. We have no GP surgery or dentist in Littlemore and I understand plans are afoot to build a combination of up to 2000 more homes and offices in the area which will put huge further pressure on the roads here. Residents in Littlemore have witnessed much more crime; drug dealing and burglary around the LTNs as I understand you are seeking views on the LTNs that are proposed (or already in place, as with Cowley) in various areas of Oxford. I would like to say that I am UNEQUIVOCALLY OPPOSED to LTNs, and would like to explain to you why I take this view, which is based on reason, not on prejudice or selfishness. Please read my attached document. As a fellow supporter of the Liberal-Democrats, I might add a warning that, with so many people now campaigning against LTNs and expressing their views, the party may lose a large number of votes (including my own) if it is seen as strongly supporting
Individual	Littlemore	Oppose	
Individual		Oppose	

Individual	Littlemore	Oppose	I live in Littlemore and, since the LTN's have been introduced, my journey time has increased considerably. I work on the Cowley Road so the recent change in bus services to Littlemore is actually better for me, however the frequency of the buses has not improved. A half hourly service during the day is fine if I am just going to the office but if I need to go somewhere that involves a bus change, this severely limits my options and in the evenings it is nigh on impossible to get to anywhere when the service drops to hourly. The reason I mention this is because, without a decent bus service, the whole purpose of the LTN's doesn't work. You cannot expect people to use public transport instead of cars when the public transport system is not fit for purpose. I do have a bike and used to regularly cycle to work, however I do not feel as safe doing this as I did prior to the LTN's. There are 2 routes to my office. If I cycle via Cowley Centre, once I get to the traffic lights by the John Allen Centre my route is very hazardous with no proper bus lane and increased traffic due to the impact of the LTN's. The safest way used to be to cycle along Oxford Road to the underpass and then along the Iffley Road. The huge increase in traffic along Oxford Road however has made this route very dangerous for cyclists and I am nervous about attempting this again. So what are my options? Well, despite my desire to get back on my bike, I must continue to use the bus for work. For any longer journeys I have no choice but to use my car. My parents live in Kennington and, now that the no 16 bus is no longer running, I have to use my car to visit them. The frequency of our buses makes it completely impractical to use them, particularly in the evenings. Thankfully there are no LTN's in Kennington however my journey time has increased considerably due to the length of time it takes to get on to the bypass from Oxford Road (the only way out of Littlemore now). The impact of the LTN's has led to longer journey times for me with lots of time spent sat in my car in traffic queues. I have walked through Campbell Road where there is no traffic and local people have commented on how much nicer it is for them and their children However, I have also listened to people living in Oxford Road and wonder why the people in Florence Park should benefit at the expense of those living in Littlemore where the journey to school for them has become a nightmare with dangerous roads to cross and higher levels of pollution, due to the increased, often gridlocked, traffic outside their homes. On Thursday evening I attended a public meeting at Littlemore Church. I initially joined via zoom but was unable to hear what was going on and, despite numerous messages being sent in the chat (our only way of communicating) nothing was done to resolve this. When I was able to I went to join the meeting in person and pointed out the fact that those on Zoom were unable to take part in the meeting. I was told that they were aware of this and nothing
Individual	Littlemore	Oppose	Difficult to park in Bartholomew Road and use moped
Individual	Littlemore	Oppose	Not being listened to and Cllr Bearder dismissing public
Individual		Oppose	I write to ask for you to reconsider the introduction of LTNs. They increase traffic on the Iffley Road, increasing pollution through traffic jams. You ask for people to instead cycle or use buses. My husband is a wheelchair user and works in Abingdon successfully. Already dependent on carers to get him up in the mornings, he would not be able to get to his office by 9am without the use of his car. As it is, he is likely to arrive late at work through increased congestion on the few available roads due to the LTNs. On another note, your planned extension of yellow lines in Iffley Turn will make it difficult for attending carers to visit my husband.
Individual	Church Cowley	Oppose	Please reconsider the decision to make the 3 LTN schemes in Cowley and Littlemore permanent at your meeting on 24 th February. It is undemocratic to impose these schemes given that: The official Cowley LTN consultation results showed an overwhelming majority of people against the LTNs. Councillors acknowledge that the LTNs have increased the level of traffic on surrounding roads. I have lived happily on Church Cowley Road for nearly 30 years however since the implementation of the LTN schemes my life has been blighted by the noise and pollution caused by traffic queueing daily at the traffic lights at the junction with Rose Hill. It is no longer pleasant to use my garden and it is dangerous to drive or cycle in and out of my driveway. If the proposed East Oxford LTNs are also implemented this situation will worsen further. I urge you to reconsider the imposition of these divisive schemes.

Individual		Oppose	<p>I am contacting you to urge you to take notice of the overwhelming opposition to continuing with the LTN schemes whether in Cowley, East Oxford or Headington. Punishing all local residents for the “sins” of a few rat-runners, and causing massive disruption to all who live here and have to get about, is totally disproportionate. You will not force people to go by bike by making car use totally horrible. Plenty use bikes already – I do, but many are justifiably terrified of the traffic – especially HGVs and buses – the recent tragic fatalities only serve to reinforce that terror. Many more cannot use bikes, for a wide variety of reasons. Outside Central London, public transport is generally slow, infrequent, inconvenient, overpriced and doesn’t go where you need to go. Simply painting white lines on overcrowded and narrow roads does not work – where vehicles can’t pass one another without driving into so-called cycle lanes, that is what they will do. The only cycle lanes that deserve that term are those completely segregated from other traffic. Where they exist, cyclists should be compelled or, at the very least, provided with very strong incentives to use them. The sight of Lycra warriors on the main carriageway on e.g. Marston Ferry Road or Donnington Bridge at busy times is enough to strongly reinforce the prejudices of the anti-cycling lobby!</p>
Individual	Littlemore	Oppose	<p>Closure of the littlemore Road is ridiculous, the residence on the other side of the block off have To go via Newman Road to get to iffly Road or the bypass, I suggest you try this route and see just how difficult this is, the council is wrong to go against more people than it is helping, just remember we are supposed to be a democratic country.</p> <p>Whist wishing to see a genuine reduction in car use in the UK I am completely opposed to the implementation of LTNs in Florence Park on the following grounds: 1) Numbers obtained from the County Council under FOI indicate that the LTNs have not been well received with a majority in opposition together with a significant number of concerns. Imposition of LTNs is therefore an undemocratic process which would be implemented against the wishes of the majority. 2) To my knowledge Florence Park is not a designated accident blackspot and therefore I challenge the idea that the implementation of an LTN scheme in Florence Park would significantly make its roads safer. 3) As a resident of Florence Park I have seen that the number of cars in the area has reduced, as would be expected, but again I question the need as the traffic levels were never high prior to the trial period. 4) I have concerns that rather than reducing traffic overall, the implementation of LTNs in Florence Park has merely transplanted cars to its periphery. Traffic levels on both Between Towns Road and Oxford Road are now substantially higher than prior to the trial. Data from the longest standing LTN study in the UK (Walthamstow) do not support a reduction in traffic overall, but merely indicate a level of displacement of traffic to other areas. I find it morally and ethically objectionable that a vocal minority in one area can impose an increase in traffic and subsequent increase in pollution levels upon another. 5) I am staggered by the fact that the Council did not place pollution monitors in and on the periphery of Florence Park at a point significantly before and during the trial period (over the same period as the trial period in prior year, adjusted for prevailing weather conditions) in order to measure the affects of pollution displacement. Without proper measurement it is now impossible to scientifically state the level of increase. As a resident of Florence Park for the last 25 years, who frequently walks along this road, it doesn't take a scientist to physically detect the increase in pollution levels. The increase in traffic along Between Towns Road has lead to long periods of static or slow moving traffic, reducing the mixing affect of car pollution seen with faster moving traffic. I also suspect that pollution levels along Florence Park Avenue have also increased as gravity would dictate that any increase in pollution levels on Between Towns Road might well funnel down this route into Florence Park itself. Without proper measurement, which I think is absolutely negligent of the Council, none of this can be scientifically verified. A point I suspect the Council might be very well aware of. If I were a resident of Between Towns Road I would be legally addressing the Council with a view to looking at why the local authority may be knowingly increasing the pollution levels in my environment and increasing the risks of cardio/pullmonary/oncological disorders. 6) Whilst I cycle and walk in and around Oxford, I do use my hybrid car</p>
Individual	Florence Park	Oppose	

Please remove them. They make the vast majority of peoples lives harder, cause more people to travel further, isolate communities (particularly Cowley/Littlemore), are not what the vast majority of people actually want (as proven by the council's own consultation) and make the prices we receive from contractors for work more expensive (extra journey time, fuel and hassle). They have been and continue to be an absolute nightmare for people who live in the area and those who travel to the areas where the LTN's are. They were badly thought through and I suspect from a group of people who now live in a quiet street! Traffic that is free to travel in all directions means that it is spread over more roads which means it is less busy for everyone - not just the select few who now live in quiet areas. Many people will choose their next councillors based on this issue, myself and family included. Elected officials should be there to do what their communities want - not what they think is best.

The LTNs located around Cowley appear to be a spiteful and contemptuous way to penalise drivers. As can be seen from other widely publicised comments in the press and from actually being on Cowley Road, Holloway, Between Towns Road, Iffley Road, The Slade, Old Road and the ring road during peak hours, legitimate and essential vehicular traffic is in absolute chaos. It is clear that the rationale that LTNs help the environment is flawed. They have just forced the same volume of traffic on to the main roads of the city leaving vehicles pretty much at a standstill and pouring out the very pollution you're trying to stop. OCC, we are supposed to live in a democracy, please listen to what the people of Oxford are telling you. LTNs are not the solution. They are affecting people's commutes, businesses, emergency vehicle's response times, pushing up taxi fares, creating huge inconvenience for people with mobility issues, and not achieving your aim of improving the environment.

As A carer these LTN's has greatly impacted on the timings we get to our clients it also impacted on how much time and money I have to fork out just to do a 2 min drive that now takes 20 minutes , we don't have the luxury of claiming expenses the cost of living high fuel cost is not helping matters . Keep some but open up busy routes like Oxford road Crowell Road we all want to do our but but the cost is high sitting in traffic ques having distressed clients because we are late . I wish I can hop on a bike but due to mobility issues I have to drive to see clients . Please consider all routes not just easy options . Other residents are now heavily impacted.

I beg you not to make the LTN's permanent, since they were installed so many people have suffered by being late for work, appointments, school pick ups. The houses along the gridlocked roads are finding the value of there property reducing. Shops are loosing trade meaning more bankruptcy and empty shops. The health of those living in the houses on the busy roads are at risk. Care workers are on a tight schedule these LTN's are driving them out of the profession. Please don't make the majority suffer for the sake of benefits for a few. Survey's should be honoured NOT ignored.

Individual

Oppose

Individual

Oppose

Page 362

Individual

Oppose

Individual

Oppose

As a Temple Cowley resident of some 20 years, REDACTED, I am writing to you today because I understand that you will be making the decisions as to the future of the recently imposed LTN. I wish to register my opposition to the continuation of the Temple Cowley LTN in the strongest terms. The community has been at the sharp end of the road closures and my experience, (and that of many of my neighbours and clients), has been a nightmare. In particular, the elderly and those with limited mobility have been most negatively impacted. Of these elderly I have spoken to, few are tech savvy and most have no straightforward access to any online information or consultations. These people have been left out of the loop. As a professional gardener, I have a number of local clients and in order to get to them, I have to use my vehicle to carry my tools and to remove green waste. It's absurd that I now have to travel around 3 sides of a square to access gardens which are literally a hundred or so metres from my home. My work further afield takes me to the Baldons, Long Wittenham, The Miltons and Burcot. Again, my journey has been increased by the LTNs, with additional time spent idling in traffic. I also care for my 89 year old mother who lives near Kidlington, before the introduction of the LTN, I would use the ring road from Horsepath Driftway. I now use Cowley Road, Princes Street and through Marston, joining the ring road at the Marston slip road. Access to the GP surgeries on Holloway and Temple Road for those of us on the other side of the barriers has become a ridiculous round trip. My son has recently suffered REDACTED, requiring trips to both the Holloway Medical Centre and the JR. It would have been ridiculous to expect him to walk, cycle or use an e-scooter to get up the steep hill from home to the surgery while so poorly, I had no alternative other than driving him - again, around 3 sides of a square, increasing journey time. The Temple Cowley LTN has pushed those residents whose car use cannot be avoided onto Oxford Road and Holloway, which is to the detriment of those residing on those roads and more generally, in terms of pollution and traffic volumes. For every small journey which may now be more convenient without a car, a lengthier, more polluting journey for those with no alternative will take its place. The scheme is therefore more than deeply inconvenient, it's also counterproductive.

I wanted to write to you to express my opposition to the east Oxford LTN scheme. I am writing this email to you as a resident of Littlemore, hence why I decided to cc REDACTED as well. The LTN scheme had been implemented without any pre-consultation in Littlemore and our area remains the most negatively affected from the scheme as it cut out our access to Cowley Centre and Blackbird Leys. Consequently, we sincerely hope that the decision will reflect the opposition to this scheme as revealed by a recent freedom of information request. In one of your recent interviews, you have expressed that you have done a lot of changes to these filters, but as far as I am concerned, there has not been any changes from day one and I sincerely hope that recent instalment of cameras to the bus gates on the Bartholomew Road is not what you refer to as a change (particularly considering that the cameras should have been installed from day one). Therefore, any delays which ultimately fall on the responsibility of the council cannot be reframed as a change to the system, as if truly listening to the residents' wishes. One thing that I am particularly curious, as a scientist, is who has decided the exact location of these filters? It is impossible to embrace this scheme which essentially blocks a straight road connecting Littlemore to Cowley. The road in question is wider or equal length to Old Road or Cowley road. As a result, it is against any common sense (also from a civil engineering perspective). We are looking forward to the final decision on this scheme and would like to see it removed permanently. I think if the council is sincere in tackling congestion and its associated climate effects, I would propose that it should work harder to make public transport links cheaper and more efficient (e.g. bus 10 route is hobbled by detours and driver changes that can take up to 10 minutes alone). Also, in my opinion the council can easily work with the University (it is remarkable that we have the best university in the world yet it doesn't seem to have solutions to improve life quality in such a small city) and DVLA to pilot novel taxing schemes to reduce mileage and car dependency. In my modest opinion, an ideal taxing scheme should consider vehicle emissions (already determined by the factory), annual mileage (can easily be determined by MOT or insurance renewals) and vehicle size (again determined by factory specs). Particularly, boom in SUV sales have a great bearing on congestion in the city. These vehicles are usually 60 cm longer than a typical city car and in a hypothetical case, if we have 100 cars queueing up, the queue with SUVs would be 60 m longer than the one with city cars. I think this should highlight the extent of the problem for a "mediaeval city" (your words) like Oxford. So we would like to see the council trying cutting-edge, imaginative schemes in collaboration with different government bodies rather than promoting wooden boxes as 21st-century infrastructure. Allowing SUVs to take

Individual

Oppose

Page 363

Individual

Oppose

Individual		Oppose	<p>Please stop these asap (as for the quickways how are us pedestrians going to be able to cross Iffley road with bikes speeding along -most will not know the highway code. I was nearly hit on a crossing by one who said he did not see me – what an excuse if you have your head down and do not look ahead) after being hit on a pavement by a cyclist on the pavement in the ltn it does not seem any safer to me for those of us who walk in oxford.</p> <p>I objected them when they where announced, like many people did but the council still went ahead and installed them anyway!!!! (Democracy at work I see and total waste of money and resources). I have many reasons, too many to list why they don't work and are not a good idea.. they been trialed in version different councils and proved they don't work and just divides communities. Anyway you probably won't take a notice of this email or the poll results but through might just email you to let you know my thoughts.</p>
Individual		Oppose	<p>I understand that are considering the impact and future of the LTNs. I hope you decide to disband them. The gridlock that seems to happen up and down the Cowley Road, Hollow way and Watlington Road is terrible. Pollution in these streets must be enormous as everyone waits in line and engines idle. Very few people and vans have engines that stop in traffic.In order to get to my daughter's house we now have to drive very slowly down the Cowley road only to drive back up to St Christophers place. Many people can't use bicycles - I can't and am far too frightened to try to cycle from our home in Garsington to get to Oxford. I don't think the electric cars are good enough yet to consider ditching our expensive cars that we can use without having to worry about where to charge it. Are we sure that all the batteries and production of energy is good enough for the environment- to consider changing? What about getting far better and very cheap bus/ trams for people to use. Also maybe have much better safer cycle paths for people who are not confident cyclists and children. My daughter finds the lack of cars travelling up and down Templar Road at night very frightening as she has to walk up it sometimes and feels very alone now. I know you will say that this is a different budget but maybe you should argue to use this enormous amount of money in blocking roads for social services for the elderly- more carers and to support the many children in the city with big issues in education with far too few teachers and inadequate services for them. I could go on but I will leave it at that and hope you will remove these blocks as you had to on Walton Street.</p>
Individual	Headington	Oppose	<p>As a homeowner and resident of Cowley REDACTED, I have been living in this area for 5 years and I have never known the traffic to be as terrible as it has been since the LTNs have been installed. I would like to complain (again) about the LTNs that have been installed in my area and highlight the issues that they are causing for myself and my community. I used to spend 15/ 20 minutes in the car to travel to and from my place of work (I am a teacher at a school in Abingdon) and since the LTNs have been installed this now takes between 30 and 40 minutes each way. The traffic is backed up – no one can go anywhere and all our engines are running more than they would have without the LTNs. I now spend more money on petrol because I am burning more fuel because I can't get home any other way. I can't park anywhere else due to Parking Permits. My mental health and stress is affected – it is very stressful sitting in traffic every day to get to and from work. The whole process has been incredibly frustrating – we voted against the LTNs, they were installed anyway, countless petitions and emails later we believed the LTNs were going to be removed after 6 months, they haven't been. I've sent so many emails asking for information and never get a reply. The roads in my area became congested due to taxi drivers using the streets as a cut through – perhaps this should be tackled instead. You shouldn't be punishing local people for other road users. Emergency vehicles cannot access communities. Delivery drivers, local businesses and residents are all suffering from these LTNs. As well as everyone who lives on these busier routes. Less people are getting the bus because of the increased journey time due to the traffic that has built up due to the LTNs. The LTNs do not solve the problem – they have just shifted the traffic to different streets. Why can't more money be put into improving cycle paths and bus routes and pavements so that people are less inclined to use their car. The pavements in this area – particularly Marsh Road junction is horrendous – school children use this road – students from Spires as well as primary schools and the pavement is narrow and low down giving children no protection from the large council vehicles leaving and returning to the depot. As well as buses driving incredibly close to the kerb.</p>

Individual	Holloway	Oppose	It is with great anxiety and vexation that this old age pensioner is writing to you. I am finding it almost impossible to drive out of my road, REDACTED and onto HOLLOWAY. Since the LTNs have been introduced the traffic here has backed up and is at times gridlocked! I dread to think of, how this already bad situation, will get even worse, when the bus service is reduced, and even more people are forced into driving onto these already crowded roads. Please take down these LTNS and give us residents a better life.
Individual	Holloway	Oppose	As a Cowley resident (Holloway area) for many years I am writing to you to Inform you that the proposed LTN scheme has been so far nothing but a disaster that will only get worse and that I am totally against it. LTN's by definition increase driving times and pollution and in Cowley will be a worse place for it. Holloway for example was always busy before but now has become unbearable with traffic backing up as far as Paul Kent Hall from the B480 Oxford road. This will be worse when the new housing development is completed at Barracks Lane and the bus cuts kick in with more people using their cars! THESE ARE NOT PEOPLE FROM COWLEY BUT WORKERS ETC. JUST TRYING TO GET TO WORK and PASSING THROUGH OUR NEIGHBOURHOOD SO DON'T PUNIISH US . I cannot see this type of thing being allowed in Summertown
Individual	OX4	Oppose	I am strongly against LTNs. They divert traffic onto fewer roads, causing queues & pollution. Businesses are adversely affected. Communities are separated. We cannot all walk or bike, much as we might like to – my arthritis means I sometimes have no choice except to drive. Bus services have been cut and further cuts are likely. Speed-bumps and similar measures would be far preferable.
Individual		Oppose	Please log my objection to the Cowley LTNs. They should be cancelled immediately, especially those at Littlemore road and Bartholomew Road. I am a Blue badge holder and these LTNs have made my life much more difficult.
Individual		Oppose	I am writing this email to urge you to cancel the LTN scheme in and around the Cowley area. I live in Littlemore and so often rely on the local roads to make certain journeys e.g. school runs, GP appointments & shopping trips. Since the introduction of these schemes these trips have become longer, more time consuming and costly. I fail to see how the LTNs positively affect the environment and I'm struggling to find a good reason to keep them. A particular situation I remember is when I had to take my young daughter to a GP appointment after school one day. I booked the appointment after school for her allowing plenty of time to get there, or so I thought. There was huge congestion on Between Towns Road, I sat in this congestion for over 30 minutes hardly moving. If there were no LTNs I am certain the congestion would not have been there as the traffic would have been distributed to the surrounding local roads and therefore we would have been on time to the appointment. We were 10 minutes late which meant we had to wait to see the doctor. I was just happy my daughter could be seen and wasn't turned away. However, this now meant that the journey home would be even worse. I remember it as one of the worst driving experiences I have had. The 2.5mile journey took 1 hour! This is ridiculous and can't be allowed to happen, luckily it wasn't an emergency. When you throw in a few other aspects into the trip like a hungry child I hope you can empathise that this was a tough afternoon. I would also like to draw your attention to the fact my wife is a nurse at The Nuffield. Fortunately she rides to work as the traffic situation is just a nightmare when she needs to travel. However, she has stated (you may well hear from her separately) that nurses have left the trust due to their travel times being increased, meaning added time to their already long days. How can these points be ignored? Please remove the LTNs asap, there is no actual need for them, they are affecting local business, local people and local services.

As an Oxonian of nearly 60 years I have to vocalise my shear despair at the situation in our city. I live in the City, and experience the disaster of LTN's on a daily basis. Everyday our lives are made a misery, blocking routes across the city just blocks other roads causing pollution, frustration and all the things you are trying to erase. Let's be realistic blocking roads will not force people to use buses . Bus services are being reduced (route 16 gone - the service which served the Cowley area) and announced only today potentially city services to be cut by up to 30%. Cycling is a great Option if you live reasonably close to your destination and the weather is fine and you travel alone but that is not realistic for 75% of car drivers. Use park and ride you say , if you live outside the city travel in by bus , only problem is the service is limited and on main routes ie Iffley road and cowley road there is no bus lane available and never will be as the roads are not wide enough. Have you tried to travel from the Churchill hospital to Iffley road ?? How long on a bus ? I can say add an extra hour each way to your working day. Disabled car users , have you even given a thought to the disruption caused by the blocking of local roads? The older generation who live and have lived in the area for many years are the ones suffering most being unable to walk , jump on a bus or cycle . Think about the impact on their lives!! Let's be serious , this is certainly NOT the time for LNT's REMOVE NOW and let us have our lives back I'm not saying the intention is wrong but the method certainly is. Please listen to the people who live in the city as a whole not just the ones who benefit in the streets closed off , remember they bought the houses knowing the volume of traffic. If the LTN's are not removed we will follow London and drive the locals out Please see sense ,The time is not right.

Individual Oppose

I am emailing to say I am against the Cowley LTNs and bus gate on Bartholomew Road. I live on this road and as a business I now have no easy access to the coop at the end of the road and also to the post office or Littlemore. The LTNs has move all the traffic to Cowley Road which means it now takes triple the amount of time to do the school runs each morning and afternoon. It has become a nightmare on Cowley Road which is where the traffic has been all directed to due to the LTNs in Cowley and Littlemore. Please remove the bus gate on Bartholomew Road and remove the LTNs in Cowley and Littlemore. Thank you.

Business Littlemore Oppose

Keeping this brief, the council means well but these LTNs make moving around by car a nightmare. I've no idea how you do, or if you bother to, but please log this as a resident objecting.

Individual OX4 4DY Oppose

I am writing to you about the above. I have written to you before. I have read at cabinet, and have been vocal in my campaign as a disabled, car dependant, young person. I am chronically unwell with progressive illnesses. I live in Temple Cowley. Please see emails below to Liz Leffman detailing my difficulties. I have submitted written submissions to Graham Warrington in the past. I have emailed you also (although awaiting a reply). In light of the Cowley LTN cabinet meeting coming up, I urge you to really take into account the public opinion on the LTN'S. They are very unpopular and for good reason. They are disproportionately affecting many, for the benefit of few. Including disabled people like myself. I cannot actively travel or use public transport. I am really affected by excess congestion trying to travel. Put yourself in my shoes, show understanding and empathy! If you found tomorrow you couldn't ride your bike, take the bus, walk or use an e-scooter to travel, have a think about how it would affect you if your only mode of travel was via car, where all your local streets were now closed, and you had to drive straight into congestion to get anywhere. Journeys taking excessive time, travelling further, more fuel being consumed. I can tell you it's not nice. It's extremely stressful which impacts my health further. Soul destroying even. Especially when I have no other options.

Individual Oppose

Individual	Oppose	<p>I understand you have to make a decision shortly regarding the Cowley LTNs. My vote is No. Please remove them ASAP. As a local resident I want to make it clear how difficult life has become since these were implemented. Every journey now takes longer due to additional mileage and traffic jams, uses more petrol and most definitely cannot be improving the air quality for all those residents who live in the roads all vehicles are now diverted to. Not to mention the road rage that has increased, particularly during rush hours. In terms of your vision for Oxford of making walking/cycling the "natural first choice of transport"..... As an older person with a husband with several severe physical illnesses as well as COPD, who cannot walk very far, cycling or walking is definitely not an option. Buses or taxis are also not a viable option. Both are expensive and buses do not necessarily go directly to where we need to go (e.g. Hospitals) necessitating using 2 buses. What buses go to the large supermarkets such as Tesco by the BMW factory or Sainsburys at Heyford Hill? If you get your shopping delivered it means not being able to choose your own fresh goods, browse around the shop and paying a delivery charge. Or are you telling us we have to buy all our weekly groceries from the local shops where things are more expensive? Having to walk to a bus stop is not always possible for my husband and of course potentially getting cold and/or wet. In addition, now that Oxford Council have made us wait until the ever increasing State Pension age to get a bus pass, the cost of buses is also prohibitive to use on a regular basis. Will they be reintroducing the bus pass from age 60 as they still do in Wales, Scotland and London? We need to be able to get directly from A to B in the quickest time possible, in a warm, safe and comfortable way, in other words using our car but without the LTNs to contend with. PLEASE don't take our independence and our life away from us. You too will be old one day.</p>	
Individual	Campbell Road	Oppose	<p>I've filled in your survey to tell you that I do not approve of the LTN - our mileage is about 50% higher as a result. My wife has osteoporosis and an arthritic hip and needs a stick to walk so there is no way she can walk to anywhere further than about 0.5 miles, and she also cannot carry anything so using the car is a necessity not a luxury for us. It seems wrong that you are deliberately increasing emissions in this way.</p> <p>Concerning the decision on the Cowley Rd LTNs I would like to raise an objection to the permanent implementation of them.. As far as I can see the congestion has increased massively since it's introduction. It has just displaced the traffic and caused longer journeys therefore more pollution when people have to bypass these blocked streets. The traffic on the side roads didn't seem much of a problem in the first place. The consultation was a farce ! It was always going to be introduced despite the overwhelming objection to them. I live on the Iffley Rd in St Mary's ward, I use a car maybe once or twice a week and mainly walk or cycle. As far as I can see, the streets between the Iffley and Cowley roads do not have heavy traffic and they are mainly student areas. By closing these side roads, traffic will be forced to go down to the roundabout at St Clements which is already a black spot for cyclists. The increased traffic will be far more dangerous for cyclists and also will cause dangerous levels of pollution. I don't think people do use their cars unnecessarily and therefore I don't think it is necessary to try to increase walking or cycling on the side streets any more than it is at present. I do however feel it's vital to promote walking and cycling into the city centre so pushing more cars onto that route is counterproductive. At peak times, traffic is already backed up outside my house on the Iffley Rd with fumes and pollution causing a problem for us. This scheme, if pushed through will make living on the Iffley Rd intolerable. The scheme does not reduce traffic, it just condenses it into other areas, worsens pollution by increasing journey times and will allow backed up traffic or sit for even longer periods on main roads. There are at least four streets I can think of that have no other exit other than to reverse in from a main road or out onto a main road. There are no turning points so any manoeuvre would be either dangerous or illegal or both. There are other ways that the side streets could be made safer and more aesthetically pleasing. Chicanes, one way systems, flower pots or speed bumps could be installed if there is a problem with speeding. Residents could be made to house their bins on their own property rather than on the pavement, hedges could be trimmed back to the boundaries of the gardens so people can walk on the pavements without hinderance and the pavements could be cleared of distasteful detritus. All of this seems to be tinkering round the edges. There are too many cars in Oxford because public transport is ineffective and expensive. People can't live in the surrounding areas because there's no effective way of getting into work in this tiny medieval but thriving city. Invest and subsidise public transport rather than cut bus services and increase park and ride spaces and then maybe introduce a congestion charge within the city boundaries. A good start would be to disincentivise colleges and public bodies from bringing cars into town. Could the councillors set a good example here? People</p>
Individual	church Cowley	Oppose	

Individual	Churh Hill Road	Oppose	<p>My name is Clare DawsonREDACTED and I live in Cowley, REDACTED, a road with an LTN wooden block at the top. This enables us to have a quieter road than in the past but the disadvantages of this block is far greater. Church Cowley Road is so busy, especially on a Saturday that we cannot turn right out of our road. On other journeys to reach the roundabout at Heyford Hill , We have to turn left and then left again to go up Rose Hill adding more journey time to our travels as well as being stuck in traffic along the way. This is causing pollution and I can not see how the people of Church Cowley Road, a residential area are benefitting from this change. I have longer journeys to hospital appointments and more expensive taxi rides getting there and back. I have always walked every where, taken the bus, cycled or occasionally by taxi in the 35 years I have lived here. I need the ease of a car now, the days of travelling to work by bike are long gone. I worked in the city centre and always cycled for a good few years. You have not taking into consideration anyone other than the fit and able. Those residents that cannot use email, have broadband or speak English were very disadvantaged in the beginning. Littlemore residents were not even told of the plans until everything was underway. The main point is that democracy needs to be exercised now. The official Cowley LTN Consultation results show an overwhelming majority against the LTN proposals & democracy should be respected. We all support properly consulted & fair ways to improve walking, cycling & cheaper public transport (backed up by data & evidence), but LTNs achieve none of these and other options should be considered. I think the experiment has gone on long enough. Charlie Hicks may have thought is was an exciting moment for local resident, enabling safer and quieter streets and a more liveable neighbourhood, well, try telling that to the Church Cowley Road residents. The plan to carry out a thorough evaluation and a wide-reaching consultation to ensure residents have their say in the future of the schemes has taken place, so now you need to ensure that the residents views and experiences are taken into account when the LTN initiatives are renewed as promised. You wanted the wider community to speak and they have, please do not make that an undemocratic excuse to back track. Speeding traffic through the streets is not caused by a 'road' it is caused by dangerous driving , a dangerous driver, not a dangerous road. This should be the task in hand, achieving the reduction of dangerous driving with education and consequences, not punish the residents of Cowley. We are not rats, we are one community. This brings me to the end of my letter, but before I finish, think to yourself, how will I travel to the meeting on Thursday 24 February? Will you cycle, bus, go by train? Or, will you travel in your car, and have a OCC administrator/PA reserve a parking space for you at County Hall?</p>
Individual		Oppose	<p>I am adding my voice to the many that regard the Oxford's current experiment with LTN's as having failed in its aims and one which should be abandoned. Blocking routes prevents people from taking alternatives when the only main intended one is blocked, leads to lengthier journeys than are necessary in order to get to a location on the other side of a blockage, and creates traffic queues of vehicles, affecting particularly taxis and buses and generates general chaos. The scheme tried in the Cowley Road area in 1985 was almost completely withdrawn for similar reasons (I remember it well). I do hope that the proposals being made now for other parts of the city will not proceed. Public opinion from various surveys is I gather reported to be very much against this and I have pledged not to vote in May for any candidate who supports the scheme. Many will feel the same I am sure.</p>
Individual		Oppose	<p>I strongly oppose the Cowley LTN's for the reasons that I believe it causes more harm than good and the traffic is a lot worse now and we are doing more damage to environment! I strongly oppose the Headington LTNs for same reasons & also as I work their and can see it seriously affecting our trade! Believe my job could be at risk! I will support any councillor one willing to oppose these!</p>

Individual		Oppose	I would like to register my objections to the plans for LTNs in Headington. These barriers simply move traffic from one road to another, increasing the length of the journey and therefore the amount of pollution. Restricting access is of great concern particularly because it causes delays for emergency vehicles. I live on REDACTED which is already congested at peak times, causing problems for ambulances in and out of the JR hospital. I know from friends in Cowley that the blocking of streets there has caused more problems than advantages, causing disruption and congestion. Businesses in the centre of Oxford are suffering because of restrictions on cars coming into the centre – why would anyone fight to get into Oxford when they can park easily and cheaply in surrounding towns? It is no wonder that longstanding shops such as Gills and Boswell's have closed and we are left with high-street-anywhere shops that open and close rapidly. I believe that introducing LTNs into Headington will kill businesses off in the same way, and simply make life more difficult for what should be a thriving centre. Please listen to the residents of both Cowley and Headington!
Individual		Oppose	My name is REDACTED, I have lived and worked in Cowley, Oxford all my life. I have lived in Florence Park for the past 40+ years. I have never before felt it necessary to add my voice to any local or central government issues. However, I now feel very strongly about the LTNs, residents parking, and car registration cameras. As yet I have not seen anything positive in the trials or in anything I have read about further planning that is going to be rolled out. The result as far as the trials are concerned, is to move the problem and not solve it. I am most definitely AGAINST having the LTN's as a permanent fixture and residents parking. I am also absolutely disgusted at the blatant disregard of the official Cowley LTN Consultation results. I have very little if any faith or respect in the people who are supposed to be representing the local community. Cowley has been my home since I was born and I have never seen the area in such a sorry state. Is there someone who could let me know what the plans are for this area? There are blocks of student flats on the corner of the Swan which house close on 200 students, a 5 story block of flats and town houses (supposedly affordable) on Between Towns Road with a further 200 student flats due to be built on Between Towns Road on the old Conservative club site, plans approved. There is also a tired looking shopping precinct which apparently has approved planning permission granted for redevelopment and no sign of anything happening. Cowley does not have the infrastructure to support the amount of development that is occurring and is in danger of becoming a deprived area. It appears to me that little regard has been given to the local residents of this area
Individual		Oppose	Please can this email register my opposition to the imposition of LTNs on residential areas of Headington and Cowley. I think they will have a harmful effect on the neighbourhood, dividing connected communities into dead-end silos, obstructing residents trying to travel and causing bottlenecks on the major roads when all the traffic in and out of each LTN is funneled into congested artery roads through single access points. I think it is an unnecessary solution to a non-existent problem, a complete waste of time and money and an irritation to everybody else. I have supported your party in the recent past but am reconsidering that in the light of this proposal.
Individual		Oppose	LTNs do not solve pollution or congestion just move it to surrounding areas. The vast majority of residents in Cowley are against LTNs, if you actually listened to them. We are not all able bodied and can cycle or walk and these LTNs cost us more time and money.
Individual		Oppose	These LTNS are causing me a lot of stress and anxiety, I am looking after my REDACGTED old father, lives n Mayfair roadEDACTED. For me to go to Templar square for food shopping for him, I have to go the long way which is down Iffley onto Churchill road, It is taking me longer also there is always traffic, as everyone one has to go that way. I live in REDACTED have to go down Howard street onto Iffley to get to my fathers. As florance park and Littlemore road is blocked. Takes me longer my fathers health is not to good and is such a big worry for me. I am using more petrol. Also stuck in traffic most of the time. I really hope they will be removed and not stay any longer. It is so so stressful. It's ok ok if you don't live around these areas.
Individual	Temple Cowley	Oppose	General

My name is REDACTED, and, I'm sure that you have already heard a great deal about the impact of the various traffic measures that have been put in place around the Littlemore and Cowley area and their harmful effects on the local community. I feel I need to add my voice to those asking kindly for you and your fellow council members to please reconsider making these anything more than a trial. I've lived in Littlemore all my life, as my mother did before me. We've been in the same house through my mother's marriage, my sisters and I's birth, and my mother's death from cancer some ten years ago. There has been little need for us to go further than our local community in all these years for anything we might need. However life has been made far more difficult by the introduction of the LTN's in Cowley- what once was a quick and easy trip to our local doctors surgery in Temple Cowley (As I am sure you're aware Littlemore does not have its own local practice) now takes an extra ten minutes on congested roads. The reason we have been given for this is to cut emissions. I ask though; how can more time spent in a car, with an idling engine, do anything for the air quality of any of local areas? Surely opening up the roads so that people can take more direct routes is far better for the environment than keeping all the cars on a single road waiting for traffic lights to change while stuck in a jam can only do more harm than good. I'm sure the same answer you have given before is on your lips- why not bike, or cycle to the surgery, or to the local library (located in Blackbird Leys). This might be an option for myself- though not in all circumstances- had the bus company not recently suspended our bus service and then changed the route. Now more time will need to be spent waiting for a bus, and then a walk atop that ride, which, I'm sure you can understand if you are unwell enough to need a doctor's care is not something you would look forward to, nor would your fellow bus users. What also spurs me to write is my 77 year old father who also lives with me. He has a condition called REDACTED that leads him to be extremely fatigued (To the point of collapse) after even a short walk. He is registered as disabled. Were he to need to see the doctor he would not be able to take the bus, nor walk the .2 of a mile from the stop to the health center. What for me is an inconvenience, for him is an impossibility. I'm sure you can understand from this that he NEEDS to use a car. So instead of a 5 minute trip he now has to take a 15 minute trip that takes him onto the eastern bypass. Again, how can this help the environment or ease congestion when the eastern bypass is already such a usual point of traffic concern that they don't even mention it on the traffic reports any longer? Speaking to a number of people who live around the areas of the LTNS I have not met a single person who believes that they have been a success. Indeed, I have spoken to one person who lives in the middle of a LTN I hope you will not ignore the results of the consultations and will remove the divisive LTNs that just create more pollution on adjacent roads.

Individual

Oppose

Individual

Oppose

Individual

Oppose

I write with regard to the above and to voice my displeasure at your complete indifference to the opinion of residents adversely affected since their installation. I live, barricaded in on three sides, by the Church Cowley barriers. One real exit is available to leave the area. That exit being Newman Road. I am sure that you are fully aware of the narrowing at the top of this road, its close proximity to the Rose Hill roundabout and the fact that to negotiate out of this death trap turn to go right towards Rose Hill you have to negotiate 3 way traffic. You cannot exit the road safely. The traffic is virtually crawling along, pumping extra chug into the air of the poor residents of Newman Road. My car was hit Saturday. I'm not entirely amused as I need a car to care for my elderly, disabled mother. Sadly I've taken up the reins from my brother, who was her live in carer. And therein lays another tragedy. Back in November last my brother collapsed suddenly behind the door in a small wc at my Mother's house. I managed to get to her and him before an ambulance could. It required the fire brigade to attend to REDACTED off a solid oak door. Sadly all services seemed horribly delayed. My brother died. The arterial roads where the traffic is now forced as a result of the LTN installations is causing horrendous delays, solid traffic, further emissions. Tell me I should cycle. Not possible. I can't fit my disabled mother, a wheelchair etc all into a bike basket. Nor can she be taken on a bus. These have divided a community and wider community, traders are suffering. My eldest daughter used to cycle, in fact bought a beautiful new bike. Now she won't cycle as its too dangerous. Very nice for cyclists passing through our area but not for those who live here. Church Cowley Road is dreadful. We seem to be pandering to those who DO NOT HAVE LIVE in the area but merely saunter through it as a convenience. Connecting Oxford? No. Dividing communities, delaying essential journeys and making the lives of older residents who require care and companionship a living hell. A certain gentleman, who I think you know, lives close to where you filmed your half term "Traffic, what traffic" video, bleats about the safety of cycling his children to school. A school that is absolutely nowhere near where he lives. Oddly the route he needs to cycle is beautifully protected by every LTN currently installed in East Oxford. He oddly calls himself a "tall white privileged articulate male". Offensive? Absolutely. Which of those 5 words gives him any right whatsoever to berate residents who are suffering? I urge you to look at the recent survey results which show over 60% of Church Cowley residents want the LTNs gone. Listen to the people who live here. Free up the elderly, disabled, carers, essential services to live and work. It would be lovely to give a response expressing your opinion. P.S. Buses? Decent bus service? Oh yeah you're getting those cut as well. Marvellous.

Individual

Oppose

I just want to put my view to you I believe the LTN are wrong and they are dividing the communities and I also believe that you are targeting Pacific people in the Cowley area e.g working people not the well off that live around north off Oxford and This is really wrong and I know there are lots of environment issues but people need to go to work schools and shops so do the right thing and get rid off the LTN

Individual	Temple Cowley	Oppose	<p>I wanted to raise again my absolute disagreement with the ltns within Oxford. I am a cyclist and I have never had such difficulty moving around the city as I do now. Though I live in temple road and actually benefit in someway to the ltns I am now stuck in the neighbourhood created by the ltns. I struggle now to shop and care for my elderly parents, have such worries about safe cycle routes to and from school for my REDACTED year old. The air quality is toxic as of course everyone still has to use routes that are now totally congested and there is no less cars making journeys they are just now all put onto unsuitable designated roads at the detriment of these residents. I am unsurprised that neighbours in surrounding streets are then being persduded to support their own ltns; the traffic and congestion that current ltns has caused them is unreasonable and indeed has made their own living conditions challenging. I am in a prividged position so have seen emergency vehicles accidentally assume that crescent road is accessible only to have to reverse back down the road moments later, all of our delivery personal also have complained about the access and traffic. I feel incredibly strongly that Oxford city is refusing to listen to the people that live in these areas and are pushing for something that others don't actually want. We all care about our city and doing our bit of reducing our carbon footprint but surely there are numerous other things that could be done apart from penning people into areas: maybe a consultation would be better than forcing something into communities. It is really frustrating that the council are being completely undemocratic and if the ltns are not removed I amongst others will continue to pursue their removal. I have not met one other person: family, friends, colleagues, school acquaintances and neighbours who support them... not 1 single person. That's shocking when they are still in place months after they have clearly failed. The latest figures and feedback clearly show a lack of local community support for them and however you wish to twist this data the fact is that they are not working in the way that they are. If there were a consultation: and I have emailed on numerous occasions other options that may work better, it would be beneficial to actually look at options to make our streets safer and encourage walking and bikes rather than enforce plans in communities where people are making the devious when they don't actually live there! I would like this logged as a complaint and not swept under the carpet as I feel the council are trying to do in order to preserve their own plans.</p>
Individual	Temple Cowley	Oppose	<p>Me and my family of REDACTED DO NOT support the LTNs. They have had a major negative affect on our quality of life and we want them removed. As mentioned many times we would much prefer large properly maintained speed bumps.</p>
Individual	Bhandari Close	Oppose	<p>I wanted to contact you regarding the upcoming decision on making the Cowley LTN permanent. I object strongly to the LTN being made permanent. I feel they have cut communities off from one another, traffic flow is worse, and population increased. My car journeys are significantly longer in some cases 2 miles each journey ,which is increasing the amount of population, and increasing the traffic problems.</p> <p>I am writing to say that the above measures adopted in 2020 (during the 1st lockdown when most businesses were shut down!!) have no concern for services that need to access these roads for many reasons. The local council said these measures were introduced to lower emissions in these access roads which seems a nonsense when all traffic is now routed onto the main roads with cars idling for 3 times as long due to being the only access roads open. 1. Emergency services can only access these roads from a main road either end. 2. Residents living 1 door down from an LTN have to go round a ring road to access the end of their road which means commute times are extended. 3. Businesses in East Oxford have lost their parking spaces so have lost business. 4. ANPR is an abuse of our human rights. Where is the evidence that shows civil servants have the right to monitor our movements. 5. We never received a survey asking us to agree to the installation of these measures. 6. Who gave you the authority to implement these road closures and cameras? 7. This hasn't come from the residents so who sent the directive?. 8. People entering the city have a longer commute into Oxford. 9. Where is your Mandate to close Oxford roads?..</p>
Individual		Oppose	<p>I am against it and find it incredible that despite the amazing number of interested parties who have expressed their disapproval of it, you consider it within your right to ignore their views, which constitute a large majority of those expressed. If true, that is if you are really ready to act on the strength of your own preference, this seems to me to show an unacceptable degree of arrogance on your part, of the BO JO variety.</p>

Individual		Oppose	I've been to Cowley just once since these came into force and that was enough. Madness, sheer madness, no matter where you turn it is either prohibited or residential only with no signage to help anyone trying to find a way through. I wanted to shop on Cowley Centre, but it proved impossible. When I eventually found my way back to more familiar territory, I decided to go home. It took most of the morning and I didn't get to shop and, therefore, help any businesses in Cowley; instead I now choose to shop elsewhere. To keep these restrictions in place can only be detrimental to the businesses that are, in all probability already struggling.
Individual	Rosehill	Oppose	Please listen to the MAJORITY who are against LTN's for good reason. All they do is move traffic to other roads making them more clogged up. Vehicles are stationary longer due to the overload of traffic which produces more fumes... Which is counter productive to the Councils goal of reducing pollution.
Individual		Oppose	I am a courier driver and work in the evenings as a food delivery driver. Since the LTNs have been implemented I have added 20 to 30 miles extra every day. I am not able to finish on time due to the LTNs and the traffic it has caused. They need to go.
Individual		Oppose	I am strongly opposed to this scheme as currently implemented. Others have argued against more fluently than I can but basically, although the main aim is laudable there must be better solutions that meet the needs of residents, businesses and communities in ways that this one singularly fails to do. I am 75, with underlying health issues and am distressed at the difficulties this presents to people like myself as well as increasing traffic on all routes that I use.
Individual		Oppose	First of all, I was not surprised to discover, via a FOI request, that the majority of people in East Oxford did NOT want these LTNs implemented. Whatever happened to a democratic decision? Could you please explain why the scheme went ahead in spite of the majority voting against them. I do not speak for those lucky enough to have their health and live close enough to their businesses to be able to walk or cycle to work or for those who find the introduction of the LTN scheme to be positive. I speak for the older, disabled population of East Oxford for I am one of them. How we would all love to be fit, young and able to cycle or walk without pain. I speak for the housebound who rely on visits from carers to simply get them out of bed, washed, and fed every morning but who now have their 15 minute slot cut even shorter because of the extra time needed to bypass the LTNs and get to them. I speak for the mothers who need to, in many cases, get two or more children to different schools on time for the start of the day, some with new babies. I believe this demographic represents a large number of those negatively affected by the introduction of the LTNs who feel their voices are not being heard. I speak for those residents who live on the choked main routes now ... who are subjected to air pollution being pumped out by cars stuck in jams, particularly during rush hour. Is their health being taken into consideration? I speak for the businesses who have lost custom, like Parchment Printers in Crescent Road, who have been serving East Oxford for over 50 years, and now see their business being seriously compromised because the hassle of getting to them due to the LTNs is making customers go elsewhere. My son was coming home from work the other day on the Cowley Road. There had been an RTA on the junction of Marsh Road. With all routes to allow traffic to bypass this accident cut off by the LTNs he had to sit, with everyone else for an inordinately long time while police and fire engines struggled to get to the scene. This is potentially dangerous for the safety of others, for instance those trying to get to hospitals, or other emergencies. I urge you to consider the opinions of the majority of those in East Oxford who want to see these LTNs dismantled.
Individual		Oppose	I hope you do not mind me dropping you an email. I have been informed you will be making a decision on whether the LTN's stay or not? I live in REDACTED Littlemore and I can assure you the traffic just moves to another area, it is a nightmare trying to get in and out of Littlemore. I don't quite understand why it is ok to put measures in place to quieten certain roads but turn others into a rat run? Cowley road and Iffley Road are now solid at rush hour with all traffic coming onto the ring road. I understand you are caught in the middle and understand people living on certain roads will be ecstatic now but honestly Littlemore is growing rapidly we need more entry/exit roads.

Individual		Oppose	I am sure I am not the only person to have contacted you with regard to the LTN's here in Cowley and Littlemore. I Live off Holloway in Cowley and due to these LTN's it has caused traffic chaos. Not to to mention the pollution this is causing to us residents living near these roads. Holloway is a main route to the JR and surrounding hospitals. I have left my car at home to get to work by bus, but this is not working as the buses are getting caught up in all this traffic chaos. How is it that the majority voted against these LTNs yet you went against the people and put them in anyways, where is the democracy in that. Do you live in Oxford....I expect not. Do the decent thing and get rid of these LTNs once and for all. You have had your little experiment it hasn't worked. I have relatives and friends in Littlemore, they have been left with no bus service and have been cut off with LTNs and now have to use their cars more often or taxis to get from A to B what's the logic, you are putting more traffic on your so called over run roads. Don't think you have thought any of this through properly, and it's now time you made the right decision and give the people back the choice of how we use our roads.
Individual	Florence Park	Oppose	Please can you take this email as an objection to the permanent placement of the Florence Park LTN's. I live on REDACTED in Florence Park and although I do see positives with the scheme, I feel the negatives far outweigh the benefits. I am happy to dicuss further if needed. This seems to have been reflected in the recent public consultations.
Individual	Henley Avenue	Oppose	As you are going to be making a decision on the LTN'S, I am writing to let you know that I am NOT in favour of the LTN's through Florence Park and Cowley. I live on REDACTED with my husband and young baby and since the introduction of the LTN'S, have noticed a considerable increase in the amount of traffic on REDACTED. Also cars sat in traffic with their engines idling or moving slowly through the traffic has increased the pollution. I now have to wait at last 3+ minutes each way to cross the road to be able to go for a walk with my baby. This means we are standing in the pollution, which increases my baby's risk of developing asthma and other pollution related conditions, as well as increasing my own risks, including life expectancy. Also, new properties that have received permission to be built in Iffley Village will increase the traffic on the main road, which will add to this problem. There road is coping with the usual traffic plus the traffic that has been diverted from the LTN'S and is unsustainable and wear and tear on the road will increase.
Individual		Oppose	As a resident of REDACTED Temple Cowley (40 years) I am taking this opportunity to inform you of my anger over the installation of LTNs. The making of Temple Cowley one entry and one exit is a total nightmare, the air pollution and traffic on the Cowley Road has become unacceptable, LNTs have compounded this problem. I hope you will take on board the strong opposition and resentment to these LTNs
Individual	Temple Cowley	Oppose	The sooner the LTN in Temple Cowley is removed as clearly demonstrated by the responses in the latest data released after the FOI request the better. The resulting traffic chaos on the main feeder roads is not acceptable. Motor cycles regularly ignore and bypass the LTN planters in Temple road well in excess of 20mph. The planned imposition of further blockages in Howard St and Magdalen Rd despite public rejection of the scheme seems to indicate that the Cycling lobby (who do not pay) are in control of the city highways. The local OXON CC Charlie Hicks insists that his own opinion outweighs that of the local electorate on LTN matters so perhaps his Head will roll next time !!! We can but hope that democracy still works!!!
Individual	Hollow Way	Oppose	I live on Hollow Way and my life is now intolerable. We have have constant traffic with resulting pollution. I would like to invite you to come and stand in my front garden for 20 minutes and you will see for yourself the negative impact these LTN's have had on us. I will make you a cup of tea/coffee. Politicians should work for everyone, not just a select few. Nobody has ever come to see the problems caused by them. Traffic is not filtering away and no consideration has been given to people who have to drive for work, etc, nor those of us who, through no fault of our own, can no longer walk or cycle. I strongly object to LTN's and think a better scheme would be to enforce a 15 mile/hour speed limit on residential streets

Having gone through the 6 month trial of the LTN scheme I would like to register how disruptive this has been for the whole of the area. It essentially keeps those in Florence Park car free and means that anyone on or off the Cowley Road and Iffley Road, get stuck in traffic at all times of the day. If there are road works, that is it, there is no option but to sit and wait. It seems the only thought here was to keep those certain parts of East Oxford happy while completely destroying accessibility. The roads were not designed for the amount of cars we have on them, let alone taking huge swathes of roads out of the loop. It has not convinced people to use other modes of transport, as most people who use cars have already made that choice.

Please cancel the LTN scheme in East Oxford. All it has done is to displace the traffic and lead to residents in main roads having constant traffic queues and fumes outside their houses.

I live along Oxford road and I feel LTN is a very back step to solve the traffic problem unless you can find a solution that can help everyone, as it stand you just shifting traffic from all the small roads back to the main road, here are my points :- 1 Since all the traffic are now pushed back to the Cowley/Oxford road, the congestion is much worst with traffic on the junction of Between town road and Oxford back to a mile long. 2 Since there are more traffic jam and longer queues then much more emission from cars. 3 I don't understand the concept of LTN, many people comments on safety of young kids, but kids shouldn't be running on the road and it's the responsibility of the parents to teach and look after them safely. 4 Motorways use the hard shoulder lane to relief the traffic, but Oxford is going the opposite way of blocked the roads and intentionally built the traffic on the main road (may be this is the way so that Oxford Council can take the next step and banned all the cars). 5 Many people live in oxford have no choice but to use their cars to commute, especially when they have to drop their children to school before going to work. 6 I am a cyclist, motorcyclist, motorist and also likes to walk, - If you do everything correctly to the highway code, aware of everything around you then you are pretty safe. The problem here is not the traffic endanger lives but the careless users (i.e. cyclists with no light at night, reckless mopeds, etc). I see many proper cyclists complained about careless drivers, but there are more careless cyclists as most cycles don't have a rear view mirror and many don't turn around to check before maneuver. 7 Motorists are the one that paying road tax to get the road maintained, cyclists don't pay anything but get to use the road where motorists are not allowed. Is that fair? 8 From personal experience, it would reduced at least 20 minutes to complete my journeys every day without the LTN, imagine how much green would that be for saving fuels and not running 20 minutes/day. That would help people to save money as well. 9 From the business point of view, due to the massive traffic on Oxford/Cowley road, it has put me off going out to Cowley road or into town. 10 Due to bad traffic on the Cowley/Oxford road, drivers are using alternative route and make Abingdon road, Iffley road, Rose hill and Donnington bridge much worst. 11 I failed to find any Pro for the LTN, people keep commenting that I don't want traffic by my house, FGS you live in a town by the road, what do expect the road for? You chose to live in a town so you need to accept it. Can you imagine now I am saying I don't accept traffic on Oxford road? 12. If LTN are intend to help safety of the children, then at least we have time gate (similar to bus gate) where cars not allowed to go through during say 8-9am & 3-4pm.

Individual

Oppose

Individual

Oppose

Individual

Oppose

Individual	Crescent Road	Oppose	<p>I am a resident on REDACTED cowley. I am writing to express my strong objection to the temple cowley and Florence park LTNs. Firstly, I understand you may believe there to be strong support for the LTNs in my community. However, my experience is that a small coordinated, professional minority on my road coordinate to express support. In fact most local residents do not hear of surveys or know who to express their objections. Secondly, my objection to the LTN is largely regarding equity. The LTNs disadvantage the disabled, the elderly, small business owners and those who can't afford to live centrally. They privilege middle class professionals who work from home. Those who can afford to prioritise reduced road noise and (unproven) potential for future benefits, against those who are losing their livelihoods and trapped in their homes by unusable roads. From my personal experience, I can tell you the LTNs have impacted on my quality of life. Last year I had bone cancer and major surgery on my leg. Driving is my only option and the terrible traffic on cowley road makes me feel trapped in my own home. Two business on cresecnt road report that they will have to close next year, as a direct result of the LTNs. Lastly, the council has produced no credible evidence that the LTNs achieve their goals. In my view it is simply unethical to continue to impose the LTNs.</p>
Individual		Oppose	<p>I am just writing to say that I am not in favour of the Cowley LTN's and hope that on the 24th February the decision is made that they are removed. I have given the LTN's a chance, but am still against. I live in Bodley Road, Littlemore. My reasons for this are in summary as follows: They are cutting off business to Cowley Centre and local businesses e.g. Coop, a lot more traffic pollution on roads where redirected. Congestion - traffic backing up and pulling out from Newman Road is hazardous. Double travel time to work. Littlemore to Blackbird Leys - cut off unless go a very long way round - segregating communities. Please reconsider keeping them in place and put forward to have them removed. I am all for the cameras on Bartholomew Road during school hours, but I feel the Road should be open outside of these hours for the public to use -re-opening links to Blackbird Leys.</p>
Individual	Littlemore	Oppose	<p>I have lived in Littlemore for most of my life and have never felt so trapped and cut off from Cowley and Blackbird Leys in all my years of driving. Pushing all the cars to the ring road and to main roads like Rose Hill, Church Cowley Road and Sandy Lane West just increases frustration for all car drivers because barely a day goes by that i'm not sat in a queue of traffic. What about people that live along these roads? Do you not care about the increased pollution in these areas? Please give the residents of Littlemore back the freedom to drive down any road they wish. After all, isn't that why we pay our road tax? A lot of drivers have genuine reasons why they need to use a car. You shouldn't be discriminating against car users. Do the right thing on the 24th February...give us our roads back and remove these dreadful LTN's!!</p>
Individual		Oppose	<p>I am writing to you today to request you do not keep or extend the LTN or ANPR cameras in Cowley. The results of the consultation show they are not supported by residents. As a resident in Church Cowley it has made life very difficult. I cannot get to The Doctors, Cowley Centre or family in Blackbird Leys without going all round the ring road or making a very dangerous right turn on Newman Road. The Cowley Centre businesses are suffering and it feels as though you have put the barricades up to block access to Littlemore and Blackbird Leys! The camera in Bartholomew Road is a joke. If you are going to keep it at least make it so you can go through at weekends and certain times during the day after all you can drive in the High Street Oxford after 7pm! It should be a school gate only. However, I have witnessed parents driving as far as they can and turning round before the camera causing chaos! Another suggestion if some LTN's are to remain is to remove the Oxford/Cowley Road LTN it will then allow people access to the Cowley Centre and avoid the dangerous right turn at Newman Road which is even worse since the Council made it Narrower! As the consultation has shown they should be removed I hope your decision is to follow this and not to ignore it.</p>

Individual	Bodley Road	Oppose	<p>I have lived on REDACTED for 20 years. There has never ever been a traffic problem in all this time. Since the LTN's it has been ridiculous. The journey to support local shops or use the gym always took me a few minutes. Now it can take me 15 minutes, having only one way to go & pushing all the traffic up to the junction on Newman Rd. Turning right out of there is difficult & dangerous. On Church Cowley Rd cars are now parked along the side of the cemetery & it's now impossible to get a wheelchair or pushchair safely past them. That is so dangerous! I am happy to walk but how is someone meant to carry a weeks shopping home? Sometimes it is just not possible & you need to drive. I work in Children's Social Care & to be able to 'pop' somewhere when I get a short break from a stressful job has become impossible. All these restrictions have just pushed the traffic to another area with longer driving times thus more pollution and stress. It has been a very difficult 2 years for people due to the pandemic then their local roads are shut causing more change and daily stress trying to get anywhere or park. This just makes no sense, I wonder if the decision makers actually live in these roads/area and have to endure this daily.</p>
Individual	Oxford Road	Oppose	<p>I am writing to you to hopefully make you think twice about approving the LTN scheme in Oxford. My family and I live on REDACTED, Cowley and have done so for over 14 years. Before the LTN's were introduced around our area the traffic on Oxford Road was fine. There used to be a build up of traffic around school open/closing times for about half an hour each time but other than that the traffic flowed freely. Since the LTN introduction, the traffic jams are almost constant during the week, with free flowing traffic only happening for about 2 hours in the middle of the day. Also, night traffic has doubled as well. Both of which means there is almost constant standing traffic outside our house, which means an extra pollution build up as well as constant noise. All of the above is bad enough but from our point of view there is a health (pollution) problem as well. MY HUSBAND SUFFERS FROM ASTHMA. Before the LTN's were introduced, his asthma was under control (only using his inhaler once a day) but since they were introduced his asthma has got a lot worse (using his inhaler AND nebulizer 4-5 times a day). Nothing has changed in his life other than extra pollution (standing traffic) outside our house. Because of this we now have to spend an extra £25 a month on medication which we cannot afford and with the imminent cost of living rise, I am really worried about how we are to afford rent, food, bills AND EXTRA MEDICATION. My understanding of the LTNs was that they were supposed to help CUT pollution in Oxford as well as make things safer for its residents, however in my opinion it has done neither of these things and has in fact made things worse. I hope you take this information as a large red flag against the LTNs and please reconsider any further action in favour of them.</p>
Individual	Littlemore	Oppose	<p>I would like to register my opposition to the LTNs installed in the Littlemore and Cowley area. In my opinion they are counter productive as all they do is squeeze traffic into fewer routes, extend and slow journey times increasing pollution. I understand that over £100,000 was recently spent in traffic calming measures in Oxford Road Littlemore to reduce through traffic. These LTNs mean that Oxford Road is now the only way out of Littlemore for me, whereas before their introduction my journeys out were spread. In addition I suspect they will have a detrimental effect on Business at Templars Square as I for one no longer go there because of these.</p>
Individual	Littlemore	Oppose	<p>I would like to also like to register my opinion against the LTNs in Littlemore and Cowley. As a resident of 77 years I believe Littlemore is a far worse place with the addition of these road blocks. It now takes far longer to get anywhere. The roads that are still open are far more congested. The people living on the open roads are having to cope with more pollution with the increase of traffic on their roads. Littlemore road Cowley is not a rat run, this is a main road running from village to village. This is our route to the Doctors, Dentist and shops. To block this route from all resized traffic of Littlemore is wrong. As an elderly disabled person, this road block has caused unnecessary anxiety, time and money. Littlemore Road Cowley should not remain closed to the residents.</p>

Individual	Littlemore	Oppose	<p>I am contacting you regarding the LTNs and Bartholomew Road LTN cameras. I have lived at the same address in Littlemore since the 70s, and these LTNs are unnecessary, very inconvenient, and a danger to the health and wellbeing of Littlemore and Cowley residents, since they are an obstruction to emergency services vehicles. The Crowell Road LTN is the worst for most of us in Littlemore and Cowley as it is cutting Littlemore off from Cowley and pushing more traffic on to Newman Road. The recent addition of cameras by the Bartholomew Road LTN are also seen by residents as just a way to make money from fines that normal people will have to pay for simply trying to get from A to B. Bartholomew Road is not a rat run either. It is the easiest route for residents to get places. The LTNs have made life unnecessarily difficult, wasting more time and causing more pollution as people are stuck in traffic. I wouldn't mind the Bartholomew Road LTN if the Crowell Road LTN were removed. This would open up the flow of traffic and take pressure from Newman Road. What used to be a simple few minutes drive to the John Allen Centre to park and take our dog to Vets 4 Pets or get shopping at Templars Square is no longer a quick journey. A medical emergency to the vet could now result in the death of my dog due to the Crowell Road LTN blocking the road. I ask you to please think of the residents trying to get to work, appointments, kids to school, etc.</p>
Individual	Littlemore	Oppose	<p>I am among the majority who oppose the LTNs. They are causing chaos and increased traffic around the Littlemore area where I live. I understand the need to try to get people to change their lifestyle and get out of their cars, but this has proved unworkable. The best way is improved and cheaper public transport. The LTNs have neglected the needs of disabled people. Many are continued to be locked down. I am reliant on my car more than most because of this, although more mobile than some. Buses are not always an option for us and we are being punished. As an asthmatic, I can feel the pollution in certain areas. Crime has increased in some areas where the streets are much quieter and it is not as safe to walk there as was promised. They have simply shifted the problem elsewhere. Given the majority of residents are against them, it is time to remove them and consider more palatable options for the future.</p>
Individual	Herschel Crescent	Oppose	<p>I live in REDACTED I have completed the Consultation with my objections for the LTNs. I understand you are making the final decision on 24th February and I am writing once again to log my objections to them. The one in Littlemore Road needs removing so the residents of Littlemore can access their homes without risking their lives on the busy Newman Road junction. My elderly mother-in-law panics every time I have to take her out in the car because she panics at the only way in and out of our village. I need to use the Littlemore Road to get her to the doctors, hairdresser, hospitals in a safer way. She cannot walk, she is 86. Please think about the mental health and stress you are causing Littlemore residents and take the LTNs out!</p>

Individual	Littlemore	Oppose	<p>My family have lived in Littlemore for over 70 years. And you have divided this village, adding road blocks that cause us to travel miles out of our way to reach each other. The LTNS have added physical barriers within the community, we now have to travel many extra miles to reach our Doctors, Dentists and shops in Cowley. We who live in Littlemore, have no Doctors Surgery or Dental Practice, as we are the forgotten residents of OX4. And I know from residents living in the closed roads of Cowley that they are experiencing the same problems in traveling miles out of their way when needing to get to Littlemore. The LTNS are causing more traffic on the roads such as Oxford Road Littlemore, Church Cowley Road and Newman Road. The LTNS are causing more pollution on the Oxford Road, Church Cowley Road and Newman Road. The LTNS are making the closed roads feel unsafe for people to walk along in the dark. The LTNS are causing far more traffic on the Sandford road Littlemore as people are using this as the new Rat Run. The junction of RoseHill and Church Cowley Road is an accident waiting to happen, the lights do not give you time to get through the busy traffic. The Junction of Newman Road and Oxford Road, Rosehill is dangerous in both directions, causing far more traffic chaos than before And the roundabout at the end of Oxford Road Littlemore, towards Rosehill, gives you around two seconds to dart out into the fast oncoming traffic! Why should some areas in Cowley have no traffic, but other areas now take double the traffic and pollution. To date no one has ever responded to any of my emails and I understand you have already made up your mind! But we as a community want it recorded that you are going against the residents wishes with a badly thought-out plan that is causing far more problems to the residents who have lived here all of our lives.</p>
Individual		Oppose	<p>An overwhelming amount of those who responded Objected to these and I hope, in this democratic society we live in, the voices and thoughts of residents are acted upon and these LTN's are removed ASAP.</p>
Individual	Herschel Crescent	Oppose	<p>I just want you to know how I am feeling if it counts for anything. I've lived in REDACTED for over 30 yrs and bought my house through hard work, bringing my family up. I have family in Rose hill and blackbird Leys , shop all the time at John Allen centre and Cowley centre. My life is still very busy with working and looking after family in Rose hill and blackbird Leys so I do drive a lot for work and supporting family. I want to know is why have 3 out of my 4 exits have been closed with these ridiculous LTN's, I know can't get to Cowley centre, blackbird Leys and hard to get to Rose hill as traffic is so bad up my only exit Newman Rd. Why is ok to make this road more busier and why don't you care about the residents of Newman Rd , they have children and the road is so busy , going to be a bad accident soon especially trying to get out of Newman road !!! I heard a resident from Bartholowen rd say " my children can breath now the LTN's are in.... what about the children that live on Newman Rd, Rose hill Rd , church Cowley rd?????? Please can you answer my main issue is to why or who sat there and made that decision to close my 3 exits to family and friend out 4 !!!!! It's not fair I pay road tax, council tax income tax , I live in Littlemore and if taxi's can come through Bartholowen to why can't residents ????? I wonder if you are reading my email... if so please reply to me , these LTN's need reviewing I feel very claustrophobic with my exits closed !!!</p>
Individual	Herschel Crescent	Oppose	<p>I'd like to let you know that the LTN scheme in church Cowley has caused my family and myself much stress. I live in REDACTED and so the road down to Cowley centre and bartholomew road are not rat runs but simply access to the rest of the Cowley community. One access point into the area is madness, if you need to get out to family members who are in need - my mum is caring full time for my dad and often needs urgent help - if there is a single blockage you are stuck, this is the same for getting home. Bartholomew road is only busy during school drop off and pick up, prior to the blocks it was always very quiet at other times. I have a daughter at church Cowley st James. The question on the follow up survey where it was asked how happy you are for an 8 year old to walk alone was vey I'll judged - did the question master not know that the police had advised for no children to walk alone as a girl had been approached in the area? I know from councillor Hicks that not all roads were going to be monitored during the trial. I'd like to confirm that greater let's has become much busier during this time particularly since the cameras have been installed. As a resident in the area I believe the LTNs should be removed completely. This is also the view of my elderly next door neighbours who do not have access to the internet, and like me, feel the consultation process did not include the whole community.</p>

Individual		Oppose	<p>Please kind sir....I live I REDACTED Littlemore for over 20 years.....been hgv1 driver European work of over 14yrs ...done more miles in reverse than you have on a motorway 5th gearc in that period....please sir listen to me.....we as locals are trapped cut off from family in surrounding area's I've drove in 3rd world countries with more road planing common sense.....we harming and poulotin are world more by making a 5 min journey into 25 min Please let Common sense proval.</p> <p>I am sending this email to give my views and opinions on the LTN's currently in place around littlemore. I have several reasons as to why I think they should be removed. Living in the area I feel personally trapped. We now only have 1 way in and 1 way out of littlemore. Some normally 5 minutes journeys are now taking upto if not more then 20 minutes. This is not helping pollution. I for one do not feel safe walking around this area on my own or with my children. Especially now the roads are so much quieter. All the side roads that are now blocked by the LTN's. I appreciate wanting people to walk or bike more but people just don't feel safe or have the time. I will spend that extra 15-20 minutes in the car adding more pollution to the air because I don't feel safe walking alone. We in this area feel very isolated. What with constant road works on iffley Road and roads like the one by BMW in cowley the traffic is horrendous. Cars are on the roads with engines running for longer. Also we need to remember people work. I for one need to get my son to school then get to work for 9. My son starts at 8.45. I then need to get to work for 9. Car is quicker/safer tho not now due to all the LTN's. I can't afford to put him in breakfast club everyday on top of all the rises in bills and also having to pay for school dinners every day. Life is hard enough. I hope this email gets read and you consider all my points and re think are these LTN's actually doing our community better? No.</p>
Individual	Littlemore	Oppose	<p>Congratulations on your Disabled discrimination! Congratulations on causing such mayhem with your plant pots and ridiculous cameras! TIME TO GET RID OF IT ALL!</p> <p>I write to ask you to consider your Decision about the above. I have lived for over 30 years in Oxford 30 of them in Littlemore. These ltns are suffocating our community. I personally cannot walk far need my car but I accept there needs to be consideration for future generations. The roads that have them are not rat runs they are roads designated to be used to help the flow of traffic. It was councillors and planners (did planning in my degree in Oxford) that decided this way before I moved here. You are virtually cutting us off of shopping doctors dentists etc and social and health care. All it needs is other methods ie speed reduction yes cameras for that and or fines but it will still allow essential support for elderly and disabled parents with children at different schools. It is causing stress and anxiety and we both know that's a killer if not monitored . Something that's been there for many years you can't just cut it off. Make the bus company's provide good transport and I'm sure it will help reduce cars ie the dial a bus is now Hons it picked up many people. I implore you to re evaluate this and work with the Community . The stats show a huge support to reject them. If councillors are representing their communities why are they not listening is that not something you agree to when becoming a councillor??? People finishing work at 1730 are taking until 1930 to get home. It's so unfair. The west gate will become a white elephant as people won't shop in Oxford. It's already shown this locally and at Cowley centre it's empty. It's too difficult for many to get there. I know legally you have to have the consultations but that doesn't give you the right to trample all over us Other big cities are now taking them out You will win favour if occ does this but right now the people are not happy with their councillors and it will show in elections in May. It's been muted by Labour councillors they will override the constituents and vote to keep them. That opens the gates to legal challenge and the validation of a legal consultation that has been ignored Someone needs to be the bigger person and make the right decision. I'm hoping it will be you.</p>
Individual	Littlemore	Oppose	<p>Please could you end the LTN barriers for the sake of the Oxford people. I totally understand the reasons behind the scheme however it has just caused build ups elsewhere. Just recently I had been receiving radiotherapy and it would take me 35 minutes to get from donnington to the Churchill..3 miles away..</p> <p>Please stop them. They have made life so difficult and increased traffic and pollution on the boundary roads. Traffic calming measures and improved pavements for walking are what is needed. It is so unfair that working people's lives are being disrupted in this way.</p>
Individual	Florence Park	Oppose	<p>The Florence Park LTN has not been a success, please abandon it.</p>

Individual		Oppose	<p>the Cowley Ltns have trebled journey times,halfed the turn over of local shops and made it difficult to get out of the estates.There is a que all the way from town to the Swan in the evening and it now takes an hour to pick Chantel up from sc...</p> <p>Firstly, car travel is not an unnecessary luxury: most people, especially women, use their cars for work and childcare and to be able to travel safely at night and in inclement weather, and you want to reduce journeys by a third! The genie is out of the bottle, why should women eschew a safe comfortable and enabling form of transport: the car? Many women in disadvantaged areas work two or more jobs and need cars to be able to do so and to manage family life. As an OAP I mainly use buses and my bike to get around (not the train as it is too expensive) but I will not do this in the rain or after dark for my own security. I am still fed up having to drive a long way round when visiting my friend in Crescent Road due to the road closure – a waste of time and fuel and more polluting. In any case, if electric car take-up is encouraged and subsidised properly by central government, the effects of pollution and zero carbon will be redundant by the middle of the timespan envisaged by the Oxford Transport Plan because most people will be using electric hybrid or low emission cars by then. It would be better to invest the money wasted on some of these proposals to install charging points that work throughout the City and encourage clean cars and public transport, rather than road closures. Secondly, since it is likely that the population of Oxford City will rise to 179,000(as per the Plan) it will be unrealistic and impossible to achieve the targets set in the Transport Plan due to sheer weight of numbers. The 179,000 target proposed in a recent plan is wrong I believe, since the City's historic centre and infrastructure cannot cope with the existing population, let alone so many more people coming in. I have already made this complaint in a previous consultation. Far more emphasis and growth should be directed to Abingdon and Banbury and Bicester to accommodate growing numbers and not allow more development and house building to attract even more people to Oxford, which can't cope already. If we must add research facilities and support industries caused by global renown for research then make sure that existing sites are fully developed and that car use is factored in properly. The hotel proposed for the Headington Co-op site is a case in point: it is ridiculous not to allocate a commercial venture such as this any parking spaces, especially when the local car park by Waitrose is often full up already. (Perhaps even make a Kidlington corridor to develop the land between Oxford and Kidlington as it is already urbanised and served by good public transport to the centre and to the hospitals and not a flood plain). Thirdly, in view of the difficulties faced by existing businesses due to the Pandemic the councils should not be discouraging people from making journeys because this will stifle the recovery of local businesses and services, which are already stressed. Instead of wasting more money on LTN schemes which are unwanted by the majority of residents and business owners you should be</p> <p>While I am generally in agreement with the idea of trying to reduce traffic in Oxford LTNs are proving to be a disastrous attempt to achieve this goal. Canvassing in the Cowley area, where they have been introduced, shows the public is overwhelmingly opposed to them. Introducing them during a pandemic, when many people are understandably loath to use public transport, would be beyond belief had the Johnson government not so lowered expectations of sensible action by those in power. The gridlock that will result from the introduction of more LTNs is so predictable that only those in the grip of a 'big idea' can fail to see it coming.</p> <p>I have heard that the consultation to do with the disastrous Cowley LTN's is over and that the majority of residents do not want them. Please can you advise when these are going to be removed? The council was voted in by the people. We still live in a democracy so when can we look forward to having the LTN's that so few want - as per your own consultation results- finally removed? This will certainly affect the way that I, and so many others vote in future elections so I am keen to know if the council will remove them or disregard what the vast majority of residents actually want and simply follow their own selfish agenda.</p>
Individual	Headington	Oppose	
Individual	London Road	Oppose	
Individual		Oppose	

Individual	Oppose	<p>I am writing to express my sincere concerns regarding the low traffic zones currently being trialed around east Oxford. My name is REDACTED and I am a community Psychiatric Nurse working for the forensic services within Oxford Health NHS Trust. I visit mentally ill offenders in their own homes or within group home settings to monitor their mental well being, assess their risks and administer injectable anti psychotic medications. Several of my clients require careful and regular monitoring and the ridiculous road scheme is making my job very difficult and doubling travel times. It's good for the people who want the low traffic in their area but it is making driving around Oxford unbearable as the traffic is horrendous on the alternative routes. This in turn must be increasing air pollution as people being stuck in large queues of traffic means that everyone is on the road for longer. It's also absolute bedlam if trying to get to the John Radcliffe Hospital for appointments. This is now beginning to affect the number of patients I can see in a day and I'm having to prioritise meaning that some individuals are missing out. It's nor just me that is experiencing this but all my colleagues, social care and emergency services are also being adversely affected. This scheme is definitely not community care friendly and my concern is that something serious is going to happen before the powers that be stand up and listen. I wrote to you as I wanted to make known my concerns although I feel that I'm probably echoing the concerns of many others.</p>
Thames Valley Police	Concerns	<p>Not keen on the LTN's through Littlemore as they massively restrict traffic flow through Littlemore and leaving parts of Littlemore cut off from the rest of the City due to the LTN's on Bartholomew Road and Littlemore Road. As for the Policing side when we had a car we would often drive through this area between Rosehill and Cowley Station and would often just drive through the roads during patrols but now this is not possible and only happens if we are on foot as opposed to a car. The most difficult area to get to on our patch now is Sandy Lane West and roads off of it. If you used to drive there you would drive along Bartholomew road and access it that way. Now we are left to drive all the way to Cowley centre then Barnes road or up the bypass to Cowley and back on ourselves. This could be considered as lighter Policing in this area as it is quite out the way to travel to via car and leaving options now for bike and walking alone. Members of the public from Littlemore will often complain to me whist on my patrols about the LTN's and how they do not like them or agree with them. I believe the Newman Road Junction with Rosehill is a difficult junction to navigate as a few months before the LTN they reduced the width of the road near the junction. This along with the increased traffic on Henley Avenue/Rosehill makes this junction very difficult to navigate if not a bit dangerous if you need to turn right out of it. The traffic coming out of Rosehill has also suffered as there is increased traffic the Henley Avenue/Rosehill you can sometimes be waiting on Ashurst Way for some time waiting for a gap to pull out.</p>
Fire Service	Concerns	<p>As I know you are aware we have a strong preference for ANPR to remove any concerns regarding response or access to vehicles. We are also seeing delays due to traffic build on certain routes that were not factored into the original modelling. My understanding is that ANPR is now legally possible so we would really like to work with you to implement this on certain key routes? Can you let us know the best way to make this happen?</p>
Individual	Support	<p>I strongly support the LTNs and would support further measures to ensure that people use active travel in order to cut air pollution and to keep people safe and Healthy. Our two children are able to safely cycle to school and Childminder's and the park and we are generally more relaxed and at ease when walking along our pavements on little hay road. We had experienced two accidents on our road and were fearful that something would happen to our children. We had even considered leaving the area. We are now feeling like our road is a more pleasant place to be, where we can stop and chat to neighbours and people of all ages are safe.</p>

Individual	Parker Street	Support	<p>I'm writing to say I support the plans for LTNs in Oxford. I know they are not popular with some people but being able to walk and cycle through Florence Park without the constant dodging of cars is a pleasure. Everything is so much calmer. People won't stop using their car unless they are forced to. A few weeks ago I saw on the work intranet that there is a spreadsheet with free parking spaces near work, in Jericho. Making it easier for people to commute into Oxford without driving is key to changing this. I imagine there are tweaks and improvements that can be made to how LTNs work, but the principle is sound. I also support the improvements planned for cycling along the main roads and the recognition that cyclists should be able to use the most direct routes and not be told to go along the river or back routes. The sooner we can get cyclists off the river path the better. Plus the bus gates in town and the zero emissions in the city. I say this as someone who also drives in Oxford and who will be slightly inconvenienced by not being able to pick up family from the station in the car. There is once again no bus that goes directly to the station along Iffley Road. I mostly cycle or walk but didn't replace my stolen bike for 3 years because cycling has become so unpleasant in Oxford. Good luck with it all.</p>
Individual		Support	<p>I am writing today to show my strong support for the LTN scheme, in particular in Temple Cowley, and urge you to take the decision to make this scheme permanent. My family and I live just off REDACTED which prior to the LTNs was used by many vehicles, cars, vans etc. as a short-cut to get from Hollow Way to Cowley Road. A neighbour at some point counted up to 300 cars an hour passing down this road which is totally unsustainable and unsafe for such a narrow road. There have been many near misses and sadly many deceased or injured animals. We have REDACTED young children, REDACTED of whom are on bikes and would have had serious reservations about letting them cycle on the Crescent Road pavements. The installation of the LTNs has dramatically changed our road and for the better! Yes, the LTNs have added a bit of extra time to our journeys, especially in peak time, but I believe many of the reports put out by those who oppose the LTNs are grossly exaggerated. I used to routinely do the school run at 3pm and my journey increased by about 5 mins - a price I am more than willing to pay. However, the LTNs have prompted us to reconsider the journeys we make and as a result REDACTED from school REDACTED on the bus. I also make most of my journeys to the shops in Templars Square on foot - some may say that I am privileged to be able to do that but these are all car journeys now not happening and I certainly needed a push to leave the car at home!</p>
Individual			<p>I am often saddened, and at times appalled, by the hyperbole and the vitriol that I have seen in comments made by objectors. Whilst they of course have every right to make their views known, I do not agree with exaggeration, intimidation and misinformation and I hope very much that you will not be swayed by this. I am very concerned that the consultation was open to anyone regardless of residence and as a result I believe it has been shared widely in anti LTN networks all over the country. It cannot be right that someone who does not live in the area gets to decide the future of my street. Reversing the LTNs would, I believe, have a devastating impact on Crescent Road and we cannot go back to how things used to be. The one question that opponents have in my mind failed to convincingly answer, is what they propose to do instead in order to bring down the volume of cars and reduce traffic. The LTNs are not perfect and much more needs to be done, but they are a start. As stated, reversing them would be a highly retrograde step and I urge you to do the right thing.</p>
Individual	Divinity Road	Support	<p>I was very glad to see that the officer's recommendation is to make the Cowley LTNs permanent, and I very much hope that's the decision you will make on Thursday. I have cycled to or through Cowley and Littlemore far more since the LTN trial started than in the past, used shops I would not otherwise have passed (and having become familiar with much of the route, felt able to cycle to the Kassam Stadium for a Covid vaccine). The deterrent to making trips that traffic-filled roads are to even reasonably confident cyclists shouldn't be underestimated. I appreciate that for some LTNs are unwelcome and time and some mitigation will be needed to adapt to them, but they are a crucial step to the recently announced and welcome next steps for changes that are desperately needed to make Oxford a better place to get around more sustainably while moving to Net Zero. (I hope that more can perhaps be done to best communicate the changes and the need for them.)</p>

I'm writing to express my support for the LTNs. I have found the areas that are now LTNs much safer and more enjoyable as a pedestrian or using my bike, particularly when travelling with my young children. Our commute to school was quite terrifying prior to their instalment. Prior to the change, Littlehay Rd and Rymers Lane we're very threatening as a bike user and pedestrian and I feel more confident allowing my children to cross the road or cycle on the LTN roads. The school pick up times were particularly terrifying, cars would push past aggressively with little thought to other road users. My road, REDACTED, has changed dramatically. People would use our road to cut out traffic lights on the larger roads. At one point my friend was hit by a car as she was putting her toddler inside her car. Her car door was open and the travelling car hit the door pushing her inside her car. The car didn't stop to check she was ok as it was so focused on getting to it's final distance in the shortest time possible. In addition to making our residential areas safer I really am pleased we are trying to make our city healthier. We are hopefully encouraging people to think carefully about pollution and how they make their shorter journeys. The main roads are so much quieter in the half terms, clearly showing that many people are travelling the short distances to school and I feel we need to continue to challenge this idea for people who are physically able to make those distances in a healthier way. One example is that a parent at Flo's nursery was driving his child from St Christopher's Place (a 10 min walk) These kind of journeys need to continue to be challenged. I urge you to make LTNs permanent for everyone's future.

I am writing to express my sincere thanks for the work you and your fellow councillors are doing to improve conditions on the roads in Oxfordshire. In particular, I am grateful for your clear and unwavering support for the enablement of walking and cycling within Oxford, especially when confronted with opposition that is often angry and ill-informed. Over the past year, the experience of cycling and walking around Cowley has been hugely improved by the three Low Traffic Neighbourhoods. We do not have a car in our household, and we make the vast majority of our trips on foot and by bike, often with our young daughter. Removing through-traffic from our neighbourhoods has, in my opinion, not only made it safer and more pleasant within the three LTNs, but also at junctions on the perimeter roads. I have found that the reduction in through traffic turning into (for instance) Littlehay Road and Marsh Road from Oxford Road, and Rymers Lane from Church Cowley Road have made these junctions feel considerably safer. While the bollard on Temple Road has been missing, I have noticed an immediate increase in the number and speed of vehicles using Marsh Road. I know that ahead of your decision later this week you will be receiving a barrage of emails, so I apologise for adding to it! I would just like to say that in my opinion the three LTNs should be made permanent, and I hope you will agree.

Individual

Support

Individual

Florence Park

Support

Individual

Support

I'm writing to express my support for the Cowley Low Traffic Neighbourhoods and to encourage you to make them permanent. It is a massive shame that the ANPR cameras for enforcing the two bus filters that are an integral part of the LTNs have only been operational since late January 2022, meaning the scheme has only been functioning as originally intended for a month or so. We saw people on Next Door publicising their intention to continue driving through the bus gates until the cameras were put in. I strongly suspect that the LTN trials would have proven even more successful if the cameras had been in from the start. I live in Headington now but previously lived in East Oxford (REDACTED), Temple Cowley (REDACTED) and Iffley Fields (REDACTED), and I grew up living on REDACTED, so I am very familiar with the Cowley LTN areas as a resident, visitor and shopper through various ages and stages of my life. The Cowley LTNs matter to me because my family and I travel by bike to visit friends in Cowley, shop at Templars Square shopping centre, visit Florence Park, get to Redbridge Recycling Centre and use the Thames Path from Donnington Bridge to get to Oxford City Centre and visit Iffley Lock and Isis Farmhouse. I've noticed such an improvement in terms of safety and general pleasantness on every road I've cycled on within the LTN areas since the trials have been running. For example, we usually cycle from Headington to Cowley via the Barracks Lane cycle path, which we exit on Marsh Road from behind Parchments Print. This has seemed safer during the trials as there are fewer cars driving past that entrance, making it easier to use the road. Rymers Lane was probably the worst cycling experience for me before the LTN trials, as the build-outs force cyclists into conflict and potential crush-zones with impatient, bullying drivers who close-pass and squeeze into the restricted space when people on bikes are moving through them. Shortly before the LTN trials started I was cycling there with my REDACTED daughter to get to Pets at Home. It felt so dangerous that I cycled to the right of her to protect her, and some men in a car deliberately close-passed us, blasted their horn and leant out of the window to shout and swear at me aggressively. (It was exactly that type of sociopathic dangerous driver I was trying to protect my daughter from..!) I also remember having to wait a ridiculously long time with my children to cross Rymers Lane to get into Florence Park from the Boundary Brook path, due to a seemingly endless stream of cars – and that was on a weekend so presumably not commuter traffic. To me it felt like a stark example of how the prioritisation of adult drivers' convenience divides the heart of a community and overrides the rights of children to be safe and access spaces to play and socialise. It just felt really unfair and wrong. We are so looking forward to the East Oxford LTN trials and the Quickway on Warneford Lane, as this is our gateway between Headington and East Oxford/Cowley and further beyond. In particular, these measures will make my weekly cello lesson journey by bike with my 12-year old so much safer and nicer. We cycle along Warneford Lane, Divinity Road and Hill Top Road to get to the lessons via the Southfield Park flats, which is currently such a stressful, dangerous journey due to the lack of protected cycling space and impatient, bullying drivers on Warneford Lane and rat-running drivers on Divinity Road/Hill Top Road/Southfield Road concerned only with barging through as quickly as they can rather than driving safely and considerately around people on bikes or walking (or even other drivers). Sometimes there are so many cars at the top of Divinity Road, blocking the road, that we can't get onto Hill Top Road without going on the pavement, dangerously weaving in and out of the cars or waiting ages for them to move, forced to inhale toxic exhaust from their idling engines the whole time we're waiting. I would also ask you to please implement the planned Headington LTNs as soon as possible. We have heard that the Council is considering delaying them to coincide with Connecting Oxford. However, we need them now – resident groups have been asking for traffic-reducing measures in Headington for decades, and our minor residential roads are dangerous now and getting worse all the time. As well as causing an unacceptable delay to these much

I understand you are reviewing the LTNs in Littlehay Road. We look after grandchildren (aged 5 and 2) so my daughter can work. My husband has advanced Parkinsons and Parkinsons Dementia and is 74. With virtually no warning, he can freeze especially under stress. We regularly go to REDACTED, the park and pick up my grand daughter from Lark Rise school at 3pm. We have to cross Littlehay Road. Without the traffic roaring through Littlehay Road, our safety has increased immeasurably. Before the LTN scheme, cars went too fast down Littlehay Road, I would call it a rat run. Cars park either side of the road therefore it's impossible to have 2 lanes flowing in each direction without one lane having to stop and allowing cars to pass. This is particularly dangerous especially in the winter months .. because there is no clear area with a clear view to cross the road, one is looking both ways and walking onto the road between the cars holding a child in each hand. The pavements are quite narrow and cars park on the pavements. I don't believe cars would be able to stop in time if a pedestrian got caught midway whilst crossing the road. Do not pedestrians have increased rights now? However much one teaches children there is always the awful possibility that one will make a dash across the road without thinking or goes around our parked car trying to open the door. In addition, the environment is much healthier with decreased pollution and noise. I was extremely worried before the LTN scheme that the grandchildren's lungs would be affected by the pollution. Also, although I always try to remind him, my husband can walk on the kerb stones being a bit absent minded. Hopefully, safety of people with disabilities will be given increased protection. We come from the west of Oxfordshire to my daughter's house and it really is not trouble at all to arrive at REDACTED from the Cowley Road rather coming up from the Ifley Road. I realise you have to be fair on this issue but I think safely and people's lives should be a priority before other users being frustrated at losing a few minutes here and there. We leave at rush hour and the Cowley Road traffic moves very well before we get onto the ring road.

Individual

Littlehay Road

Support

Individual	Crescent Road	Support	I am writing to let you know that as a resident of REDACTED, I fully support the LTNs - low traffic neighbourhood scheme. Over the last 12 years, I have lived on REDACTED and now REDACTED. There has always been an incredibly high volume of traffics causing noise, double parking which causes problems for the Dept, as well as dangerous driving chased by speeding cars. The latter has made the roads very dangerous for children, cyclists, elderly pedestrians and pets. Since the LTNs there has been a remarkable decrease in noise, less congestion and most importantly less speeding cars. It is still a busy road with deliveries both personal and commercial (the print works, building sites etc) but it is much safer for other road users. Please do all you can to keep the LTNs - the improved safety on our road is really important as well as the reduction in noise pollution.
Individual	Littlehay Road	Support	We are very much in favour of keeping the LTN on Littlehay Road. It has made a big difference to my children and the amount of stress I have. My children can now walk or cycle to school without me needing to worry about them being run over by something speeding down the road. I also cycle to work and have witnessed cycles being knocked off at the junction between Littlehay Road And Rymers Lane and I would not want to go back to how it was before.
Individual	Howard Street	Support	Many thanks for all you are doing to bring in the Low Traffic Networks – I am totally in support of reducing traffic within Oxford to make it a healthier and more pleasant place to live. I am a resident of REDACTED in East Oxford since the Covid Pandemic I have noticed an increase in the periods when the road outside my house is congested and it is not safe for me to cycle on the road. There appears to be more private cars on the road and motorists are exhibiting more aggressive behaviour toward cyclists. However I am concerned that too much is being asked of people who rely on their cars to change their way of life as there is enormous opposition to the proposal and I feel their anxieties about the development of LTNs need to be heard. I do feel that some incentive in the form of cheap bus travel – similar to the provision in London, or affordable season tickets to make the switch worthwhile is necessary so that people can find alternative ways of getting about in the city. In recent months bus services have been cut and there are more cuts proposed. Also more and better cross city bus routes to the Headington hospital sites would make a difference. I hope the scheme goes ahead but I do not need a car and I am concerned that a great number of people will be very unhappy with the LTNs in the present state.
Individual	Rymers Lane	Support	I am writing to express my support for LNT Cowley in these final days before the decision is made. At a time of global crisis- and I am not referring to COVID, I am referring to climate change in this instance- I feel that it is the job of governments to work to engage a sense of collective urgency in fighting climate change in all ways possible. I understand that this requires life changing behaviour from many people, this feels necessary and appropriate given the future faced by humanity at this time. In the short term, LTN has given me a sense of safety for my children while walking the streets of cowley, zooming out to a longer term view, LTN promises to be a piece of the puzzel that will improve their safety for much more fundamental reasons. Climate disaster will cause extreme weather, resource wars, large displacement of human populations, this is also what we are safeguarding against, AND YET, I have not heard anything from our council leadership about this in the way LTN has been explained in letters that we have received. Where is the call to rally round and really care for our planet and the future of our children? I feel the communications around LTN has been sadly flawed and a huge missed opportunity. I also feel that implementing LNT without a strong public transport strategy to refer to has been a real blow to the campaign. I am aware that the scheme has been controversial and that there is much disagreement among my neighbours. I live in hope that the council will support ways of repairing community relations regardless of the outcome. My reflection on the process and the feedback that I have heard is that people have not felt included or listened to, I am sorry that the council's efforts to consult have not felt adequate for many. I personally feel that I had plenty of time to reflect and respond to the proposal and I hope that this letter of support from me and my two sons is of use to your decision making committee.

Individual	Support	<p>I am writing to express my support for t/he Cowley LTNS, which are so valuable to me. I am disabled, my main form of transport is my wheelchair, combined with the bus. On main roads I wheel on the pavements, but on side roads, like in Florence Park, I often need to wheel on the road. This is because the pavements are often blocked by parked cars or bins etc and pavements are also hard work for a wheelchair user, due to the up and down drop kerbs and many side street kerbs to climb up and down. Because of this it is important for me that traffic is reduced. I live near the junction of REDACTED and REDACTED, which were very busy, and dangerous before the LTNs, with frequent speeding traffic and accidents. Cars wizzing past forced me to wheel very close to the kerb, which was difficult and unpleasant, because of the camber of the road and the polluting traffic. I love the LTNs! they have transformed these roads and my life! They have enabled me to wheel in the road if I need to. And I can safely pull in if I hear a car approaching - it works well. I also love seeing more people cycling and walking around Florence Park. My father sometimes drives to pick me up. He doesn't find it a problem to slightly alter his route due to the LTN, in fact he prefers the LTN being there, because the reduced traffic makes it easier for him to get my wheelchair (and me) in and out of his car more easily. Both my neighbours are also keen on the LTN. One family have young children, who cycle to school in East Oxford. The other family do love their cars, but they also love the now quiet road so their grandchildren can safely play. Last summer the LTN inspired them to repair their bikes to resume cycling again. I hope our LTNs will stay and also soon be installed in other dangerous roads like Divinity Road and Magdalen Rd.</p>	
Individual	Windmill Road	Support	<p>I'm writing to express my strong support for the continuation of the Cowley LTNs, especially since the ANPR monitoring has only just taken effect. I live in Headington and rely on quieter and safer roads and streets to cycle to see my elderly mum who lives off the Cowley Road and to shop in Cowley too. I have teenage kids who deserve safe spaces to cycle along. I also want all of East Oxford's children, pregnant women, those with disability and elderly to have the right to travel with confidence and ease on our local pavements and cycle lanes. I'd be very grateful for your continued support, and given the intense debate likely directed at you don't require an email response at this stage.</p>
Individual	Marsh Road	Support	<p>I would like to tell you how much I appreciate the LTN's and what a beneficial effect they have had on myself and my family. Initially, it has to be said I was very sceptical of the whole idea and how my family would cope. I live in REDACTED, my daughter with 4 children lives in REDACTED and the children go REDACTED school on REDACTED Lane. Before LTN's, my daughter would get stuck in a traffic jam every morning on Rymer's Lane making the children late for school and if I was taking the children from Marsh Rd, I would be really scared that they wouldn't stop at the end of the Brook cut through between Oxford Road and Rhymer's Lane and get run over. There would then be further difficulties crossing the road and them cycling on the pavement with parents and children also trying to get to school whilst the road would be completely blocked. It was not pleasant for anybody. Now, my daughter still drives from REDACTED but parks near the main gates of REDACTED. The children then use their scooters through Florence Park to get to school which they enjoy and it helps to keep them fit! Sometimes when I wait for my daughter at REDACTED, I now see groups of 11-year-olds to teenagers cycling to school together and lots of parents with small children. Getting to school from REDACTED has become a much more pleasurable experience. We cross at the pedestrian crossing on Oxford Road, along the Brook and then I can allow the children to cycle on the road to get to school. The children and I can now also cycle to Cowley centre together as the roads are so much safer. I would like to add that I have Parkinson's and it is essential that I keep exercising as much as possible to increase the amount of time I can remain mobile and independent. I work as a mental health support worker near REDACTED.. The LTN's have enabled me to keep cycling to work as again the roads are safer with not too many fast drivers. I have stopped cycling down Cowley Road because I no longer feel safe. My own street, REDACTED is so much nicer to live on as we no longer have cars speeding up and down the road trying to get to the Ring Road, go into town, as fast as possible. People stop and chat as they go about their business and there is more of a community feel. I very much hope that the council will decide to keep the LTN's. At the end of the day, we are on this earth for a short amount of time and it is our responsibility to reduce pollution and halt climate change so that we leave Oxford beautiful for future generations.</p>

Individual	Bhandari Close	Support	<p>I am writing in support of continuing the LTN trial, in addition to the 3 new proposed LTNs for East Oxford. However, additional measures need to be put in place to reduce the volume of traffic on the arterial roads in order to prevent gridlock and to help public transport to run smoothly.</p> <p>I wanted to write to you to express my support for the Florence Park LTN. As a resident of REDACTED the positive change has been enormous, with a huge reduction in speeding traffic using the road as a rat-run to and from Iffley and Cowley roads. This has made it possible for my daughters to cycle to school safely and generally be much more independent around the estate - and even get a better night's sleep as it felt like we were living on a main road! Before the scheme there would be noisy face-offs at the single-lane pedestrian crossing multiple times a day, with drivers unwilling to give way, again the scheme has all but put an end to this. My family has also found ourselves using local businesses more, which has been an unexpected pleasure. All in all I think the scheme is excellent, and has overcome any initial misgivings I had about it - long may it continue.</p>
Individual	Florence Park	Support	<p>I'm writing in support of these schemes, as a resident of St Mary's who has been hoping for and anticipating one in my neighbourhood for over two years. I am asking you to hold your nerve in the face of some very noisy opposition to the schemes in Florence Park, Temple Cowley and Littlemore. As I understand it, these schemes were subject to minimal consultation before they were implemented, by contrast with St Mary's, where our local Green City Councillors have carried out extensive consultation over the last two years. I firmly believe that something has to be done about the amount of motorized traffic clogging up the City – we simply cannot go on like this. I always think of mediaeval cities in Italy, which banned most motor traffic many years ago, with various imaginative schemes to allow limited entry for residents. And I support all the measures which are being implemented and which are planned. It is great to see an increase in the number of cargo bikes being used, and my vision is for all small businesses to start using these for small scale deliveries. Ultimately, we should aim for hubs outside the City, with the majority of goods being brought in on (electric) cargo bikes, or in small electric vans. The only exception being heavy construction materials, which seem to be a perennial problem. I hope that's not a pipe dream. I'm looking forward to the imminent installation of the LTNs in my area, after 38 years of living in a rat run, which in all other respects is a lovely street.</p>
Individual	Aston Street	Support	<p>I would like to express my support for Low Traffic Neighbourhoods. From my storage off the REDACTED, I pass through the St Mary's and Divinity Road areas on my cargo bike to get to my regular REDACTED up in Headington. LTN's make the journey so much more pleasant - Bullingdon Rd had its own "LTN" recently - closed at one end for some days for Thames Water mains works, the reduction in motor traffic was quite marked, the journey so much more pleasant. My less frequent journeys through the Florence Park area have been a lot more pleasant since the LTN was introduced there. Please ensure alternative motor routes are clearly signed ensure a smooth well planned introduction to these schemes to maximise support.</p>
Individual	Kennington	Support	<p>I am writing to you as a resident of Florence Park, in favour of Low Traffic Neighbourhoods (LTNs). I am a cyclist and a car driver. Personally, I have found that the roads in the Florence Park estate have been quieter, that Rymers Lane feels less dangerous, and that Littlehay Road is less scary to cycle on than pre-LTNs. I am particularly excited about the potential environmental and health benefits of the scheme. I appreciate that the benefits from LTNs are not being felt across the board - for example, a friend who lives on Church Cowley Road is considering moving out of the area due to the increase in traffic and noise. However, I think that the scheme is still very new (esp. as the ANPR cameras have only just been installed) and I hope that any teething troubles will improve over time. The loss of the number 16 bus is a real problem, especially because LTNs require a decent public transport system to be in place. I would therefore urge the Council to ensure a joined-up approach for transport solutions in Oxford. It would also be helpful to monitor any changes in air pollution in the areas with LTNs, which I hope that the Council is doing, as well as monitoring any changes in public behaviour around travel.</p>
Individual	Florence Park	Support	<p>The Cowley LTNs have been a brave and inspired decision to reduce unwanted, speeding, through traffic within our area. I would like to comment on the Cowley LTNs. I live on the south side of Westbury Crescent. I have small children and I am generally in favour of the LTNs. They make it more pleasant for us to walk or cycle to Florence Park and Templars Square, which we do all the time. Likewise I am strongly in favour of the changes in Oxford generally to make it more suitable for cyclists (I cycle to work down Iffley Road). On Westbury Crescent south itself, we are all concerned about the increased traffic and speeding. I would like to add my name to these concerns in the hope that the council will try to do something about the traffic on Westbury Crescent.</p>
Individual	Westbury Crescent	Support	<p>I am writing in support of these schemes, as a resident of St Mary's who has been hoping for and anticipating one in my neighbourhood for over two years. I am asking you to hold your nerve in the face of some very noisy opposition to the schemes in Florence Park, Temple Cowley and Littlemore. As I understand it, these schemes were subject to minimal consultation before they were implemented, by contrast with St Mary's, where our local Green City Councillors have carried out extensive consultation over the last two years. I firmly believe that something has to be done about the amount of motorized traffic clogging up the City – we simply cannot go on like this. I always think of mediaeval cities in Italy, which banned most motor traffic many years ago, with various imaginative schemes to allow limited entry for residents. And I support all the measures which are being implemented and which are planned. It is great to see an increase in the number of cargo bikes being used, and my vision is for all small businesses to start using these for small scale deliveries. Ultimately, we should aim for hubs outside the City, with the majority of goods being brought in on (electric) cargo bikes, or in small electric vans. The only exception being heavy construction materials, which seem to be a perennial problem. I hope that's not a pipe dream. I'm looking forward to the imminent installation of the LTNs in my area, after 38 years of living in a rat run, which in all other respects is a lovely street.</p>

Individual	Campbell Road	Support	<p>I hope you're well. I'm writing to let you know how grateful we as a community for the recent LTNs. We live on REDACTED in East Oxford (REDACTED). This is in the church cowley and Florence park area. It's reassuring to know that there are progressive ideas being pushed through to make the neighbourhood both safer and cleaner for all. Thank you again for the support here and if there's anything else you need please do not hesitate to contact us.</p> <p>I strongly support the continuation, and hopefully, permanence, of LTNs in Cowley. It is an area of narrow roads and several primary schools. It is entirely necessary to limit the use of cars through these streets, firstly, to make the routes safe for small children walking or scooting to and from school, and secondly, to reduce car-use in general for the sake of the planet. I regularly walk my 5-year-old granddaughter home from REDACTED in REDACTED, and feel much more comfortable doing so now that LTNs are in place around that area.</p>
Individual	Leafield Road	Support	<p>I am writing to you with regard to your upcoming decision about the future of the Low Traffic Neighbourhoods (LTNs) in East Oxford which have been in place on a trial basis recently. When deciding whether to withdraw these schemes forthwith or not, please consider the following. 1. Consultations on such schemes in other areas (e.g. London) have been manipulated by opponents to give false results. Please be careful to ensure this has not occurred with the OCC consultations, such as by individuals submitting multiple responses or people not residing locally responding with false details. 2. LTNs do not cause traffic congestion, despite what opponents say. Witness the fact that congestion has not disappeared in cases where LTNs have been removed, e.g. in Jericho. Congestion needs to be addressed, but other solutions are required, which must also take into account wider issues like the need to reduce private car usage very significantly due to its impact on the climate. 3. Please consider fully the negative effects that removing the LTNs will have on air and noise pollution and the participation in active travel within the LTN areas. This will particularly affect children and those with disabilities, who are the most vulnerable to road traffic. 4. Please keep in mind that opponents of the LTNs rarely if ever offer any alternative solutions to achieving what the LTNs achieve. They are however apparently happy to inflict through traffic on residential areas where they do not live themselves in order to save a few minutes on their journeys. Overall, removing the LTNs would have a number of negative impacts while bringing few if any benefits. This would indicate that removing them is not the correct course of action, and therefore I would urge you not to take that route.</p>
Individual		Support	<p>I hope you're well. I just wanted to get in touch to affirm my support for the Low Traffic Neighbourhood initiative currently operating in East Oxford. As a resident of REDACTED in Florence Park it has been a real breath of fresh air to no longer have cars speeding down Cornwallis (often well above the speed limit) at all hours of the day. I feel much safer commuting and I also appreciate how my neighbours, many of whom have young children, now find the school run far less stressful than before. As someone who lives in Florence Park and speaks daily to other residents of the neighbourhood, I'm very concerned that opinions at the city council may be swayed by people who do not actually live in the area. I can assure you that the vast majority of residents affected by the LTNs on a daily basis are entirely in favour of the scheme. In fact, despite it being the number one topic of conversation over the past year, I've yet to meet a single person who lives in Florence Park and is actually against it.</p>

I want to show my support for the current LTNs and urge you not to remove the Rymers Lane barrier. I understand this is being proposed precisely to allow easier school run car traffic to reach REDACTED. We cycle from Littlemore to REDACTED and nearby preschool provision daily. The LTNs have made a huge huge difference to how viable this is, and how safe. With the LTNs in place our six year old can cycle on his own bike, which is very important for us as he is getting too big and heavy to be a passenger on a cargo bike for much longer. Even now, we have to modify our route home to try to stick to the LTN network, so I pick up my youngest first, because this involves having to cross the Iffley Road or use Donnington Bridge Road, neither of which feel properly safe for a young cyclist (and we are looking forward to the plans for these roads to address this). But without the crucial Rymers Lane junction the area around Florence Park turns back into a rat run. I think one of the problems with cycling as a concept for councils is that it is both a leisure activity and a serious means of commuting. I'm all for cycling for pleasure, but if you want to reduce car journeys, a stated aim, then it is cycling as a serious means of transport that really needs most promotion. This means quick, efficient, safe journeys at peak times. I feel that removing the Rymers Lane barrier will do the exact opposite of this - it will promote more cars in a hurry at those exact school-run and work commuting times. It has been a joy to be part of the army of happy LTN users (cyclists, pedestrians, wheelchair users, all ages) in the area and has transformed our journeys locally. Please, please do not undo this good work.

I'm getting in touch as I wanted to share what a positive impact the LTNs have made on my life. The decrease in traffic, and the move towards the streets being for everyone - rather than just drivers - has been incredibly positive. I can now cycle with my 4 and 2 year old to their school and nursery with confidence that the roads are a shared space. The reduction in noise and dangerously fast cars on Cornwallis Road has been particular beneficial. It's so impressive to see Oxford Council making bold positive and impactful changes - based on research as well as the reality of a desperate need to move away from the dominance of car culture.

I have to say I am happy to see the outcomes the report identifies. It is exciting to think that the LTNs could become a permanent presence in these areas. I also appreciate the references to ensuring negative press, concerns and complaints will be addressed, this is critical for the LTNs success and longevity. My only query was the necessity to change the planters, they seem to do the job and the cost of the permanent ??? seems awfully high but then I don't know quite what is intended. I hope the upcoming meeting is objective and productive. My fingers remained crossed for the LTNs to become permanent.

I am writing in support of the LTNs in east Oxford, particularly Florence Park area. We live in east Oxford (REDACTED) and our children go to school (REDACTED School) and to the park (REDACTED) to play. The LTN has made our roads safer and more pleasant with less cars and pollution. Our children love to cycle, and we feel safer knowing that there are less cars on our residential streets. It is also important to reduce dependence on cars, to reduce production of CO2 and mitigate climate change, encourage healthier living, and preserving our children's future.

Individual Littlemoor Support

Individual Campbell Road Support

Individual Temple Cowley Support

Individual Florence Park Support

Individual Florence Park Support

I am writing to you in support of the Florence Park Low Traffic Neighbourhood. I am a resident of Florence Park and have lived on REDACTED for about 15 years. Over this time, we have seen the amount and speed of traffic increase substantially. We became acutely aware of how ridiculously unsafe it was when our children got a bit older. There was no way our kids could have cycled safely on Rymers, even if we were cycling close to them, let alone letting them cross the road independently. This Low Traffic Neighbourhood has completely changed our lives - especially for our kids who are now 11 and 13 years old. They can now cycle safely and independently to school every day. Their friends meet them on Rymers and they cycle to school together, they meet at weekends and cycle to the park and the shops. We have noticed that the road has become a bit of a highway for cyclists, which is great - good for us too in terms of car fumes which were awful at school run times pre-LTN when the cars used to be backed up from St Gregs to Clive Road every morning. And because the roads are safer to cycle on, particularly Rymers up to Church Cowley and the Vue cinema and Rymers to East Oxford we really don't drive much around oxford at all now. I know that is the same for many families in the area, the safety aspect meant previously people drove their kids around instead of cycling – that has changed now. Looking back to pre-LTN it seems extraordinary now that my kids couldn't cycle safely on their own road. In the face of the climate emergency our children are facing I would love the Council's decisions relating to traffic be bold. I imagine the LTNs are the tip of the iceberg in terms of measures needed for every city to tackle car usage and make cycling, walking and buses a priority and I understand that you must face a huge amount of pressure to get rid of the LTNs – there is no doubt that lots of people want rid of them and their inconvenience, but I would love to live in a city with a legacy of being progressive for their residents' futures. It is not our generation who will feel the acute consequences of inaction, it will be our kids and if we can go some way to mitigate that in our city then we should.

Individual Lytton Road Support

I'm writing to express my support for the Cowley LTN scheme. Since the LTNs were implemented in my local area of Florence Park there has been a genuine improvement and reduction in the amount of traffic using the area. This has become more pronounced with the recent installation of the traffic camera on Cornwallis Road. My daughter is able to cycle or walk to school in safety, and my wife who is partially sighted is able to cross the roads with greater confidence. The biggest improvement we have noted is to Rymers Lane, and in particular the junction with Littlehay Road. Rymers Lane was subjected to much speeding and dangerous driving. This has now been eliminated. The Littlehay Road junction was an accident hotspot, and I believe it was only a matter of time before a very serious accident or fatality occurred. For this alone the LTN scheme has been worthwhile. Outside of Florence Park I have been particularly impressed with the results on Beauchamp Lane, which had similar issue to Rymers Lane and has now been transformed. Similarly the LTNs in Temple Cowley have also made the area much safer and greatly reduced the traffic. I realise the scheme is not universally popular, and that it might benefit from some modifications - particularly for blue badge holders so that they could use the bus gates for example. But it would be a real step in the wrong direction to have them removed. I believe the benefits of this scheme will become greater as time progresses, and I support the scheme as part of the wider transport policy for active travel. Furthermore, with the imminent arrival of the LTN scheme in the East Oxford area it is important to keep the LTNs in Cowley so that the whole of Oxford East benefits. It has been shown that if more roads are open to traffic more traffic will make use of them, and as we are in a climate emergency everything needs to be done to tackle car use. I hope that you will decide to make the scheme permanent.

Individual	Littlemore	Support	<p>I'm writing to you to show my support for the LTNs in Cowley and Florence Park. I live in Littlemore, and cycle each day with my 6 year old and 3 year to school at REDACTED, and nursery on REDACTED (REDACTED). We find that the LTNs let us travel safely, and use the bikes as the default option. We have done around 3,000 kilometers according to our bike computers in the last year. Most of this would otherwise have been car journeys. The biggest impact we've noticed is that the children feel safe. My son said to me, quite unprompted while cycling, "I like the Low Traffic Neighbourhoods, because I don't have to worry about being killed anymore". We have also noticed wheelchair users on the road - this was unheard of before - elderly people crossing more easily, children cycling to school and a lot of people walking. It feels like the network is only just big enough. The current setup just limits the traffic enough to make cycling a realistic option with children. The most important filters are: Rymers Lane - school run traffic makes this road impassable and very dangerous in previous times Cowley Road Littlemore - this makes the connection between Littlemore and Cowley possible Bus gate on Bartholomew Road - before the camera went in, traffic on Cowley Road Littlemore was very heavy and passing dangerously Beauchamp Lane - previously, traffic would scoot up this narrow street to avoid the junction at Barns Road, now it makes for a safe route into the Rymers Lange/Church Cowley Road junction And example of the knock-on effect of these systems is that the Rymers Lane (and to an extent, Cornwallis Road) filters cause the junction of Beachamp Lane/Church Cowley Road/Rymers Lane to be viable for bikes, especially with children. Previously, the volume of traffic was such that the junction was never available, and moving across into Rymers Lane very dangerous and risky. Overall, the scheme works - just - because it has sufficient cohesion to make a viable transport network for non-private-motor-car traffic. This is the opportunity to set the tone for the future of transport in Oxford, help future generations start out with the view that active travel is the default option, and demonstrate with physical infrastructure that this is a viable option for all.</p>
Individual	Trevor Place	Support	<p>I live on REDACTED and I really really appreciate a quieter READACTED. I walk my daughter to school along REDACTED and before the LTN, it was clogged up with polluting traffic at school drop and dangerous for pedestrians, but now it's great to walk out and not be accosted with as much air pollution. If the LTN is taken away I'll have to consider leaving oxford : (The LTNs seem to be the start of something brilliant and a beginning to reduce the constant pollution and traffic in oxford and on Rymers lane</p>
Individual	Rymers Lane	Support	<p>Please can you keep the LTN as it is for Rymers Lane. Please don't remove the Rymers Lane filter. The traffic was so bad on our street. We still already suffer from lorries sitting outside of our house every morning as they wait to get into Templar Square and all the noise and loitering across from the shelter across the street. And noise and music from Pure Gym</p>
Individual		Support	<p>I should like to register my support for the Low Traffic Network trials in Cowley being extended and made permanent. As a cyclist I often use the roads around Cowley to get to shops and places such as the Kassam Stadium, as well as to visit friends and colleagues, and have found the streets much safer and less congested since the trials started. I see so many people making seemingly unnecessary journeys in cars, such as young, fit people jumping into their cars to buy a newspaper or a beer from a shop only 10 minutes walk away, and find the resulting proliferation of cars in our residential streets worrying and unhealthy, accompanied as it often is by excessive and unnecessary speeds. Traffic from out of the area using residential streets as short cuts or away of avoiding traffic jams likewise often moves at unsafe speeds, endangering the lives or our children and elderly residents who need to be able to cross their own street safely. I am a resident of Headington and look forward to Low Traffic Networks being adopted here as soon as possible, having been hoping for such an initiative for over 20 years. My own children managed to survive the constant stream of speeding traffic, but it has become worse for today's children. Many parents feel that they cannot risk their children being allowed to walk safely in their own neighbourhood and so drive them to school or elsewhere, thereby adding to the buildup of unnecessary traffic.</p>

Individual	Florence Park	Support	<p>Just a quick message really to say I am fully in support of the existing LTNs in Cowley and their expansion into East Oxford. I am aware there is a vociferous (and largely anonymous) minority who are trying to bully the authority into getting their way, despite councillors being elected with a mandate to deliver these schemes. But I don't believe based on my interactions that they are representative of the views of the vast majority who are happy with them. Certainly those who actually live within the affected areas, who don't think driving through residential streets to save a few minutes on a journey is some sort of sacrosanct right. Any measure introduced to improve public health is always going to be a difficult sell, at least initially, because often people can't see beyond their own self interest. Stricter legislation on drinking and driving, mandatory wearing of seatbelts, banning smoking in pubs and restaurants, all had a backlash initially despite being ultimately proven to be beneficial for public health. I can't imagine going back to allowing smoking in indoor spaces, and the vast majority would now support the measure, but it took a bold decision to implement it in the face of some initial resistance. And that is precisely what this is, in coordination with the other policies that elected members said they would deliver before being elected, it is a measure to improve public health. Particularly for younger people who have no say yet at the ballot box, but who stand to lose the most if we take no action on climate change, or to address the rise in childhood obesity which has been particularly exacerbated by the Covid pandemic. Creating safe infrastructure for walking and cycling, whatever form that takes, is long overdue in Oxford to make it a truly viable alternative. Recent tragic events illustrate precisely why areas where cyclists feel safe and are not competing with motor vehicles is critical to the wider adoption of alternative modes of transport. The inconvenience of a journey in a motor vehicle taking slightly longer, versus the mental stress, very real risk of being injured, or worse whilst cycling, is a complete false equivalence. I appreciate the experimental schemes may need some refinement, it would be naïve of me to say they're perfect. But I think their broader aims are entirely correct and just hope they are given the appropriate time to be properly assessed when all the related schemes such as the Quickways are also established. Entrenched habits from the past 20 years will not change overnight, we need to convince the next generation now that there is another way.</p>
Hamish Burnett	Florence Park	Support	<p>I'm emailing in support of the Florence Park LTN. I live in Florence park and drive to work three times a week (I cycle two work days)</p>
Individual	Florence Park	Support	<p>I would like to put forward my support in keeping the Florence Park LTNs in place. We are residents of Florence Park. We are a family of four, our two youngest children are 4 and 2 years old. The introduction of LTNs to the neighbourhood has positively impacted our lives both through reducing traffic and enabling the children to be outside on commute by bikes, and through changing our travelling habits in and around Oxford. We are more likely to commute and travel by walking, cycling or taking the bus rather than using our car - benefits of which can be comprehensively listed. At a high level, LTNs in addition to increased cycling paths and bus routes will be integral to reducing carbon emissions and pave the way to connect Oxford in a sustainable, green and healthier way.</p>
Individual	Rosehill	Support	<p>I support interventions to reduce the impact of traffic on air pollution, the safety of those walking and cycling and on greenhouse gas emissions and I congratulate the council on boldly introducing new schemes in the face of often vocal resistance. I would like to see an extension of the trial LTNs and would be opposed to their removal. However, as a resident of a main road, with children who cycle and neighbours on the street who are vulnerable due to being elderly or very young, I would like to see more ambitious interventions introduced to prevent all through traffic in the city and to greatly expand public transport services, so that those of us living on main roads would benefit from improved road safety, clean air, reduced noise etc in the same way as those who currently enjoy the advantages of living within an LTN. Please continue and extend the LTNs and link them with public transport and cycling corridors.</p>

I am writing to express our support (mine and my husband REDACTED) for the LTN in Cowley. We live in the Temple Cowley LTN, on REDACTED. The Temple Road filter is directly outside our house. We are the closest house to it. I am sure you will be dealing with a lot of correspondence about this at the moment, so I will keep my email relatively brief. Mainly, we wanted to let you know how important and transformational we think the LTN has been for Temple Cowley - and how much we hope the trial will be continued and made permanent. Prior to this trial, as you know, we had a serious problem with cut through traffic (speeding, careless driving was common on our street). This meant that we were often worried walking around with our kids. The situation is so much better now and we really enjoy walking around the local area. Our daughter is learning to ride her bike on the road. We are enjoying walking and biking to Florence park and into town. The area has become so much more joined up for us.. Our son is just a baby, but we hope he can benefit from this too. He has a rare heart condition (which he is being treated for at the JR) Walking and cycling locally - the sorts of activities that the LTN can support - are exactly the kind of regular, non-intensive cardio activities that are going to be really important for him. So we see all kinds of health benefits for our family and community. I honestly feel so much more positive for our son's health and his childhood with the LTN in place. I am sure we are not alone in noticing these differences and potentials. I cycle in Oxford. I grew up cycling. I use by bike to get to work and to go to the hospital/shops/etc. Its not really a leisure activity for me, but it is an essential way of getting around Oxford. I used my bike into the third trimester for both pregnancies because I needed it to get to work. But cycling in Oxford is also pretty terrifying, and I feel I cope with it because I am experienced, but it is often not fun. I really want my family and kids to be able to cycle safely in the city. I saw you (REDACTED talk on BBC Oxford about needing to make bold changes for cycling in Oxford and I completely agree. I also think the LTNs can be part of this - at least they are worth giving a really good try! We think there are bigger reasons too - the LTN really is a huge change and it is inspiring us to use our car less - which we feel really good about. For example - we no longer drive our daughter to nursery (at Oxford Business Park) nor do we ever now drive to Florence Park (which we felt guilty about, but it used to be so easy to do and with small kids it was often too tempting). But for the first time we feel empowered to make changes in our lifestyle/carbon footprint because infrastructure is being put in place locally. We are really supportive of actions the council is making to address climate change. We think this is really important and see that the LTNs could be part of bigger changes in Oxford (and elsewhere). A final thing - I have been told that by REDACTED (a labour city council candidate) that one of the proposals for altering the scheme is to remove the Temple Road filter. I don't know if this is correct? Our feeling is that removing the Temple Road filter would be a really bad change. If it was removed (and we have had a preview of it being removed over the last few weeks!) what I am sure will happen is that drivers will use Temple Road as a short cut to jump the queue for the swan lights on Oxford road - they will come up marsh road, speed up Temple road, and then rejoin oxford road

Individual

Temple Cowley

Support

Individual Florence Park Support

I am writing to support the extension of the trial period for the Cowley LTNs. As a resident of Florence Park, I feel that I and my partner have benefitted from implementation of LTNs in the area. The area is quieter, safer and more appealing to move around in, in lots of ways. I have taken-up running since the LTNs were put in place and the quietness of the neighbourhood and freedom from exhaust fumes makes this a pleasure. The area has also felt less chopped up into island segments with the lifting of the rat runs. As the lifting of lockdown restrictions has taken place, I have been dismayed to see what appears to be a return to even greater levels of vehicle traffic in the wider area, and around the Oxford ringroad. It is understandable that the levels of bus use have not yet returned to normal, with a preference for private vehicle use during the pandemic period perhaps contributing to the overall vehicle tally. I do think that it is important to consider the impact of the LTNs on those areas outside of it, as well as within it, but I am very concerned by the risk of a premature decision being made, without a full consideration of all the possible reasons for adverse changes being considered, and the longer term pattern being given a chance to settle down. The year in which the LTNs have been in place has been an exceptional period, from which it is difficult to properly ascertain the longterm trend for how things will operate in more normal times. As the government appears to be about to lift the remaining pandemic restrictions, it seems appropriate to allow a further period of LTN operation for a further 6 months to help see more clearly what the underlying factors are and what share of the pros and cons can be properly attributed to the LTNs. At the same time, I would be greatly disappointed if, longer term, the Council decided simply to revert to the pre-existing traffic arrangements. Instead I would favour the implementation of further measures to control traffic throughout the wider city to redress any evidenced adverse impacts resulting from the implementation of the LTNs. I have been aghast to read various responses along the line of one memorable commentator, that car pollution is inevitable and so the LTNS should be removed on the basis that we should all have to suffer the same amount of it! I hope the Council will continue its ambition to support a city and traffic design that can balance strictly necessary car use with alternatives that are able to reduce the overall level of pollution in the city to one that is safe for all its residents and workers. I would be in favour of going forward on these measures in preference to going back on the LTNs. I hope that the challenging result of the interim consultation on the LTNs will have encouraged their supporters to contact you to and that you will be able to take this fuller picture of their position into your deliberations. If the Council does go ahead with a further trial period, I for one would be grateful for information to be shared on what the real causes and consequences of any issues attributed to the LTNs are, based on real evidence. I am not in favour of disregarding my neighbours' welfare, and would not be in favour long-term of the LTNs if a real net negative impact was evidenced, but I am very far from convinced that anything seen to-date does substantiate this. Please support a further period of trial for the Cowley LTNs, to give time for their full benefit to be felt and the overall picture of their impact to become clear.

Individual Hollow Way Support

I am writing to urge you to support continuing with the LTNs in Cowley, in particular the Temple Cowley LTN. I live on REDACTED, which is just outside the LTN, and my children attend REDACTED, which lies within it. It has been very noticeable over the period since the implementation of the scheme how much reduced traffic on Salegate Lane and Temple Road have been. Not only is it much safer for the children to walk to and from school on their own (they are in years 5 and 6, and have permission to do so), but it is also much quieter and safer for them to cycle, say, to Florence Park, sticking to LTNs as far as possible. To change back to the previous road layout would feel like a retrograde step, although I note that opponenets of the scheme seem to have unilaterally and presumably illegally removed the bollard at the top of Temple Road (Cobbler's Knoll), allowing cars once again to use it as a short cut. Living on REDACTED, I am very aware that at certain times of day -- around 9am, end of school, and 5pm -- the schemes as they currently stand lead to a solid queue of stationary traffic in the suthbound direction. I can see that this must be a great annoyance to many drivers, and it does in fact put me off just jumping in the car at those times to nip to the supermarket -- I either have to pick a different time, or go by bike. For those whose journeys can't easily be made at another time, or by another method, or via the ring road, this must be a real inconvenience; but I do feel that many opponents of the schemes may be forgetting the extent to which (pre-LTN and pre-lockdown) Hollow Way was frequently stationary in both directions, due to drivers parking in defiance of the "urban clearway" signs and so reducing it at rush hour to single-track with passing places. Without better evidence than anecdota, I am not at all convinced that Hollow Way is worse overall than it was pre-lockdown, and I am firmly persuaded that all the adjoining residential streets are much better, and our children much safer.

I am writing to ask you to make permanent the LTN in Cowley area, and in particular in Florence Park where I live and work from home. Climate Emergency I know that it may be a difficult decision to make as communities divide over the issues but I believe we all have to begin becoming part of a movement to face into the climate emergency, and initiatives such LTN play a part in that and breaking our lethal dependance on individual car journeys. As Ian Hudspeth states in the introduction to Climate Action Framework: "The 'decade of action' required on climate change has begun....It requires rapid, far-reaching and unprecedented changes in all aspects of society and a strong lead from national government. ...We will 'build back better' for a zero-carbon, resilient economy, strong communities and a healthy place to live. The future we will create will not be based on business-as-usual decision making". I hope that you will have the courage to follow through on the Climate Action Framework. I am a car user as well as a walker and cyclist. I accept that LTNs cause some inconvenience for normal car users such as myself, and for those that deliver goods and services to me, but I strongly believe that we need such nudges if we are to make the changes in all our lives. The lack of rushing cars along Cornwallis Road and Littlehey Road has made a huge positive difference to me. Community: it is simply more pleasant to get out of the house and talk to neighbours, watch children cycling. My neighbour in a wheelchair is able to move about more safely Nature: A few years ago I was horrified to see and hear no birds in the back gardens around me – now there are many. Health and sleep: My sleep is much better now that I am not woken regularly by passing cars and lorries going much too fast past my windows, shaking my house. I feel more inclined to go for micro-walks to break up my working day. Traffic on periphery roads: I do not want life made seriously difficult for people on periphery roads, but as we do not seem to have data for the traffic before and after, it is difficult to say anything that is not anecdotal. I use my car regularly day and night and have not noticed any real change in the traffic here. Public transport: I used to use public transport a lot, when not cycling, but have not since COVID. I imagine that there are many like me who intend to get back to using public transport as we learn to live with COVID, and I believe that LTNs help nudge us in that direction. There are also downsides for me personally, but I and my mother accept them. I care for my mother who is on the other side of the bollards on REDACTED. So I have had to drive round 4 times via Cowley Church Road and Oxford Road to take her to A&E – something which would have been much quicker if I could have cut through. But that does not stop either myself or my mother being a strong advocate of LTNS – and one of the biggest changes for her is being able to walk safely along the road to the park which makes a big difference to her long term health.

Individual Cornwallis Road Support

I'm just emailing to say show my support for the LTNs in my local area. It has made a huge difference to myself and my family. I have an 8 year old daughter and a 5 year old son and it has made the streets feel a lot safer when I'm out and about with them. We are now able to cycle on the roads during the school commute. When I walk my children up Crescent Road to walk to the health centre or the library I now don't have to worry about cars speeding down the hill and coming up onto the pavement to let other cars through. It feels like a much calmer and more peaceful place to live. It has also helped me to rethink my own use of my car and I try to cycle, walk or take buses if I can. I know that there is very vocal opposition to the LTNs so thank you for being brave enough to push forward with them.

Individual Leaffield Road Support

I'm a student living in Cowley and my room is facing the street, because of the LTN I could perfectly learn without any distraction. In my hometown a 500k city, I was able to cycle safely everywhere from a young age, because of traffic calmed residential areas and cycle lanes. Here in Oxford I'm scared of cycling because of busy roads and I really think that these are a danger for all cyclist and pedestrians, especially young people who are going to school. Therefore I'm supporting LTN's and hope they can stay!

Individual Support

I am writing to express my support for the Cowley LTN scheme. A simple bollard at the top of REDACTED has transformed our street from being a horrendous rat run dominated by speeding cars, to a quiet residential street. Children, cyclists and local residents now take priority in the street. As a parent I can't tell you how much safer the street now feels for our young children. Life is calmer and quieter. Many of us now cycle to the shops more often instead of being tempted to drive. I strongly support the continuation of this scheme and I hope the council will make it permanent.

Individual

Individual	Crescent Road	Support	<p>I am writing to express my support for the Cowley LTN scheme. A simple bollard at the top of REDACTED has transformed our street from being a horrendous rat run dominated by speeding cars, to a quiet residential street. Children, cyclists and local residents now take priority in the street. As a parent I can't tell you how much safer the street now feels for our young children. Life is calmer and quieter. Many of us now cycle to the shops more often instead of being tempted to drive. I strongly support the continuation of this scheme and I hope the council will make it permanent.</p>
Individual			<p>I'd like to add my support, alongside the many others who will have contacted you, for making the Cowley LTNs permanent. As someone who spends almost all his time in both Cowley and Headington - walking and cycling in and through the designated streets on a daily basis, I think the making the LTNs and, indeed the whole LTN approach, permanent is essential. For increased quality of life, reduction of pollution and last but not least to reduce our contribution to climate change.</p>
Individual	Cricket Road	Support	<p>I'm emailing to let you know my partner, our two daughters, and I all support our local (Florence Park/Cricket Road) Low Traffic Neighbourhood, and want them to remain, and for the scheme to be expanded! I am an experienced cyclist having spent nearly 12 years as a M.I.A.S., C.T.C. and Cycling UK mountain bike guide. I have lead groups of cyclists all over the UK, France, Canada, and Central America on challenging off road routes, undertaken re-training every three years. I'm comfortable (<i>dare I say relaxed?</i>) riding down mountains, threading my way through dense woodland at 30kph, and hitting 20ft jumps and drops. I go rock climbing, snowboarding, surfing, and have camped on top of a volcano. I've undertaken overnight long-distance road rides, cycled to London half a dozen times for family meals, and regularly enter long distance cycling events. Picture a adrenaline addict - here I am! However cycling down Cowley Road puts me on edge like nothing else. This is despite the 20mph limit, and traffic calming (and my willingness to engage in actual *dangerous* behaviour during my spare time). I have a healthy respect for my mortality, ride extremely cautiously on the roads, always use two lights in the day and four at night, wear a bike helmet, bright or reflective clothing and I have third party insurance with British Cycling. I'm nearly always using/wearing over £300 of PPE and I never feel safe. The worst injuries I have had have been from road cycling (commuting) in Oxford. The most damage I've ever had done to any equipment of mine was when I was hit by a taxi – whilst wearing head to toe reflectives and riding a bike with 4 lights. Cycling with my family to the Natural History Museum is probably <i>the most</i> stressful time I have as an adult though. Where the LTN's stop, the roads are busy and the pavements are too narrow for my daughter to cycle on. We're forced to use the road and share it with impatient, sometimes aggressive, bus drivers, delivery mopeds, vans, lorries, cars and taxi's. Would you rather cycle with a 6 year old on Iffley Road, or Cowley Road? Both well documented accident hot-spots, both with zero physical protection from vehicles, and only an inch of paint to segregate a 6yr old from a bus - at best. This is not what a cycling city looks like. Oxford is not a city people cycle in by choice. If traffic flowed freely and parking was available, most people I know who cycle now would drive, and save the cycling for leisure at the weekends. People cycle because the traffic is horrendous, parking is expensive and the LTN's/ZEZ prohibit vehicular travel. I strongly agree with all of these measures as a resident of the city, as a pedestrian, as a cyclist, and an occasional driver. We bought a new car last year but rarely drive in Oxford. I want less traffic on the roads, I want less pollution, I want less noise, I want less congestion, I want to see families cycling or scooting with their kids to school, to the shops, to church, or the mosques, the parks, or wherever they want! There needs to be more Just a quick note to say I very much welcome the new LTNs and hope that they become permanent. I cycle through them frequently. They are a great improvement in terms of safety and the environment.</p>
Individual		Support	

Individual Campbell Road Support

I understand you will soon be deciding whether to make the Florence Park LTNs permanent. As a resident of Florence Park for 14 years, I can say they've made a noticeable and positive difference and I'd strongly urge you to keep them here permanently. In addition to the day-to-day improvement in our quality of life and the safety of myself and my neighbours - whether that's air pollution from rat-running vehicles or safety on some previously dangerous road junctions - there are of course important climate considerations too. As I'm sure you're aware, there's plenty of evidence from similar schemes elsewhere that LTNs reduce short car journeys by ensuring residents feel safer to walk or cycle to local schools, shops and other services. This is a small but significant piece of the larger, integrated solutions we need to reduce traffic across the whole city, a task that needs to be urgently undertaken with regard to the climate emergency, public health, and the misery faced by those not fortunate to live within the LTNs and who are facing heavy traffic along boundary roads. My understanding of the evidence is that removing the LTNs at this point would be a backward step that would do little to ease traffic on the boundary roads while turning our neighbourhood back into a rat run once again. On a related note, I'd like to flag up the importance of the No 16 bus to Florence Park residents, particularly our disabled and elderly friends and neighbours who've relied on that service and for whom the LTNs do pose extra challenges and costs with regard to increased taxi fares. If you could put pressure on Stagecoach to reinstate that service, and also look into what extra support could be given to help with travel costs for those with disabilities as part of the LTN scheme, that would also help to make sure everyone can fully benefit from these kinds of traffic reduction measures and not be left behind. It's been unfortunate that the LTNs have been rolled out at the same time as the easing of lockdown, as of course the increased traffic from everyone returning to work/shopping - combined with people not feeling fully safe on public transport, thanks to COVID - has meant an increase in traffic across the city that some are now (understandably) blaming on the LTNs. I've seen no solid evidence to support this - instead, it seems clear that we need *more* measures to tackle traffic congestion in Oxford, not fewer, if we're going to ease the traffic on roads outside the LTNs like Church Cowley Road. For the sake of the many residents like me who are benefiting from living within the LTNs, I would strongly support them becoming permanent - and for the sake of those not lucky enough to live within the LTNs, I would urge both the County and City Councils to work together to roll out additional traffic reduction measures (from cycle lanes to bus gates) to help deal with the congestion and pollution that many others in the city are facing.

Individual Belvedere Road Support

I am writing to let you know of my family's support of the LTNs which are being trialled in Cowley. We live off the Cowley Road, not directly in an LTN but close to both the Cowley and Florence Park LTNs. All four of us have benefited from the LTNs, but most particularly our daughters who are 13 and 15. The LTNs have given them more freedom to safely meet up with friends and go to their activities. For example, our younger daughter has felt able to cycle herself from our home to the REDACTED (Beauchamp Lane) for her weekly dance classes. Before the LTN we would always take her, but the LTN makes this journey so much safer. Our elder daughter can safely cycle to her volunteering at the REDACTED thanks to the Temple Cowley LTN and the shared pavement/cycle path beyond Hollow Way. The speeds drivers would previously do on Temple Road meant that it would not have been safe for her to cycle this route unsupervised. The road is so much quieter now, and we haven't observed any speeding in the area since the LTNs were introduced. We also use this route to visit Cowley Library. We have also made use of the LTNs multiple times now to cycle to the Kassam Stadium for our vaccinations - from our house we use both the Temple Cowley and Church Cowley LTNs to make a surprisingly pleasant route to the stadium. We do drive and own a car, but we are happy to have to take longer routes for some journeys as the benefits hugely outweigh any minor inconvenience. It encourages us to walk or get on our bikes more which is fantastic!

Individual	Support	<p>I am writing in support of keeping the LTNs, as a resident of Temple Cowley where the restrictions have transformed the neighbourhood to a much safer, quieter, more livable environment. Whilst I have and occasionally use a car, I am now much more mindful about when and why I do so. As a public health lecturer with a focus on community health and sustainable behaviour change, I also support the LTNS as a practical way to promote community health and wellbeing, to allow children and young people safer travel to school, and to make these narrow streets safe from speeding and from angry / aggressive drivers. I am aware that some people dislike the LTNs, but I am sure that acceptance will develop once the council has the wisdom to make them permanent.</p>
Individual	Support	<p>I understand that the LTN trial in the Cowley area that was introduced in March 2021 is coming to the end of its trial period. While cycling in Oxford we have found that in those areas that have had LTNs introduced it has massively increased the safety for cyclists. In tandem with the upcoming QuickWay Cycle routes the traffic calming offered by these and the LTNs will begin to transform the traffic around Oxford. The need for LTNs is a rehearsed argument. I understand both those for and against them. I have noticed that the initial traffic that was pushed onto Cowley Road has begun to subside and I rarely see large queues except at peak traffic time. I hope that your data supports this. With more housing developments being granted planning permission on the outskirts of Oxford the sheer volume of traffic through Oxford will increase yet further unless measures are introduced to counter this. LTNs are one such measure. I have often found that those against a scheme tend to shout the loudest but are often a minority in the overall picture and tend to come around once they have seen the benefits over the years. I do hope that the trial period of the LTNs will, subject to any changes that are required, become a permanent feature in Oxford and add to what will be a transformational change in how Oxford is navigated by its residents and visitors.</p>
Individual	Support	<p>We're getting in touch to show our support for the LTNs in east Oxford and explain the changes happening behind the scenes you might not know about. We're in talks with DPD which will see us introduce more EAV cargo bikes into east Oxford in the coming weeks, it will be a UK first for DPD pioneering this in Oxford and we'll be focusing on east Oxford in part due to the traffic calming measures. The pilot will be more successful if the LTNs remain and pave the way for us to be the first UK city DPD gives all of its parcel routes to. We are in talks with Hermes, Amazon logistics and DHL as well in large part promoted by the zero emission zone and we have requested to focus replacing vans in east Oxford to really show what cargo bikes are capable of and support the traffic calming measures. We plan also to launch our online platform for local business's focusing on the covered market and Jericho to start in the coming weeks to change hearts and minds in the business community to active travel and add to their bottom lines. Cleaner, safer streets, green jobs and a sustainable future is possible right now to tackle the climate crisis and we hope by showing the overwhelming support for our short clips like the one below gives you the confidence to keep the LTNs in place and know that giving people hope of a better future will always win out against naysaying, transport is always going to be tricky with behavioral change however it is already doing incredible work behind the scenes to move Oxford forward. We hope on the 24th you'll decide to keep them, the Walton Street barrier removal has already seen rat running traffic return and delays to our medical deliveries (due to a lack of alternatives like segregated cycle lanes, removing on street parking or making it one way) and the campaign groups have all gone silent since, don't let this happen in east Oxford as well as we are on the verge of real change.</p>
Individual	Support	<p>This is to express my support of LTNs which made a massive difference to my family and my neighbours. I am writing on behalf of many busy parents who like me don't have time to be very active on social media, but who are immensely grateful for providing them with possibility to safely walk and cycle to school and work. As we all know costs of living in Oxford make it a difficult place to manage as a family, so thank you for improving our wellbeing and quality of life on a daily basis. I have to admit I have never seen so many walking and cycling families before. I hope we will never again have to give up on cycling with children on our local roads or to fear crossing due to number of speeding cars.</p>

Individual		Support	As a resident of Oxford Road in Cowley I would like to express my support for the Low Traffic Neighbourhood measures. I have been pleased to see how quiet roads like Littlehay Road now are; it makes for a pleasanter walking and cycling experience and has reduced the cars that used to speed around the streets off Oxford Road. I appreciate that the LTNs have created issues for some people, but I believe that for drastic changes such as these to be successful, long-term behaviour change needs to take place, and that requires time. I hope that you will choose to extend the trial for another 6 months so that people have more time to get used to choosing walking or cycling for short journeys. The long-term environmental and health gains are worth the short-term difficulties as people adjust.
Individual		Support	I'm writing to thank you for all your hard work & determination over the last year in moving forward schemes to make local streets safer for walking & cycling. Like many people I know who support the LTNs, I stay away from the toxic debates on social media. So maybe you get the impression these schemes are unpopular, because so many angry people seem to be shouting loudly against them. I'm sorry to see how much harassment you and your colleagues are getting over this and admire your leadership. I'm writing to tell you that the LTNs, particularly in Temple Cowley, have made my car-free life much easier and more pleasant since they went in. I can walk to my local pub without dodging cars. I can cycle to work without getting stuck behind cars trying to pass each other in Temple Road. And after the harrowing bike journey from Headington, I can feel my stress level drop as I turn into Salegate Lane, knowing there won't be a stream of cars and vans following me in. Thank you for helping to make this happen and please, keep the LTNS!
Individual	Campbell Road	Support	I support the Low Traffic Neighbourhoods - they are the right direction of travel. The LTNs are just the start. They are a step towards reducing car use and encouraging healthier and more active ways of travelling. Getting rid of them would be TWO steps back as it would also send the message that they have not worked. (Overall implementation was poor in my view, but the overall direction is the right one). I live in an LTN and it has nudged me to reduce my car use. I walk and cycle more (unheard of before as I am inherently lazy). It has nudged our teens to stop asking us for lifts as it's too far round to drive for short journeys. They now walk or cycle instead. Thus a reduced number of car journeys on the roads for everyone else (including those that really need to use their cars). Added to clear plans for public transport and active travel - and a vision about Oxford in the future - they are the way forward. We will need both "bringing people with" as well as "parachuting in" - there will always be a ferocious amount of car-loving as they mean so much to people - freedom, access, status, speed, individualism, opportunity and more - how can we compete with that in any transport changes that are made? Better, cleaner, modern, cheaper public transport. A leaflet through every door about the e-scooters to increase their use (and safety of their use for others). Trains? Trams? Tuktuks?? Hail & Ride again? What are other countries doing that are also trying to be forward thinking? Learn from them. The dinosaurs that still cling to petrol/diesel cars will roar loudly - some of their views will be valid, but we must separate the valid views from the redundant ones that are killing us all (and the planet). We do not seem to know what is good for us overall! Luckily you are here to make that decision on all of our behalf. I support your efforts to make Oxford healthy again. It will be difficult but hard decisions need to be made.
Individual	Owens Way	Support	I'm writing in favour of the LTN's introduced into my end of Oxford. The impact has been dramatic in a good way. I hadn't realised how much of the (often speeding) traffic passing along Crescent Road and Temple Road was cutting the corner. Now it's gone. It's quieter, it's more relaxing to walk with my children to the park. The LTN next to Florence Park has also been brilliant in making that area much more pleasant to walk and cycle. This is the area where we live, and LTNs make our area far more liveable. I do drive a car, and having one exit onto the main road is not a problem - in fact, because this exit (Marsh Road / Oxford Road) no longer has a queue of rat-running cars, it's probably easier to use than before. I look forward to all the LTNS being made permanent and LTN's being extended to the remaining parts of Oxford plagued by cars just passing through.
Individual		Support	Hopefully I'm not too late in sending this email, but wished to highlight my support for the LTNs in Cowley. The current placement of LTNs means that cycling from Cowley Marsh to many places, e.g. Templars Square, is just so much more safe, laid back and unstressful without having to contend with cars on many routes. Having a 12-year-old son with ADHD, I am now much more comfortable with him on a bicycle in these areas, which allows us to get about with far fewer risks. I would therefore encourage and hope that the LTNs are here to stay.

Individual		Support	<p>I am writing to restate my full support for the continuation of the existing LTNs. I live on REDACTED and my young children attend REDACTED and REDACTED. The creation of the LTNs has been transformative for our daily life. Prior to the LTNs, walking on the pavements and crossing our road was a disproportionately risky activity for adults and children alike. Many cars would go up and down our road well in excess of the 20mph limit, often slaloming around parked cars on either side of the road and mounting the pavement. Larger trucks and lorries would often squeeze through the gaps, again frequently mounting the pavement to get to where they needed to go. On one occasion a friend of ours was putting her young child into their car when parked outside our house, and a car shot past her so fast and close that she was squashed by her own car door. Luckily no one was hurt (a police report was filed). This type of driving behaviour had seemingly become normalised - motor vehicles were clearly in the ascendancy in our narrow, residential street. There may not have been a high level of accidents, but it was, more often than not, an unpleasant road to live on. Since the LTNs have been installed our road feels safe: safer to drive up and down; safer to cycle up and down; and the pavements are now very much the preserve of people, not motor vehicles. Our trip to school and nursery - by bike - via Littlehay, Cornwallis, and Campbell Roads is no longer fraught with people in cars speeding past us and driving too close behind us. Again, it feels safe. Again, motor vehicles are no longer in the ascendancy on these residential roads. I see more and more people using these roads for walking and cycling. It's great! Motor vehicles should not be in the ascendancy in residential areas. People should be encouraged to use more active forms of transport wherever possible. People who are capable of getting about by other means should be weaned off their apparent addiction for car journeys of less than two miles. People can, in my opinion, contend with some extra delay during rush hours. The benefits outweigh the inconveniences. LTNs are a major part of this necessary shift in behaviours. So too would be a better bus service. They are prohibitively expensive for what they offer. I know that many local people share these views. The LTNs closest to Crescent Road are, in my view, working well and should be kept as they are. I know that some of the LTNs further away may have some problems, and may need some reconfiguration. I am aware of the differences felt by those on perimeter roads and those, like me, who are within the LTNs. I am also aware that I am in a privileged position - not needing to commute by car outside of Oxford. Nonetheless, I am of the view that bold decisions need to be taken for the wider benefit of people in this city, and I applaud the councils for doing what they have done so far with LTNs and the Quickways scheme. I urge you to retain the LTNs, with little or no modifications. I also urge you to continue with the bold policies for rebalancing how residential roads within the ring road are used. Not everyone will like these approaches: change is hard, but change is clearly necessary in this case.</p>
Individual		Support	<p>I would like to add my name to the support for the LTN's. I think it's made the neighborhood a nicer safer place to cycle, run and live and I think in the long run it should help persuade people to give up driving their cars for even the smallest journey as many people do.</p>
Individual		Support	<p>I can see the petrolheads from my local area mobilising their friends (incl those from Croydon etc) online to produce a petition so I am writing my own little drop in the ocean in response as a supporter of the LTNs. You know all the arguments for, so I will just add some observations: 1. The traffic on the surrounding roads seems fine to me. I cycle up Iffley Road / Henley Avenue/ Between Towns Road at rush hour and often it is completely clear. The Oxford Road is a little busier but not too much. 2. Some people living on Between Towns Road complain online of 24hour gridlock AND boy racers driving at 70mph. It is unlikely that both of these are true. 3. People use the LTNs as a lightning rod for all their grievances. Where there has always been traffic congestion, it's now solely attributed to the LTNs. I have seen stray cats (disoriented apparently), drug dealing, bicycle theft, homelessness, litter and vandalism in Florence Park all blamed on LTNs. 4. School runs are mini rush-hours. I had no idea so many people drove their children to school. Discouraging that bizarre behaviour alone would cure many ills.</p>
Individual	Church Cowley	Support	<p>I'd like to register my support for the Church Cowley LTN. I live on REDACTED with 4 kids and work as a teacher at REDACTED on REDACTED . The reduction in car traffic on Littlemore Rd and Bartholomew Rd (now that we have cameras) has truly transformed the area and led to many changing their travel habits in favour of active travel. I'm sure you'll have heard lots of views on the LTNs but I would urge the council to carry out some representative polling to truly find out people's views on the LTN. I'd also urge you to include children in any polling as a key stakeholder. Obviously there are some very vocal people on both sides of the argument but having spoken to lots of people socially and at school I do believe that the majority of people in the area are either quietly supporting or indifferent about the LTN.</p>
Individual	Crowell Road	Support	<p>I am a home owner in Oxford Cowley, REDACTED and I am writing in support of the LTNs. Our road was busy before and almost all of the cars would pass by beyond the speed limit. There are few houses with children (including us) on this road and we lived in fear that something bad was imminent. Since the LTNs, this has reduced significantly and we actually feel safe in our street.</p>

Individual		Support	<p>I'm writing to you to express my support for the existing LTNs and to ask you to make them permanent or at least to continue the trial stage. Reducing private car use, increasing public transport, cycling and walking are substantial improvements we can make to reduce carbon footprint in Oxford, improve air quality and tackle obesity amongst our population. The LTNs must stay and I look forward to the start of the second phase where other areas in East Oxford become LTNs.</p>
Individual		Support	<p>I hope you are well and have had a good weekend. I wanted to write with a plea to retain the lower traffic networks that are currently in Cowley. I am a resident of Florence Park, and a car driver, and I feel they have greatly reduced the through traffic in the area. I am also aware that the bus gate camera has only just come into operation, somewhat reducing the value of the trial. I'm not a confident cyclist but the LTNs have encouraged me to ride my bike more, I am retraining as a teacher and the LTNs have given me the confidence to cycle in the immediate area and to the university campus. It has been a total eye-opener for me. My bike had left rusting for 4 years and the LTNs encouraged me to get back out again. Last year I was so incredibly grateful for the network when my dog was chased out of the park and was running loose, it meant I was able to cycle around looking for her knowing the traffic in the area wasn't going to be hurtling past me. When I then had to revert to driving (as she had gone further afield), the presence of the LTNs were no real hinderance to the search. I appreciate that these networks are not without problems, and there is displacement onto other roads. Though this also reiterates the need and value of reducing car use where possible. This will of course be problematic should the cuts in buses continue. I do realise that the introduction of LTNs has frustrated many, and those voices can be loud, but given the climate challenges we face we all need to look at our habits and how we can do our bit. Please consider retaining the LTNs and at the very least ensure the trial is extended to understand how well it works when we are in the new 'normal' of living with COVID.</p>
Individual	Cornwallis Road	Support	<p>I am writing to show my support of the LTNs. We live on Cornwallis road which was a high speed rat run before the LTNs went in. We would hear cars going by our house a what sounded like 50 miles an hour! With two small children, this made me an anxious wreck and I was most comfortable having them walk their bike to the park to ride. With the LTNs in place, the speed to travel down our road is much improved. It has much more of a neighbourhood feel and I have even see people playing basketball in the road which is a wonderful testimony to how safe people feel. I do understand that the LTNs push traffic out to other arteries and that the council has plans to improve these and to augment the public transport system to facilitate less need for cars. I would like to see the LTNs stay permanently but this has to be done in coordination with the other long term council proposals or this will forever be a contentious issue.</p>
Individual	Temple Cowley	Support	<p>I am writing to express my support for LTNs and my sincere hope that they will continue beyond the trial period. We are local residents, have a car and are in full support of all measures to promote active transport, reduce car use and improve road safety and public health. We live in Temple Cowley and have a young child, who attends REDACTED nursery. Prior to the installation of the LTNs we were exposed almost daily to the dangerous driving on Marsh, Crescent, Cricket and Temple Roads. These roads due to their geography are unfortunately rat runs, frequented by individuals driving at great speed, including on the pavements because the roads are too narrow to allow passing. There were many occasions whilst walking with my daughter in her buggy that I was confronted with a car mounting the pavement and driving at speed towards me and my daughter. This left me feeling very vulnerable and angry that I was unable to protect my daughter - I have lived in many cities in the UK but never experienced this kind of driving. Since the installation of the LTNs this has now largely stopped and in my opinion they have been extremely successful in this regard. I know that this was one of the reasons cited by the Council for their installation originally and so the Council must come up with an alternative solution to protect residents if the LTNs are removed, in particular young children who are the most vulnerable users of our road infrastructure. I would wish to believe that the council prioritises the safety of young children above that of the convenience of car drivers. Any decisions that are made regarding LTNs should be made fully transparent so it is clear for all stakeholders the relative weighting of the various concerns, and how those have been applied to come to a particular decision eg the relative importance of pedestrian safety vs car user convenience. Long term I also fully support LTNs as a way to improve population health, particularly in young children, through reductions in number of vehicles on the road, and corresponding reductions in air pollution and increases in active transport, see for example Lavery et al BMJ, 2021. I do appreciate that implementation is likely to be of critical importance for realising these effects, for example we cannot expect people to abandon their cars without better alternatives being made widely, cheaply and safely available to all. I note that the bollard at the top of Temple Road has been removed. It would be great if this could be reinstalled.</p>

Individual

Support

Decisions that require habit change are always controversial (see introduction of seatbelts and motorbike helmets, which are now seen as a no-brainer but were resisted at the time.), so the discussion around how LTNs benefit the community needs to consider this aspect of human psychology. Having lived in Cowley for 25yrs now, it often felt like the forgotten part of the city, with transport decisions are geared towards cars travelling in for shopping. While Summertown had traffic calming for many years, the residential roads in Cowley had to endure increasing rat runners speeding to schools, shops and gymns until the arrival of LTNs. When looking at the polls and traffic numbers, it needs to be considered that the current travel habits of the community are very different than before lock down, so the argument whether to keep them or not should not be build on traffic numbers before and after, as this will be like comparing apples and pears. It is much more fruitful to think about how traffic can support community building, which we saw in the pandemic is so important. Most European cities have adopted residential low traffic schemes like the LTN. We have met many more neighbours, since our road which had car after car cutting through at high speed was closed off, many who are doing more local shopping, walking for exercise and many families allow their children more walking and cycling to school now. We were about to move our family home and our two businesses away from Oxford due to the traffic situation in our Road. Living on Church Hill Road makes the speeding traffic especially dangerous because of the hill e.g. we had two of our parked cars damaged within a couple of years of each other. Our neighbours son narrowly escaped being knocked over by a car speeding up the hill as he was coming out of his drive. We changed our minds about moving out of the city after the introductions of the LTNs so very much hope they can be made permanent. To make Oxford attractive for young professional families, promoting cycling, pedestrians and public transport is critical. I noticed many young families that moved recently near us in the Church Cowley and Florence Park area don't own a car anymore. Cargo bikes for transporting small children need safe routes. To convince parents that it is safe for their children to cycle or walk to school, they need quiet side routes which the LTN has created. Lastly, the communication and signage of introducing the LTNs could have been managed better, so the resistance has been building by many annoyed drivers and residents who were not aware in advance. I hope these arguments can be considered in support of keeping the LTNs, with best wishes and thanks for all the work you do for our communities.

Individual

Cornwallis Road

Support

Hi. Just wanted to expand on my reasons for supporting this ltn.. i specifically refer to the one on cornwallis road by cornwallis close and cannot comment on other areas. For years we have endured extreme levels of speeding and noise.. every day the same cars came through as if there were no speed limit let alone a 20mph one! 500 bhp plus high performance cars including mercedes amg and range rovers to name just a few! I have an interest in vehicles of all sorts and it has been clear they have been driven without restraint! We have had a car rolled in the street and another put through the fence of restore.. both having lost control in some way at 20mph!! Clearly excessive speed has been involved. There is clearly a general disrespect for this area by passers through. The police have never to my knowledge set up any speed monitoring yet see fit to blue light through a residential street continually despite the station being located on the junction of three main roads and close to the ring road.. fair enough maybe in some cases but to never have the decency to monitor speeds in the street is unacceptable and tantamount to condoning it. I have seen cars speed into the road veering onto the wrong side to avoid the worst of the first speed hump and with all this said I think it is a miracle no one has been knocked down yet! The negative reaction by those now prevented from behaving in the way I have described will lead to even worse behaviour and 'payback' should this restriction be lifted. In addition to the above the delivery lorries frequently used to use this road to make deliveries to the john allen centre.. these houses are built on a marsh and are prone to subsidence.. for years now I've been combating the building damage consequences of these overweight vehicles passing through.. a final point is that on top of everything else the council vehicles also used to rat run through here and on one occasion i observed 2 trucks clearly racing back to the depot and on another i saw 2 street cleaning machines doing the same. All these things have become steadily worse over the years. Thank you for taking the time to read this but please know the level of safety and peace that has decended on an area that for far too long took the brunt of a large disrespectful contingency of road users.

Individual	Cowley	Support	I am writing at this time as I would like the experimental LTNs in Cowley to remain in place at least for another 6months. They are only just being fully implemented with the ANPR cameras recently installed. Personally, I have benefitted from the quieter streets with much pleasanter walks to local shops and amenities. I feel that without the LTNs there would be a return to the high number of speeding cars and large lorries that used the roads previously. It is good to see more people out on bikes and mobility scooters. I would like to see clear analysis of the pros and cons and constructive solutions for those who are adversely affected by the changes LTNs have brought. All in all I am pleased that at last something has been done to really make a difference to the quality of life in this area.
Individual	Campbell Road	Support	Please make the LTN in Florence Park permanent.
Individual	Temple Cowley	Support	I am a resident of the Temple Cowley LTN area and I'd urge you to make the scheme permanent. I've lived on REDACTED for 20 years, during that time the traffic has gone up and up - I didn't choose to live on a busy rat run - that happened while I've lived here. The LTN has improved my quality of life and made me happy to live here - please please don't take that away. The Temple Cowley LTN has made a huge positive difference to me and has successfully met its aims of promoting active travel, reducing air pollution and helping to tackle climate change. - Active travel - I now cycle much more than I did before the LTNs - and I see many more cyclists on the LTN roads including children, because it now feels safe. Before the LTN REDACTED was a busy rat run, with speeding cars. I now cycle most days and use my car about once a week. Because of the LTN access limits I think really carefully before using the car - today I took the car out to complete three jobs in one go rather than going on three separate trips during the week. - Reducing air pollution - before the LTN I could always smell diesel fumes outside my house, it's on a hill so vans and black cabs need to put their foot down to get up the hill - the air is much healthier now. - Helping tackle climate change - we are at desperate times for the future of our planet, we are already seeing the terrible effects of the changing climate around the world. The LTN is one small step for Oxford to help take climate action - we know how hard it is to take these steps, we cannot go backwards on this. The other benefits have been - Safety - Before the LTNs, everyday I would see cars driving on the pavement as the road is too narrow for them to pass, we'd often have cars crashing, and regularly lose wing mirrors. - Noise & damage - I live next to one of the points where the road narrows with a speed bump to try to slow the speeding cars, I could hear my house windows shake every time a lorry went over them, and we'd regularly get aggressive shouting between drivers refusing to give way at the pinch point. - Building community - people are happy to be out on the road now, I see much more of my neighbours now it's quieter. Please hold true to the intention of the LTNs and make the Temple Cowley LTN permanent.
Individual		Support	As a regular cyclist in East Oxford/ Cowley I would like to voice my support for the Cowley LTN. It has made a significant improvement to access and safety in the area and can only help to encourage safer cycling in Oxford which must be the answer to the ever increasing traffic problems in the city. I'm writing to you to ask you to support the LTNs when you make the decision soon on the LTN schemes. I cycle a lot in the city and the quality and safety of my travel as well as of the local environment has improved hugely. I don't have to worry about aggressive car and taxi drivers impatient to overtake or cutting me up when I'm cycling up Church Hill Road. This happened numerous times in the past and was always unpleasant, sometimes dangerous. Now I look forward to cycling up that hill! I don't even have to keep stopping to give way to oncoming cars (often at speed) on Westbury Crescent itself, often parked up on both sides, as there is a lot less traffic. The local noise and air pollution have noticeably reduced and the quality of life has improved for local residents. As Oxfordshire Council supports and encourages active travel these schemes should be permanent as they actually make active travel pleasant and will encourage more residents to walk and cycle. Please support the LTNs and make them permanent.
Individual	Westbury Crescent	Support	

Individual	Southfield Road	Support	<p>I am writing to urge you to make the Church Cowley, Temple Cowley, and Florence Park LTNs permanent when you take the decision on 24th February. If the County administration is to live up to the Fair Deal Alliance shared goals of tackling the climate emergency and inequalities, and prioritising wellbeing, then this will require the courage to take - and explain - some hard decisions. For almost two years, I and a committed group of volunteers have been regularly delivering free meals by bicycle all over the three existing LTN areas for the OX4 Food Crew, in conjunction with the Waste2Taste cafe at the ArkT Centre in Cowley. Our delivery rounds are so much easier, healthier, and more pleasurable since the filters were put in. The air feels clearer, the danger from close passing cars and lorries is greatly reduced, and I see more people walking and cycling on the streets. I also encounter many more cargo bikes and trailer bikes, and see primary children being instructed on safe cycling and School Streets being set up - these are exciting new developments, at least in part influenced by the establishment of the LTNs. Many of the recipients of the meals we deliver are still isolating and/or very needy in other ways (e.g. living with dementia, physical disabilities, mental health issues, in poverty). We meet people on a regular basis who haven't left the house in months, and are very marginalised. The vast majority are not visited regularly by carers, but are living on their own independently, with very little support. LTN opponents often state that 'the elderly and disabled' are against the LTNs, but this unevidenced assumption erroneously treats large groups of people as if their individual needs are all the same. I understand that the County's consultations have raised various concerns that you will want to take into account. But please do not be swayed by very vocal complaints from some drivers, who do not represent all those living in these or wider areas - a high proportion of whom do not have access to a car. I should add that there is widespread evidence of 'gaming' by opponents of active travel schemes in consultations around the country (e.g. by use of false names, false addresses and multiple internet submissions from the same IP address), as council officers have identified in boroughs such as Hackney, City of London, Newcastle, Lambeth, and Enfield (see https://lastnotlost.wordpress.com/2021/12/29/consultationfakes/ for more detail). I therefore am very sceptical about the results of the Cowley (and East Oxford) LTN consultation polls, if the results have not been carefully verified by officers. I note too that those who wish to dismantle the existing (and planned) LTNs have very weak alternative proposals (e.g. more chicanes, parklets, speed cameras), which mainly seek to reduce speeds but will do nothing at all to reduce the volume of car traffic and promote active travel, which is the real and urgent challenge if the laudable goals of the Fair Deal Alliance are to be met. Many thanks for the continuing efforts of all those involved in this transformative programme.</p>
Individual	Cowley Road	Support	<p>Thank you for your ongoing commitment to safer active travel and the benefits it brings to Oxford. Up till last August I'd lived in Florence Park for 10 years and, despite being a very confident cyclist, and a partially competent pedestrian, the cars racing down Rymers Lane and Cornwallis Road scared me stiff. The busgate, of Spring 2020, was known to be without cameras and so became ineffectual. I implore you to, at the very least, continue the trial now the cameras are in place. I'd previously lived on Oxford Rd and Junction Rd, in the Temple Cowley LTN, and can see how much nicer it must be to live there now. The traffic congestion on Oxford Rd and Hollow Way seems just the same as it always was before the modern LTNs were installed. The Littlemore/Cowley LTN also feels so much safer to walk and cycle. Previously, it just seemed like a racetrack. I now live in between the upcoming St Mary's and Divinity Rd schemes, and they can't come soon enough. Please be brave and do the right thing in further approving the three Cowley LTNs on February 24th.</p>
Individual		Support	<p>I am in full support of the Low Traffic Neighbourhood in Temple Cowley. This is the most pleasant I have experienced the road in the 25 years of living here. I sincerely hope it continues.</p>
Individual	Crescent Road	Support	<p>I wish to express my strong support for the LTN in Crescent Rd, which has made a real difference to quality of life and a cleaner environment. It is much quieter and the air is noticeably cleaner and fresher without the inconsiderate and frankly, at times, dangerous rat runners. It is also a much more peaceful and relaxing place to live with better sleep quality too! All this has a significant impact on mental and physical health, which in my opinion far outweighs the small amount of extra time needed for car drivers to use an alternative route. If this is to be taken away just when we have got used to it, it will be a step backwards for our community.</p>

Individual Divinity Road Support

I am writing to express my very strong support for the Council's scheme of Low Traffic neighbourhoods. This scheme is an ambitious but practical step towards improving life for thousands of residents. Change of this sort will always provoke some concern, especially as people get used to new ways of moving about the city, but I firmly believe that projects like this are essential in responding to the climate crisis and to improving the health and quality of life of city residents. I live right at the bottom of REDACTED, near to the Cowley rd, and the noise, pollution, and (surprisingly) litter that high volume of traffic causes is significantly impacting our life. The noise of traffic is constant and occurs at all times of day. At peak hours, we are frequently disturbed by (sometimes violent) instances of road rage: cars are backed up to to the Cowley rd as they try to pass one another, drivers blow their horns and shout obscenities at each other, and there are physical confrontations between drivers and other road users. This is exacerbated by the cars parked illegally while their owners visit the Co-op on the corner. At off peak times (including very late at night) cars travel at truly alarming speeds up and down this section of road. This has woken us up many times and contributes to what is already a very noisy environment. Living where we do at the bottom of the road, one of the issues that has caused us the most problems is the fact that taxi drivers and drug dealers use the available space - including the unused disabled parking space directly in front of our house - to idle their cars while they wait for fares or clients. This causes four types of pollution: noise (from the very loud music that often comes from these cars), light (from the fact that more often than not their headlights are on), litter (from the discarded takeaway containers they throw out their car windows), and finally air pollution (from the fact that these cars are idling for long periods of time). While the LTN is unlikely to get rid of this problem entirely, ensuring that Divinity rd is not a convenient through road will decrease its attractiveness as a waiting place for cars. I commend the courage and foresight of the Council in introducing these measures and strongly support introduction of LTNs across Oxford. The more of these that are introduced the less people will rely on cars as their default and the better for us all.

Individual Tenple Cowley Support

I am writing to you as I understand that you are one of the councillors responsible for making a decision about the trial of LTNS within East oxford. I am a resident of REDACTED in Temple Cowley. the implementation of the LTN in our street has improved the lives of residents immeasurably and as a result I would like to register my support for the project and its retention. Since the LTNs were installed, life in Crescent Road has been much more pleasant overall. It is much quieter, meaning that we can have windows open in hot weather, something that was impossible before due to noise. It is also much safer. I am both driver and a cyclist. I feel much safer cycling on Crescent Road and feel less worried about my 14-year old daughter cycling to school. Previously, the road was so busy that it was often grid-locked, causing a huge amount of frustration to drivers. I have witnessed incidents of "road rage" outside my home on many occasions. Drivers would frequently exceed the 20mph limit and mount the pavement putting pedestrians at risk in order to squeeze past other cars. I think that the implementation of the scheme has not been without its problems. I think there are some barriers, such as the one on Littlemore Road that have been less successful. Personally I think that this is a main road and not an ideal place for an LTN barrier, however it's not my own neighbourhood, so I have less experience of this one. I also feel that a more co-ordinated approach including improved bus services and better cycle lanes would have made people more accepting of the LTNS. I think that the new Quickways scheme will be a great addition to the city and i hope that we can at least retain the LTNs until then to see how they work in tandem. I am hopeful that you will retain the LTNs in Crescent Road and Junction Road at the very least in order to maintain the quality of life of the residents here.

Individual Crescent Road Support

Since 2004 when I moved to the street, the traffic, pollution and speed have been going from bad to worst. The implementation of the LTNs have made my street a Liveable one again. I have also made the conscious decision to ditch my car, buy an electric bike and join the co-wheels car scheme. However, I appreciate that for some people have caused some inconvenience. Traffic has been pushed to another streets nearby but these teething problems can be solved with other traffic measures. Disable people might need further support. The new demarcation of Temple Cowley has divided opinions in favour or against LTNs and I hope the County Council will heard residents from the streets affected. The fact is that Oxford is mediaeval city placed on flood plains which doesn't allow to expand. Times have come that we need to change how we move in the city, more public transport, scooters, bikes, and less cars. We all have to change, we can't depend only cars!

I would like to express my support for the LTN schemes. I realise it's a hot topic right now, but I'm sure that when everyone has stopped shouting about it, they will make personal adaptations to suit and everyone gains huge benefits. We're already seeing more bikes, and big bikes, on the roads and the plans for the Quickways can only help those who can to make more active travel decisions. I know for myself (with a choice of bicycle, box bike, motorbike, car, bus), the choice I make about each journey is influenced by what it's for: who or what I'm transporting and how far. But critically, if I can't park somewhere easily or for free, or there will be traffic, I am dissuaded from using the car for that journey. Eg I never drive to town, and avoid at all costs going by car to Cowley Road as I find it nerve-wracking trying to stop and park. I am sometimes tempted to go to Brookes sports centre in the car with my daughter, but if the parking becomes much harder (as it will), then we will be nudged to make a different choice on wet or lazy days. I am also positively influenced by the safety or pleasantness of the route too - eg it's a bit stressful to take kids on bikes on Hollow Way to Cowley, but way easier to get to Headington on The Slade's separated cycle path. I hope these honest and personal observations about my own travel choices are useful.

I am a resident of Church Cowley, where I live with my partner and two daughters (2 and 6) on REDACTED (technically Littlemore). I'm writing ahead of the decision that you will be making around the Cowley LTNs - to add my voice to the many others who would desperately value a decision to keep these permanent. It is not an overstatement to say that the LTNs have been life changing for us. Most importantly, they enable my 6 year old to cycle all the way from our house to REDACTED, safely and confidently, which she now does on a regular basis. Before the LTNs this was only possible with her cycling on the pavement and me feeling very stressed and anxious at every crossing. Not a smooth ride, and not a lot of fun for her. I'm aware that I am in the privileged position of having a 'head start' with active travel, as was already committed to cycling pre-LTNs, and therefore much better placed to enjoy the benefits from the start. But I really believe that as we continue to improve safety and normalise cycling, the benefit/risk balance perceived by others will continue to tip in favour of active travel. I do understand that this takes time, which is why it is so important that we continue to support people whilst being bold about the structural changes that really make a difference. What I didn't anticipate was just how much the LTNs would make our neighbourhood feel calmer and more friendly. I suppose this shows how much we've grown to accept the noise, danger and stress that comes from living with car dominance. The days when I see more people walking/scooting/biking out on the street than cars really makes the inconvenience all seem worth it. There are now several people I wave to on the school run who I didn't even notice before - the dad with small children in a bike trailer going the opposite way to us, the man who I pass at the Littlemore Road filter everyday who heads to Florence Park on a mobility scooter, the elderly lady who lives at the top of Beauchamp lane who now often potters around outside her house. At times I have had to queue to get through the Littlemore Road filter ahead of teenagers and elderly people, and there is often a veritable 'bus' of kids on bikes heading down Beauchamp lane at around 8.30 - I can tell you, this is all new. The experience of living in an LTN has absolutely changed my own behaviour when it comes to driving through other residential areas, which I now avoid at all costs. Its just not fair. Because of the above, I'm particularly concerned that we keep the Littlemore road filter, without which there would be no true LTN in Church Cowley. Before this we would regularly wait 5 whole minutes in the morning just to cross the road, and when there was a gap, crossing was scary (just to cross - children cycling was unthinkable). More importantly, without this filter our neighbourhood would be cut off from the rest of Littlemore, Florence Park, and Blackbird Leys. The Littlemore road filter also allows those of us who live on the Littlemore side of Cowley to cycle safely all the way to town (along the tow path) with only one small section of 'main' road at Donnington Bridge. I'm not naïve enough to think that LTNs are the be all and end all. There is LOTS more work to be done - particularly to improve junction safety where most cyclist injuries and deaths occur and to improve public transport links to/from Littlemore for those with limited walking/cycling options. I'm thankful for everything that the council is doing to progress the Quickways and Connecting

Individual

Support

Page 408

Individual

Church Cowley

Support

Individual	Florence Park	Support	<p>I'm a resident of Florence Park and I understand you're going to be making the decision soon as to whether to make the LTNs permanent. I wanted to get in touch to urge you to do so. The Flo Park LTN has made a noticeably positive difference to our lives in terms of safety as a cyclist and pedestrian. The neighbourhood definitely feels safer and calmer to bike and walk around. I cross the corner of Cornwallis Rd and Rymer's Lane several times a week on the way to the park/Cowley Rd and it used to feel pretty scary as cars would go past so fast. Now it feels so much safer. I am also desperately concerned about climate change and the number of cars on Oxford's streets and believe these types of interventions are necessary and urgent if we're going to tackle these connected challenges. When the LTNs were announced I volunteered to help look after one of the planters, on Littlehay Rd. I didn't know any of the other people I was put on the group with and it's been genuinely great to meet such lovely neighbours this way. Even rallying around when the Rymers Lane planter was upsettingly set on fire was turned into a positive experience by such neighbourly support. Every time I'm working on the planters passers-by come up to me and want to talk about the LTNs. I always steel myself for some disagreement but have only ever had positivity and support. So for me personally they've become a real source of connection with other people in my community, as well as improving our quality of life. I do have a couple of disabled neighbours who are struggling with the extra taxi costs that the LTN has meant for them, combined with the loss of the number 16 bus. I would love to see the bus reinstated and perhaps an increase in disability travel allowance for those with mobility issues whose journeys have got longer as a result of the LTNs. I'm not sure what the best solution is but it's important their needs are recognised and supported. But I just wanted to share my strong support and positive experiences with the Flo Park LTN, and my hope that they become permanent.</p>
Individual	Crescent Road	Support	<p>I have heard that you will be making a decision shortly on the LTNs, I live on REDACTED which is directly affected by one of the LTN's and I would just like to express my support for them. I am a freelancer so I have always worked from home, even prior to lockdown, so I knew full well how bad the traffic and rat-running was down Crescent Road. Road rage, honky horns, cars in deadlock, and driving up the pavement were a daily occurrence. Walking and Cycling along the road was always dangerous as I've had on several occasions cars mount the kerb while driving towards/near me to get around a car going in the other direction, Crescent Road is simply not designed to cope with 2 way traffic in a large volume. During summertime when the weather is so hot I would have to have the bedroom windows open at night, but I would then be woken up in the middle of the night and the early hours of the morning by traffic racing down the road. Since the LTN none of those issues occur, the street is very quiet and it's also much more pleasant to walk and cycle along too. My partner drives, and while it takes longer to now get around the LTN the trade-off is well worth it for us. Please see this as a vote of support for extending the LTN trial or (preferably) making the Crescent Road LTN permanent please.</p>
Individual	Littlemore	Support	<p>I live in Littlemore, on REDACTED, and am a supporter of the most recent LTNs. The add to the previously existing stopped off roads, e.g. Tree Lane in Iffley. I am a driver, cyclist, runner and pedestrian as well as being someone who believes we need a major modal shift in how we move around our cities. Unfortunately, this will mean people changing their habits and behaviours and while I have sympathy with that I think the greater needs with regard to climate change and a more liveable environment are more important. It isn't black or white, there may be some stopped off roads that need to be rethought and there may be others that are needed but I strongly support the direction of travel.</p>

Individual	Rosehill	Support	<p>I would like to express my strong support for keeping the new LTNs (Low Traffic Neighbourhoods). I live in Rose Hill, but for many years I used to walk or cycle to work at REDACTED in REDACTED. My stomach still lurches when I remember one of our pupils being run over by a speeding car outside the school. We were acutely conscious that many cars used Cowley as a rat-run. By contrast I live in Rose Hill, which has been an LTN for years. By this, I mean that commuters cannot use it as a rat-run. If you live in Rivermead Road, you can't nip up to the ring road or down to town through Iffley. You have to go all the way to Rose Hill Road and round. We're all used to this and as a result benefit from relatively safe streets and unpolluted air. Children play in the road where I live because their parents aren't afraid to let them out, which means they don't spend all their weekends indoors. The only cars belong to local residents or their visitors. As someone with chest problems, I am glad that I don't have heavy traffic passing my house. Of course, this is not the case for people who live along the main roads, as they still suffer from standing traffic outside their houses. All the more reason for preserving our regular, frequent bus services and for creating continuous, segregated cycle routes. I was shocked to read of yet another cyclist's death this week. When it's safe to cycle, more people will get on their bikes. This is the way to solve the congestion problem, not by filling all our roads with traffic. I am glad I don't have the freedom to save a few minutes by driving the directly to the shops. It's quicker to walk instead. That keeps me healthy - and chatting to neighbours on the way keeps me sane. I hope that the residents of Cowley will be allowed the same benefits we enjoy in Rose Hill.</p>
Individual	West Oxford	Support	<p>I regularly cycle from my home in West Oxford to visit my daughter in East Oxford. I wholeheartedly support the implementation of all the LTNs in East Oxford. We need more infrastructure that enables people to cycle and walk safely away from the danger posed by motor vehicles.</p>
Individual	Church Cowley	Support	<p>I am writing as someone who used to live in Church Cowley and still travels through frequently, on foot, on a bike or in a car. The LTNs here and elsewhere in Oxford are fantastic - if they'd been in place 4 years ago I may well not have moved house. As a cyclist I feel safer, walking is pleasanter and when I do drive I don't notice any significant delay. I'd love to see more of this type of initiative.</p>
Individual		Support	<p>I support cowley LTN. They made my journey to the swimming pool a much safer and enjoyable ride. Please don't scrap the p</p>
Individual	Aston Street	Support	<p>I wanted to let you know what a startling improvement the LTNs in Cowley have made for me. I love to travel by bike but am often deterred because of the levels of motorised traffic and the impatience (and sometimes unpleasantness) of some motorised vehicle drivers. Since you started the LTN trial I have been able to go about my travels in the LTN areas with great enjoyment and without being frightened. The atmosphere is pleasant and it is wonderful to see others able to enjoy travelling by bike too. I'm particularly cheered when I see children and young people able to cycle to school safely and with enjoyment. Letting the LTNs remain will mean that more people will take up active travel and will leave their cars at home. Walking in LTNs is far more pleasant, too. Please let this inspired, innovative and forward-looking scheme continue.</p>
Individual	Church Hill Road	Support	<p>I live on REDACTED with my family and the LTN on this road has made considerable difference to our lives. We used to have a constant flow of cars (especially taxis) using the road, many to cut through to Rose Hill area. Vehicles tended to come round the corner off Church Cowley Road at speed and race up the hill, sometimes barely in control (I believe a car has crashed coming around this corner in the past). It was unsafe, noisy and polluting. I have three young children and it was dangerous crossing the road, and even being in front of the house on the pavement. The noise at night also kept my children awake. As a family we also cycle daily in East Oxford and the LTNs in Florence Park area have made travel safer and quieter. I'm also a car driver and appreciate that some people find the LTNs inconvenient but we need to reduce car use in Oxford for many reasons, which would ultimately benefit us all. I fully support making all the current LTNs permanent. In addition, it would be great if traffic calming and parking restrictions could be implemented on Church Cowley Road. Is a 20 mph speed limit possible? Also, cars are increasingly parking on the cemetery side of the road, half on the pavement. This impacts pedestrians and road users alike. Can parking be restricted to one side of the road with a double yellow on the cemetery side?</p>

I see the rat-runners are out in force to try and get the Cowley LTNs abolished and they are doing their best to stop the Divinity Rd/Southfield Rd barriers. Although the Cowley LTNs have meant that I have had to change my route when going from home in REDACTED to west Oxford, I am happy to do this if it makes life more bearable for the residents there. Similarly, although the barrier in Div Rd will also make it a longer journey to get to the west, it will make a HUGE difference to our quality of life (though we will still have to deal with noisy students!). So please hold your resolve and prioritise quality of life over the rat-runners demands to drive wherever they want.

It would seem from the postings on sites such as Next Door that I am in a minority in being in favour of LTNs becoming permanent. Of course I also recognise that journey times have increased as a consequence of LTNs and I have had to make tough choices about when I use my car, however I also recognise that we all need to change our behaviours if we are to address the climate emergency. I am just a normal father who wants to do what he can to make sure my kids have cleaner air to breathe and I know that LTN'S can aid that. Please bear in mind the quieter ones of us who are in support of what you are trying to do.

My family and I are in support of Cowley LTNs and although many people find them challenging, I feel this is the best way forward to encourage people to use public transport or bike/walk etc. I think now we need to make bus fares more affordable! Thank you for all you are doing to look after our city and our people and hope the LTNs are here to stay!

Please make the East Oxford Low Traffic Neighbourhoods permanent. They have made a massive difference in being able to cycle safely, especially for accompanied and unaccompanied children. If we want our children to have the freedom many of us enjoyed in the past, we have to manage traffic levels. In addition, if we want to live in a society that has not been overwhelmed by the impacts of climate change, we need to be moving away from a car based culture as rapidly as we can. LTNs are one way of doing this, and while some people have made a huge amount of noise about the inconvenience of not being able to drive wherever and whenever, there are many more of us quietly going about our business more safely, getting more exercise and creating less environmental impact.

Individual Divinity Road Support

Individual Bulan Road Support

Individual Support

Individual Howard Street Support

Individual	Cowley	Support	<p>I feel proud to live in a city with a council that takes decisive action in the face of vocal public opposition, and I am grateful that you are putting forward a traffic reduction strategy that will address the climate emergency and truly transform the health outcomes for generations of Oxfordians. Reducing the city traffic unlocks so much improvement opportunity for the future, and I am genuinely excited at what could be achieved here in the next decade, once we have given the roads back to the community. Where there is a rare confluence of a brave council, local appetite for change, and available funding, we should be making hay. Regarding the Cowley LTN consultation 'results' (made available via FOI), despite the endless postings on social media, the weekly (sometimes daily) stories in the Oxford Mail (print and digital), an anti-cycling agenda in much of the national press, two separate council consultations, including letters sent to residents, the new council consultation web portal, a well-funded objection campaign by a local property developer, LTNs being mentioned on all local electoral leaflets last May, the multiple BBC Radio Oxford phone-ins, the Reconnecting Oxford glossy leafleting (at least two rounds as far as I know), the council acceptance of directly e-mailed or posted responses, the physical planters actually in place on the roads, not to mention the very probable co-opting of other anti-LTN groups from around the country....there were only 1,537 objections. Whether they were all from members of the Cowley electoral division, or the other divisions directly adjacent to Cowley, that's nowhere near representative enough to remove the LTNs as a 'democratic duty'. With the planters on the roads for over 8 months at the time of the statutory consultation, the vast majority of people are not enraged enough to tell you via the consultation, which shows the objections you do see are disproportionately vocal. I quickly whipped-up a chart to illustrate my point: So for the four county council divisions that are most local to the Cowley LTNs, fewer than 1 in 20 of the electorate actively oppose the LTNs. This is probably closer to 1 in 30 if you include children, and exclude potentially spoofed responses. For me, this is a clear mandate. Some thoughts on the specific LTNs: Church Cowley Now that the Bartholomew Road ANPR is installed we should see snowballing modal shift for Church Cowley (in particular school run for Church Cowley St James primary school) over spring/summer 2022. The CCSJ bike sheds could soon be overflowing a la Larkrise primary. Given time, the now low-traffic Littlemore Road section of the OXR16 cycle route will become a busy 'Activeway', used by many residents of both Littlemore and Cowley. ANPR-controlled blue badge exemption at the Littlemore Road filter would be a reasonable adjustment, but please don't be tempted to allow taxis through too - that would ruin the route for younger and less experienced cyclists. No less than five roads - Abingdon Road, Rose Hill/Iffley Road, Cowley/Oxford/Garsington Road, Barns Road, Littlemore/Cowley Road - all run in roughly the same direction (SE/NW) to roughly the same part of the ring road (representing about a sixth of the circumference of the city). The LTNs are asking that just one of these roads is preserved as a low traffic route. Florence Park Florence Park LTN has broad local support, seemingly even from many who dislike the other LTNs. Some initial traffic displacement to Church Cowley Road has died-down, and will only improve with I'm writing to indicate my strong support for the East Oxford LTN initiative, in the hope that the council will continue to expand the scheme. The trials have brought welcome calm to the streets, and so many positives for local residents. I *very much* hope the scheme will be expanded to thr St Mary's area in the near future.</p>
Individual	Leopold Street	Support	<p>I am emailing to show my support for what has been a huge improvement to our area / lives. The LTNs have noticeably improved our local roads from a safety point of view and has made pushing a buggy and cycling with toddlers way more doable. I am a REDACTED resident and with a school run to Hollow Way and other journeys that require a bit of additional thought if taking the car out but what a minor inconvenience for a much safer feel on foot and on the bike. I would definitely also say by having such a scheme in place it genuinely makes me consider not taking a car for short journeys. I really hope this scheme stays the course and doesn't get scrapped as I think that would be a huge mistake for this area.</p>

Individual	Reliance Way	Support	<p>I want to let you know of my strong support for the trial LTNs in Temple Cowley/Church Cowley/Florence Park and the new LTNs coming into place in East Oxford following Liz Leffman's moral choice. I'll outline a few reasons I support the LTNs, as someone who walks, drives and cycles around our City regularly: Cycling is clearly much safer on filtered roads as close passes become much rarer and there is room to use the decent bit of the road rather than cycling on the edge where there are often potholes. It's also easier to stay out of the car door opening zones if the road is quieter. Air quality is noticeably better in the LTNs and the lack of traffic noise is also a considerable benefit for those living in them. LTNs are not new. There are many examples but can you imagine the outcry if anyone proposed removing the traffic filter on Bateman Street in Headington, for example? I find cycling and driving through the border roads of the LTNs to be much safer and less stressful now as there is so much less traffic turning into and turning out of the roads in the LTNs so there is far less potential for conflict and collisions, some of which can be life-changing for pedestrians and cyclists. I think keeping vehicular traffic to roads with proper safety measures (pedestrian crossings etc) and control measures (traffic signals etc.) actually makes the traffic flow better than when there is a lot of interaction with traffic from and to unclassified and thus uncontrolled roads. It is a shame that in the short term, there is more perceived traffic on border streets and that it is perceived as negatively affecting public transport. I am very clear, however, that these effects (even if they are real rather than just perceived) are a direct result of people refusing to stop using their private vehicles when they have absolutely no good reason to continue using them. There will always be those who do need to drive or be driven (some mobility impaired, some medical staff and some tradespeople) and I have no objection to them continuing to do so. It needs to be pointed out clearly that LTNs are there to drive (see what I did there?) behaviour in those that CAN change, not make life difficult for those who CAN'T and it's wrong to blame the LTNs for the latter when it's actually all about the intransigence of the former. The current County Council administration has a big majority and thus a strong mandate to make changes that will never please everyone but are vital if we are to take the climate emergency seriously. The lack of car traffic on residential side streets has had a really positive impact on community interaction, I see children able to cycle on the streets where before parents would have been too scared to allow it; adults spending more time in the street talking to each other and getting to know their neighbours.... this is so positive!</p>
Individual	Maidcroft Road	Support	<p>I write in support of the LTN's in the Florence Park/Temple Cowley/Church Cowley area. I live in the Florence Park area and regularly cycle, walk and drive. The reason I support the LTN's and would like them to be made permanent are below: 1. Safety - I feel far safer cycling around the city and it encourages me, and I have noticed others, to cycle more frequently, as a quicker, more enjoyable and an efficient way to move around the area. Previously the traffic on REDACTED was so fast it was dangerous and difficult to cycle out of my road. 2. Children - There are many children all around the Florence Park neighbourhood, particularly going to and from the park. The LTN's have now made this route far safer for them to cycle/walk/rollerblade and this is important to maintain. 3. Air quality and noise reduction - The noise and pollution from Rymers lane and Littlehay Road could previously reach unpleasantly high levels, now the area is much quieter, calmer and the air quality is notably improved. 4. Better quality of life in the neighbourhoods - the LTN's have encouraged myself and many others not to drive. I cycle or walk more frequently and the whole neighbourhood is safer, quieter with better air quality. With rising cases of obesity and climate change the LTN's promote people not using their car unnecessarily and enable us all to enjoy calm, stress free exercise while walking or cycling around the neighbourhood. I hope that you'll agree that the LTN's really do enhance the quality of life in Cowley and feel able to support them to become permanent.</p>
Individual		Support	<p>I travel to Cowley from Headington often both to see friends, shop, and to work as an out of hours GP. It feels so much safer cycling there with the LTNs in place and I really hope you choose to keep the trial going-data from Waltham Forest and the cautionary tale of Ealing show the importance of giving enough time for the scheme to enable behaviour change, and that taking them away wouldn't bring any benefit whatever the anti claim-Cowley road was already congested. The solution to both congestion, air pollution and the climate emergency is to enable more active travel for the majority of people who would like to cycle more but don't feel safe to (based on the National Travel Attitudes survey) not to mention all those who would walk more if enabled, and the LTNs are a cost effective measure which can help towards that (along with bus gates, quickways etc which I also support). Changing Oxford's car dependence and increasing active travel is hard but the right thing to do on many counts, and I and many people are behind you.</p>

Individual Dodgson Road Object

I am writing to express my concern that the LTNs in the Cowley area have been permitted to remain for so long, and that ANPR cameras have now been introduced. This was meant to be a temporary trial, which the majority of residents in Church Cowley, Temple Cowley, and Florence Park, along with local businesses, now oppose, as you are surely aware. However, you have chosen to persist by extending the scheme, without regard to the evidence and needs of the people of East Oxford. I request that you use your opportunity at the next decision meeting on 24th February to put aside any bias and respect us and our local environment by resolving to remove all LTNs and road blocks from East Oxford as soon as possible. The main problems with LTNs are: - increased traffic on LTN perimeter roads - longer journey times - increased pollution and petrol consumption - hazardous cycling, walking and driving conditions - detrimental effect on local businesses - fragmented communities. Unfortunately, LTNs have not reduced traffic in my local community - they have greatly increased traffic which now is forced to create bottlenecks on perimeter and main roads including Church Cowley Road, Between Towns Road, Garsington Road, Iffley Road, Cowley Road, and Sandy Lane. Residents are no longer able to drive freely out of our own streets. For example, to access the ring road from my house (previously a short 2-3 minute route), I now have to take a much longer route through Oxford which involves sitting in stationary queues between multiple sets of traffic lights and unnecessarily adding to the congestion, all just to leave Oxford to visit family and friends and attend my place of worship. My friends and neighbours face similar issues on a daily basis on their commutes to work or the school run. Additionally, key workers such as health visitors have difficulty in accessing patients, and likewise those who rely on road transport to run local businesses have been severely affected. Furthermore, members of the community with limited mobility who are unable to cycle or walk easily have now been cut off from their local shops and services, such as the Temple Cowley shopping centre. It may be fine for people who are able to work from home, are able-bodied and have no caring responsibilities, but East Oxford is a diverse part of the city where multi-generational families, single people and vulnerable members of society live, work, go to school, shop, eat, play, exercise, socialise, and worship. Longer car journeys also mean more petrol consumed, and puts an additional strain on people who are already facing increased living costs. The congestion over the past few months has caused a dramatic increase in pollution on these roads, which is bad for the environment. Many people live on the LTN perimeter roads, such as Church Cowley Road, and children walk these routes to school every day. The pollution they have to breathe is of course highly unhealthy and has the potential to cause long-term health problems. These roads are also my cycling route into work in a medical research lab: the journey to and from work takes longer and is more hazardous as I am forced to weave between queues of cars and buses. While I am a fairly confident cyclist, the current conditions would be unlikely to encourage new cyclists to get on their bikes, and is especially unsafe for children cycling and walking to school. Since our local roads have been closed, the streets surrounding my house are now deserted. However, traffic was not a

Individual Support

This is product of years of consideration and thousands of hours of work by the County, City, Stakeholders and Consultant Travel Teams. The search for a sustainable solution to Oxfords travel and congestion problems has been amplified by our accelerating Climate Crisis. The implementation of Connecting Oxford as the considered and 'Only' option to making change happen is now not just necessary but Urgent. The plan will not be perfect (as with any plan) and its implementation testing and mistakes and the unexpected will need to be rectified. I urge you to have courage and trust in the work of you and your colleagues. Do not be dissuaded by the resistance to change which is how most of us react when faced with a challenges to our behaviour and experience. It is in the nature of all things that resistance is often more strident than support and absorbing changes. It is imperative that the Trials for the LTN's are fully implemented and then given their maximum duration so that the real-time experience and data can be achieved. Without LTN's the Connecting Oxford Scheme will be weakened.

Individual		Support	<p>Thank you for implementing and sticking with the LTN scheme in my area. It has made a huge difference to our quality of life. I'm able to cycle with my young daughter to school, feeling much safer as she learns to use the road. I feel we are more able to appreciate our neighbourhood. I also realise the difference it will make to that generation of children: if they (and their parents) feel increased confidence in cycling, as my daughter does, the sustainable habits that it will generate can make a significant difference in their future. I'm also a car driver and it has led me to change habits, opting to cycle in situations where I might previously have driven. I see others around me doing the same: a neighbour who would previously drive to do exercise, another neighbour deciding to give up his car. These changes aren't always comfortable at first and it's so important that we are pushed to change habits that are not healthy, for the world as a whole. I've noticed a good deal of anger from some people about the changes. One driver called me a c*** when I cycled through a bus gate in the opposite direction to him, causing him to wait (although of course he was not permitted to drive through at all). There are many strong voices on our local forum and I'm concerned about the levels of anger that are possibly being stoked about this. I do understand some of their points - I had to use my car one morning at 8:30 am and took much longer to travel via Between Towns Road than I would previously have needed. Yet I also appreciate that we can all be slow to put hugely important environmental factors ahead of our own convenience, without some obligation to make uncomfortable changes. I'm very glad that we are being obliged to do so and feel that the atmosphere in our community space is starting to change, in a positive way, as a result. I wonder if some of the anger comes from a need for people to hear their voices are heard more effectively, in a way that doesn't lead to polarisation. Can any of the concerns be addressed? For example, is there any possibility that those who are struggling more with the changes due to their increased need from health challenges could be helped? For example, could residents with disabled badges register a car that would be permitted to use bus gates? I also hope that there will be more incentives for people so that they can realise these measures are part of a wider commitment to respecting our environment, rather than simply an arbitrary measure by a council "who just don't listen". eg A car tax reduction for those who choose to share their car? Incentives delivered via large employers for employees who car-share to get to work? Some kind of celebration of cycling (via community groups who have a good sense of what would go down well in their area)? What prompted me to write was an Oxford Mail article saying more people are against LTNs than for them. I - like many, I think - hadn't taken part in that survey so my view would not have been included. This is one of the most I am writing in support of the Florence Park LTN scheme which has radically transformed our street (REDACTED) for the better. It is now safer, quieter and cleaner and we feel much more comfortable allowing kids to walk and cycle to Florence Park and beyond. I feel like this is the way forward, even if it takes time</p>
Individual	Florence Park	Support	<p>Just a quick note to ask you to uphold the Cowley LTN as it stands. It may not surprise you to learn that I live on the north side of the crescent and am therefore a beneficiary of the scheme. I guess you're getting considerable pressure from other residents who are not so lucky and don't appreciate the years of speeding rat run traffic.</p>
Individual	Westbury Crescent	Support	<p>I would like to express my support and gratitude for the Florence Park LTNs. They have made the daily journey to school and nursery for my 2 year old, 5 year old and myself and husband much safer, stress free and active. We live on REDACTED and had experienced stress and near misses on a regular occasion before the LTNs. Our car had been written off while parked on the road by a speeding vehicle and I'd been involved in a collision with a speeding moped driver who had tried to overtake me. We were lucky both times that nobody got hurt. I felt nervous and stressed when crossing the Little Hay, Rymers Lane junction where there has been countless accidents. We were considering moving away from the area before the LTNS and know other families that had moved away from Cornwallis Road due to feeling unsafe with their small children. The whole Florence Park area is now safe, pleasant and a lovely community where we can chat to neighbours and walk and cycle around safely. The area has made us more active. We would always choose bikes or walking for local journeys and enjoy visiting friends in Church Cowley and Temple Cowley which now feel much more safe. I would like these measures to go further and support the implementation of Connecting Oxford plus.</p>
Individual	Littlehay Road	Support	<p>I am writing to express my support for the Florence Park LTN and the hope that it will become permanent. Having experienced heavy, speeding traffic in the area for many years and having been hit by a car myself, the LTN has made the streets safer and quieter.</p>
Individual	Florence Park	Support	<p>I am writing to express my support for the Florence Park LTN and the hope that it will become permanent. Having experienced heavy, speeding traffic in the area for many years and having been hit by a car myself, the LTN has made the streets safer and quieter.</p>

LITTLEMORE I am very aware of the bad feeling that exists among many Littlemore residents about the Cowley LTNs and how they may have had to change the way they drive to the Cowley Centre for example, though this only adds about 1/2 a mile to their journey. For those who aren't able to walk and cycle, it is clear there need to be more public transport options available to them now to help them leave their cars behind where possible. Equally importantly parish, city and county councillors need to communicate much more positively that the Cowley LTNs are there just as much to benefit the Littlemore residents, as Cowley residents, by supporting them to make more active travel choices of walking and cycling and by providing a safe and quiet route to the Cowley Centre via Newman Rd/Littlemore Rd. As I live on the boundary between Cowley and Littlemore and often or walk to Littlemore or Sandford, I know that having the Littlemore Rd, Cowley as a quiet road now the ANPR camera is in place makes the route much more pleasant and safe. But I find Cowley rd in Littlemore a really tricky area which completely discourages walking or cycling due to cars parked on pavements and trying to force there way through the narrow street by the shops. This area needs a change to reduce the traffic flow and divert it to Oxford Rd, Littlemore to complete a good walking and cycling route. I spoke to Nadine Bely-Summers, a councillor for Littlemore at the weekend and she was clear there is a lot of work to do to bring Littlemore residents on board with ideas of change in terms of transport. They feel very ignored, not just on transport, but by the lack of resources available, GP, etc and by the endless developments bringing yet more people and more cars to the area. Prior to the Parish meeting in Littlemore on 17 February, I would urge you to talk to City councillors Nadine Bely-Summers and Tiago Corais. Church Cowley LTN Living in the Church Cowley LTN and as a resident of Wesbury Cr north side I have completely benefitted from the modal filter locally which has cut out all the "rat-running" traffic which we have suffered from for about 5 years with about 1400 speeding cars per day before the LTN. I have also benefitted massively from the other two Cowley LTNs when I walk or cycle through the area enjoying quiet and peaceful roads and most importantly feeling that there are many more safe routes for cycling than there were before. It has been very frustrating to have waited almost a whole year for the ANPR camera on Bartholomew Rd to make that a safe cycling and walking route too, as well as making Littlemore Rd much safer to where it joins Newman Rd. I feel it is really important now to give the full complete Church Cowley LTN a proper chance to show what a

On the Next Door App we are being urged to give our comments on the LTNs before the council meeting on 24th February. Given that the majority of comments we read everyday on this App are negative I wanted to say that we wholeheartedly support the LTNs. I suspect that a lot of the opposition comes from people who don't live in the area and have therefore not had to put up with the constant speeding and rat runs that we as residents have had to put up with - they are probably the ones using Junction/Temple Road as the cut through to avoid the traffic lights at Holloway or the Swan. The roads feel so much safer when walking and while there is obviously still traffic it is so much better. We've heard that Holloway is now a nightmare but it always has been during the school run drop off and pick ups and around 5pm. It has always queued right back to the Horspath road traffic lights for years and don't feel it is any different now. During the main part of the day or early evening the traffic flows well. I expect with those shouting the loudest winning the race, it will be very disappointing to see the LTNs disappear, especially as Oxford is massively promoting bikes, walking and buses and stopping cars from using the roads as much as possible, removal of the LTNs will be going against all the councils philosophy. I haven't bothered to copy our Councillor, Saj Malik as I know he supports the removal of the LTNs - well he would as a taxi driver!

I believe these have been very effective in creating safer streets in our area. As a frequent walker and cyclist I have valued this greatly: I have observed a marked increase in the number of cyclists using Littlemore Road. I have not experienced any access issues. The previous situation on Littlemore and Bartholomew Roads was quite dangerous: the 20 mph speed limit was completely ignored by motorists (I once had someone overtake me as I drove at 20 mph!). It was difficult to cross the road, and dangerous to cycle. I am concerned that if the LTNs are removed, traffic will quickly build up to its previous level: this will be very hazardous to the many people who have now started to cycle in these streets, including school children on Bartholomew Road. I note also that the bus camera on Bartholomew Road has only been operational since January 20th, so in a sense the LTN has only been 'complete' for a few weeks! Certainly up until January plenty of cars were still driving through the 'bus gate'. I hope you will consider to either make the LTNs permanent, or extend the trial if you believe more data are needed.

Individual Littlemore Support

Individual Temple Cowley Support

Individual Littlemore Road Support

Individual	Crescent Road	Support	<p>We live on REDACTED and the difference the LTN has made to our neighbourhood is enormous. It feels safer, much quieter and certainly much more pleasant to be on Crescent Road. Gone are the awful car fumes smells; there are far few cars whizzing up or down Crescent Road (which were sometimes whizzing along the pavement); gone is the sheer volume of cars going up and down and gone is my nervousness to cycle along the road. We are both car drivers and sometimes use the car for work. We are more than happy to drive a bit further or go around another road, in order to have the much wider benefits of the LTN. We continue to watch to unfolding crisis of climate change with alarm and a slight sense of helplessness. We are only too aware of the unsustainability of our collective car use (in Oxford, the U.K and certainly world wide). Private transport use is a large source of greenhouse gasses and it seems like emissions rise yearly (these are also damaging to health). We understand that now is the time to make some decisions that may not be immediately popular. I feel like these LTNs give us a huge sense that something very meaningful and useful is being done in Oxford. We look forward to city wide neighbourhood improvements brought about by the wider LTN schemes.</p>
Individual	Marston Street	Support	<p>I just wanted to say how wonderful the Cowley LTN has been and that I hope we can keep it going. It's really transformed the areas in Cowley where I can now walk and cycle more easily to visit friends etc. I should add that I'm also a car owner but that I don't see the LTNs as a hindrance for using the car at all. A small diversion is a small price to pay for cleaner, greener streets and a better quality of life.</p>
Individual	Stratford Street	Support	<p>I just thought I would email you to put forward my strong support for the Cowley and other LTN schemes in East Oxford. They have completely transformed where I am able to travel safely with my toddler on the bike and I am now able to do many more trips by bike where I would otherwise have used a car. Please consider keeping them in place as a part of the strategy for safer, greener and car-free travel in Oxford.</p>
Individual		Support	<p>1. LTNs: I'm sure you get a lot of mails about this, but just to say we are very much in favour. It really makes a difference to us being able to get to Cowley by bike and walk around Westbury crescent etc. However, Church Cowley road (CCR) has certainly become much less livable as a result- and I'd like to see additional interventions to reduce traffic here, ideally something like connecting Oxford plus. It's really important to show leadership on these issues, it's too easy at the moment for people to jump into cars for small distances. 2. Clearways, I think I read somewhere that CCR has been cut from the clearways scheme. If so, this is really disappointing- could you explain the rationale? We, as a young family find it really difficult to cross this road with all the parked cars, and the pavement parking, and the increased traffic flow. It's a key route to access Florence park and Cowley. Are there any plans to introduce a crossing, or at least add a pedestrian phase to the light at CCR/rose hill? 3. Traffic lights and waiting times. The lights opposite the Rose Hill co-op were updated a year or so ago, and they seem to be fitted with a timer that only switches to red if no cars are coming, otherwise you have to wait for up to a minute. I notice in town lights seem to be much faster- which I think is more consistent with the County's stated goal of prioritising pedestrians- could these timings be changed to reflect this?</p>
Individual	Westbury Crescent	Support	<p>Please will you extend the trial for the LTN,s in Church Cowley and hopefully making them permanent. I live in REDACTED and the LTN's make a significant difference and have contributed to an increase to the quality of our life on this road. No more trying to get the car off the drive without being honked at by taxis drivers, no more screaming tyres with speeding cars smashing into our front wall (This has happened twice in the past). It's also much better for myself as cyclist not having to dodge cars and get shouted at by car drivers for "getting in their way" on my road. So, I urge you to please extend the trial.</p>

Individual Littlemore Support

I understand that the Temple Cowley LTNs are coming to a decision point on 24 February. I would like to provide a letter in support of extending the trial. I write as a pedestrian, cyclist, and car driver. I live in Littlemore. Pre-pandemic, I would cycle to work in North Oxford during the week - my employer does not offer parking, and it's the difference between a 30min cycle or up to 90mins on the bus (on a bad day). At weekends, I would drive to Cowley centre to do my shopping; although only a mile or so, I would never have considered walking or taking my bike, because it was much easier to transport everything home by car. I have arthritis in both hips, and in order to remain pain-free, I need exercise; however, carrying heavy shopping a long distance will leave me in pain for several days. With the pandemic, I lost my daily commute. Consequently, I started walking to Cowley centre when I needed to do the small bits of essential shopping that were permitted, and to get some much-needed exercise. By the time the LTNs were installed, I was already used to walking, and they made it even less convenient to return to driving there. Instead, I bought a shopping trolley in order to transport heavy shopping home more easily. In fact, I became so accustomed to walking everywhere that I started to walk up to Tesco or Lidl - places that I previously felt were too far to walk to, and too difficult to find parking ever to bother driving. The LTNs made the walk considerably more pleasant, and the ANPR camera installation has improved that further - I no longer have a long wait to cross Bartholomew Rd outside the Co-op, and the speed of traffic on the road has decreased significantly. I see far more people walking, as well as small children out on their bikes with parents. I never feel unsafe. With that background, I would like to make two points: 1. Aside from improving our neighbourhood environment, there is a broader impact on climate change that might be considered here. I am not a climate warrior, but I accept - as I'm sure most do - that we are facing a climate crisis within my lifetime, and reducing its effects will require us to make sacrifices beyond simply recycling or turning the thermostat down by a degree. More effective changes, such as using the car less often, will inconvenience us and how we go about our daily lives, until the alternatives we grumpily find (such as getting the bike out) become second nature to us. To me, the point of the LTNs is to make it sufficiently inconvenient to drive that it becomes more attractive to walk or cycle, and for the trials to persist for long enough for that behavioural change to become embedded. I agree with the comments that there are a great many people who do not have an alternative to driving - but for every person who chooses to walk to Cowley centre, instead of sitting in a traffic jam on Between Towns Road, there is more space on the road for the drivers who really need to use their cars. 2. The ANPR cameras are very new. In order to establish whether

Individual Support

We would like to express our support for the LTN projects in Cowley. We feel it would be beneficial to continue for at least the six-month minimum and longer if officers deem necessary. We have recently written to REDACTED with our specific concerns with the traffic in Magdalen Road we are awaiting a reply). We informed him that we have concerns in relation to the safety of cyclists, pedestrians and groups of school children using this road. The main issues are the amount of vehicles using this narrow residential road and the speed and noise of traffic going down the road. We live near a speed bump which many vehicles speed over and literally crash land on the other side and some vehicles approach slowly and then speed away at at least 40 miles an hour. This occurs regularly and daily though out the day and night and wakes us up regularly. We have seen vehicles literally tailgating bikes and overtaking so close we're surprised there has not been an accident and also vehicles driving up the road the wrong way. We are sure that the LTN's initiatives will help reduce this situation in Magdalen Road and also other roads which have the same challenges. We absolutely know that the speed calming in place in Magdalen street is not effective enough and needs to be readdressed. I worked in casualty for many years and have seen the affects that speeding causes to the driver, cyclist and pedestrian and really don't want to see this happening outside my front door.

Individual Support

I understand that Oxfordshire County Council is due to make a decision on the existing Oxford experimental LTNs shortly. I would urge that they should be made permanent, since, on balance, it is clear that the benefits to society, through the dramatic improvement in local environments and public health significantly outweigh the added inconvenience to the relatively few who are adversely affected, and who cannot or will not alter their behaviour in respect of travel arrangements. I have observed the effects of establishment of LTNs elsewhere (in London for example), and have experienced first-hand the huge benefits, well appreciated by residents whose lives were previously blighted by through traffic. I am well aware that the Local Cycling and Walking Infrastructure Plan for Oxford city which has been adopted by Oxfordshire County Council proposes much more widespread introduction of LTNs across the city. The County Council has only jst embarked upon this process and it is imperative that momentum is maintained.

Individual	Support	<p>You may remember we were in contact last year over the Divinity Road LTN. Once again, many thanks for supporting our LTN. We are very much looking forward to seeing it arrive within the next two months, as the council pledged. I understand you have to decide whether to extend the Cowley LTN trial or scrap it. What really matters is the opinion of the people actually living there. Nevertheless, as an interested localish resident, I do urge you to stick with it. We need to give the LTNs time to bed in properly before permanent decisions are made. I also fear that scrapping the Cowley LTNs would create anti-LTN momentum, jeopardizing the LTNs in East Oxford. Having said that, all LTN decisions need to be based on local circumstances. Should you decide the Cowley LTNs do need to be scrapped, I would like your assurance that this will have no impact on the East Oxford trial.</p>	
Individual	Church Hill Road	Support	<p><u>I live in REDACTED, Cowley and am getting in touch to ask you to make the Cowley LTN permanent. None of the changes should be reversed. I would have responded via the consultation, but this closed in November. First of all I wanted to say thanks for extending the LTN trials to East Oxford and also for going ahead with the Quickways across the city. I do understand that the changes are unpopular with many people and these decisions are not easy. The reasons why we need to continue with the Cowley LTNs are: LTNs have made a huge impact on reducing traffic in many roads and making it easier to get around on foot and by bike. There has been a noticeable increase in kids walking and cycling to school across the area - in particular around St Gregs. Previously it was unsafe to allow primary age children to walk to school on their own. Now the camera has been put in in Bartholomew Road, the area around Church Cowley school is noticeably safer. It will take time for the full impact to be seen, and the Cowley scheme should continue to be monitored as other changes take place Quickways, other LTNs). It would be a good idea for the council to publish any monitoring data (e.g. that mentioned on the page below) so that debate and reporting can be better informed: Low traffic neighbourhoods (LTNs) - Oxford, Cowley area Let's Talk Oxfordshire Re Quickways, it was disappointing that Church Cowley Road and Between Towns Road were left out of the changes going ahead in 2022. These roads are the main access to Cowley, and are currently very poor for pedestrians and cyclists, particularly in peak hours when traffic backs up. I attach a couple of photos from today which show how hard it is for cyclists to pass traffic which is queuing alongside parked cars near junctions. I would ask that the council gives priority to more substantial improvements to these roads, linked to the redevelopment of the Cowley Centre. For example: two-way segregated cycle route for the full length of both roads and the start of Barns Road. cycle & pedestrian crossings at the Barns Road, Rymers Lane/Beauchamp Lane, Florence Park Avenue junctions pedestrian lights at Rose Hill junction</u></p>
Individual	Junction Road	Support	<p>I am a resident living on REDACTED a street within the Temple Cowley LTN. My understanding is that on 24 February, you will be making a decision as to whether to make our LTN schemes permanent, or to extend the trials for six months or to cancel them. I urge you to make them a permanent feature in our neighbourhoods. I have supported the scheme since I first became aware of it as a proposal, but the reality of the implementation has far exceeded my expectations. It has totally, and positively, transformed the Temple Cowley area. The streets have been changed from ones dominated by considerable volumes of through motor traffic, with the accompanying noise, air pollution, driver aggression and risks to pedestrians, cyclists and other road users, to an area of calm, pedestrian and cyclist safety and noticeably cleaner air. I thank and congratulate you and your colleagues for introducing the LTN schemes and am of the view that, together with the introduction of the residents parking scheme, will bring about a radical improvement in the quality of the overall environment in this part of Oxford. And, as an aside, in closing, whilst drafting this note, I am aware of children passing in front of my house on way to the Tyndale and St Christopher schools. They are strolling in the street, playing on scooters, a couple of lads with a football and parents in the vicinity, casually in conversation. It really is a joy.</p>

Individual	Temple Cowley	Support	<p>I am writing to you to express my support for the LTNs in Cowley and to urge you to make these a permanent feature. I am a resident of Temple Cowley and I walk, cycle or drive in the area every day. Since the introduction of the LTNs the residential streets of Cowley have become both quieter and more pleasant with far less noise and pollution from traffic, but above all they have become much, much safer for cyclists and pedestrians. I regularly cycle in the area with my 11 year old son and we used to find many of the streets around our home were clogged with vehicles using Marsh Rd, Crescent Rd, Temple Rd and Junction Rd as a cut through. These are narrow streets with few places for two vehicles to pass or overtake cyclists safely, whilst most drivers are patient and courteous all too many are not. Often drivers would behave aggressively, sometimes coming dangerously close to us when passing, overtaking or following us. This made me particularly anxious for the safety of my child. With the LTNs in place traffic on residential streets is a fraction of what it used to be before the LTNs (which demonstrates that the majority of the traffic was not local residents but others using the residential streets as shortcuts). We now feel much safer when we are out on our bikes in Cowley and it is good to know that the air we breathe is less polluted. As a car driver I am mildly inconvenienced but this is a small price to pay for safer streets, cleaner air and a quiet neighbourhood; please make the LTNs a permanent feature.</p>
Individual		Support	<p>I write concerning the Low Traffic Neighbourhood (LTNs) currently being trialled in Cowley, Oxford. I understand that you are responsible for deciding whether the scheme should be made permanent, trialled further, or cancelled. As a resident of REDACTED at the heart of the LTN, I am a very strong supporter of the scheme. I urge you to make it permanent, or trial it further if you feel that more evidence is required. REDACTED is a residential street, previously blighted by traffic, noise, and drivers routinely ignoring the speed limit. Likewise for many other roads within the scheme. I cycle daily along Rymers Lane, which also used to be heavy with traffic, often speeding, regularly dangerous. This is no longer the case. The roads are much safer for cyclists, pedestrians, and all other road users. I am now able to cycle my 5 year old daughter to school (on Hertford Street) along Rymers Lane, which would not be safe to do without the LTN. My family and I now cycle everywhere locally, thanks in no small part to the reduction in traffic resulting from the LTN. This has been transformative for the area and our lives. I could go on. But my message is hopefully clear. I urge you to continue with the LTNs.</p>
Individual		Support	<p>I strongly support the LTNs. While accepting they may cause inconvenience to some, in the short term, I'm firmly of the view that society as a whole, and the environment, which affects us and a great many other species, will benefit from measures that reduce fossil fuel based transport and which encourage walking and cycling. I'm told that when the Waltham Forest area of London trialed LTNs 10 years ago, 55% opposed them but the brave council went ahead. Now less than 1% of WF residents regret the changes, according to my informant. When my late wife and I returned to Britain in 2010, after our careers working for, and mostly living in, developing countries, we decided to try one year without a car and without flying. Within Iffley Village, which has its own community shop, we walked, and to go to Oxford we used our bikes, and buses & trains for further afield. We did not drive or fly again, and she felt and I feel healthier for it. At 79 years old I remain following those practices. Climate change is much more serious than the general public, and Government, seem to realise. The prospects for avoiding catastrophe from this and a range of other dangerous threats, including many forms of pollution in the seas, on land, and in the air, seem to be deteriorating, not improving. If we have any sense of responsibility for our children and grandchildren we need to radically change our life style and in particular greatly reduce any practices that consume fossil fuels.</p>

Individual	Florence Park	Support	<p>I am a resident in Florence Park, work full time out of my home and do not own a car. I have 2 children at primary school and rely mainly on buses, our bikes and bike trailer to get us around. Before the LTNs were introduced I did not feel safe using Rymers Lane as you were constantly faced with people driving cars racing between the chicanes, I ended up cycling my child in a bike seat to nursery along Iffley Road in rush hour traffic every day to avoid it which always seemed crazy. We usually had a long wait to cross Cornwallis Rd and I would not allow my children to cycle to the park with me on that road. I remember when my son was a toddler he liked to sit on the gate and look at the cars and name their colour, it was a fairly constant stream with many going much faster than 20 mph. That game now would be a bit less fun as there are far fewer cars rushing by. We can now cross the road more easily, and I have allowed my children to get some experience of cycling with supervision on the roads within the LTN. My mum is on medication which means she cannot drive. She cannot walk very quickly. Now she can walk and cross roads more safely with reduced traffic flows. There were groups my children were interested in at Oxford academy, but I did not feel safe taking them there in the bike trailer as the route through Littlemore was too intimidating. Since the LTN has been brought in we have been able to get there with much less traffic to battle through with the bike trailer, even though I am slow going up Beauchamp lane while pulling a child I am not in constant fear of road rage from people in cars angry at the delay. I do not wish to dismiss the voices of those who feel they have been negatively affected. However, I have been surprised by some of the comments. I remember getting off the bus on Holloway in bad traffic pre-lockdown while wearing a toddler and walking along there and beating the bus down the road. I remember seeing traffic backing up along the road between the swan and the police station making it difficult to cross the road to get to the library for years. I hope that many of us can continue to have some protection from people in cars in these areas. My short little ride through the Florence Park area was one of the scariest parts of my ride, now its one of the nicest.</p>
Individual	Temple Road	Support	<p>Our household is absolutely in favour of keeping all the Cowley LTNs, especially the one in REDACTED where we live - it has made such a difference and an improvement to our area. We are very concerned that it has been removed before the official consultation date.</p>
Individual	Beauchamp Lane	Support	<p>I would like to express my strong support for the LTN scheme, in particular given the impact it has had on Church Hill Road where I live (at 28) and Beauchamp Lane. The quality of life has been transformed by stopping the roads being used as a rat run. Similarly, when I walk down Rymers Lane and Cricket Road. I look forward to the scheme becoming permanent.</p>
Individual		Support	<p>I should be very unhappy to see the LTN which covers my road (REDACTED) being scrapped on 24th February. Over the last 12 months, the number of cyclists passing my front window has increased markedly. Indeed children of perhaps 3 to 6 years old have been learning to cycle on the pavements outside, without their parents needing to supervise them continually. I am able to call hello to a passer by on the other side of the road, and be heard, which is a definite improvement. Some users of mobility scooters have felt able to use the roadway, which means they do not constitute a hazard for pedestrians on the pavements. These changes have made these local roads a much more relaxing, benign, and healthy environment to live in. However, if the LTN is fated to disappear, I should like to make some further suggestions. 1-As Crowell Road will become the main road between the John Allen Centre and Littlemore again, it would be a great help to pedestrians to have a crossing installed at or near The Co-op store on Crowell Road. 2-Similarly, as Bartholomew Road will return to being the main road between the John Allen Centre and Black Bird Leys a pedestrian crossing there, at or near Church Cowley St. James School, would be of very great benefit for local adults and children. 3-On The Grates itself, we would benefit greatly from measures to keep cars and delivery vans to the speed limit of 20mph. These could be more prominent 20mph signs on lamp posts, 20mph painted on the road surface, or speed bumps. Now and again I have seen car drivers reach what must have been 40mph at the mid point of The Grates. 4-Beauchamp Lane be made into a one way street, preferably allowing cars to go up the lane only, with an accompanying cycle lane. Thank you for reading this.</p>

Individual		Support	<p>I have a couple of thoughts regarding the LTNs. It may be too late as I know the decision is being made soon, but thought it worth sending them in. Firstly, I feel that the consultation period regarding the Cowley LTNs should be extended for a further 6 months from when the bus gate cameras were up and running. This was nearly a year after the LTNs were installed so properly measured opinions cannot really be made if the system has only just been fully installed. Secondly, regarding any further LTNs you may be proposing, the flower planters - though a nice idea - do not really work. Any plants that we attempt to plant to make them look nice for everyone are uprooted and destroyed. They therefore look really awful as they are either empty or full of rubbish and weeds. If there are cheaper options - bollards maybe - then they may look better than the planters.</p>
Individual	Crescent Road	Support	<p>The LTN has made a great deal of difference to the quality of life for those living in REDACTED. Safer, quieter all round now a pleasant road to live in. When it was a rat run it could be noisy, dangerous and with many heated disputes. I would ask you to take a look at the survey in December 2021 and compare it with the survey in December 2022 very carefully in deed, that are at such a variance as to be questionable. Some of my neighbours have taken a deeper look and some of their findings are: The first 400 responses are fairly well spread out, with object and support happening relatively interchangeably. The longest chains seem to be around 11 of the same answers, object, which is unlikely but could to happen from a random sample. But from row 616 you get the first big string of object, which is 17 objects one support and four additional object, so 'almost' 21 object in a row. Again on line 680 you get 22 object in a row. A row of 22 object should happen about 1/6000th of the time but it happens fairly regularly at the end of the spreadsheet. The Oxford Mail- another 'local' petition which was circulated publically on twitter all around the national anti-LTN groups. general results against the LTNs count votes from anyone, including those who don't live in Oxford. The residents are being drowned out by national lobby groups once the petition was shared nationally. If you do not take a close and critical look at the survey then you should be.</p>
Individual	Maidcroft Road	Support	<p>I am emailing to express my support for the LTNs - they have transformed a dangerous junction (Rymers lane and Littlehay) where there were previously many serious accidents not solved by the works to address, making it much safer to cross and to access the park and travel to school, especially for children and young people - It's hard to get round Florence park using a wheelchair, with narrow uneven pavements and I've seen neighbours now getting to use the roads much more safely - I've seen lots more children cycling with their caregivers, now it is safer to - I've stopped driving to the local shops and walk instead, as it takes me twice as long to drive now, it eases behaviour change- it's stopped cars chasing loudly through the streets at high speed in the middle of the night, which used to disrupt our sleep - It's created a much friendlier atmosphere day to day, with neighbours able to chat more easily in the streets - It feels like it's connected Cowley better as a neighbourhood and place to live, as it is much nicer to travel through on foot/bike I know some have found it inconvenient, especially trades people. I can't speak for them but do think that on balance it's positives far outweigh its drawbacks and every house remains fully accessible to cars even if it does add some journey time. I know the main roads too are often busy, though they always have been and it's better than cars tearing through neighbourhoods and definitely encourages me to use my car less overall. Investment in the new main cycle routes will make a huge difference to safer travel here too.</p>
Individual		Support	<p>I am writing to say how the introduction of the traffic filters have had such a positive effect on our neighbourhood and REDACTED in particular. I am a pedestrian, cyclist and a car driver. I am wholly in favour and fully in support of the traffic calming measures continuing beyond the trial period.</p>
Individual		Support	<p>I hope you don't mind me getting in touch. As a relatively recent Cowley resident (we moved all the way from Percy Street just a few months ago) I wanted to voice my strong support for the low traffic neighbourhood scheme. As someone who lives and works in the area, and who cycles her 4-year-old to nursery every day from REDACTED, I cannot overstate how much they have transformed my daily commute, the quality of the air and how safe my son and I feel in the area (especially when crossing Cricket Road and cycling, well, anywhere). It is wonderful for him to be able to play out, to use his scooter, walk to the park and learn to ride a bike without the constant blue haze of car exhausts, the risk of cars speeding through residential areas and the choking traffic right outside our houses. Cities are for people not for cars. It's sometimes easy to forget this but it is essential, in order to build a healthier future, that we put pedestrians, cyclists, community and clear air at centre of our policy decisions. My postcode is OX4 2PQ and I am very happy to have my comments put on record.</p>

Individual	Knolles Road	Support	<p>I wish to express my support for the current LTNs. I live in a pre existing one, REDACTED, and frequently use the other roads around, on foot, by car if necessary, and by bike. I feel we absolutely have to continue with them so there is enough time for people to make behavioural changes to avoid car use. Schools should be a focus for change, with employers also encouraged to help their staff not drive in. We have to reduce car use by any and every means. I appreciate there are possible difficulties for small businesses who may fear losing customers. I think any changes to traffic overall , eg quick ways, need to allow for some short term parking. And maybe some more exemptions/ special cases. I used to work for the NHS and whilst I often cycled to work and on home visits, sometimes it was just not possible and the car was needed. But , for example more pool cars at businesses would help people not have to drive to work. I think that the opposition to the LTNs is reactionary and unhelpful. We have to try things properly and give time for change to take place. I have not joined the debate on Next Door etc as I felt I would probably be trolled. Please keep them in place but work on the 'carrot' factors, as I think people feel a big stick has been used.</p> <p>I used to live on REDACTED in Florence Park and have recently moved to REDACTED, Cowley. I regularly cycle and walk all around Cowley with my four children: to school at Larkrise Primary, to football on Donnington Recreation Ground, to drama at the Pegasus, to ballet class at SS Mary & John School, to Scouts on Ridgefield Road, to Cowley Library, to our local parks and to visit friends nearby. All those many, many, small, daily journeys have been made so much safer and more pleasant by the Cowley LTNs. Having the smaller, residential roads limited to those who actually live there, and removing the rat runs makes a huge difference. Thank you for running the LTN pilot and I hope that you will continue the LTNs once the pilot is over.</p>
Individual	Kenilworth Avenue	Support	<p>I am writing to express my support for local schemes to try to reduce traffic in and around Oxford. I feel they need to be accompanied by incentives such as free bus travel or grants towards cycle purchase.</p>
Individual	Florence Park	Support	<p>I am writing to show support for the LTNs: please do not listen to the noisy minority who feel they are inconvenienced by them and remove them. Although I live in North Oxford I use those roads and feel much safer where there are LTNs in place. I am hoping they will be introduced in many more parts of the city so that people on foot and on bikes feel safer everywhere they go. We need to do a modal shift in the way we move about: instead of driving for work and cycling/walking just for pleasure, we need to walk/cycle/use public transport for most activities and just use the car when we have to visit Granny in rural Herefordshire or whatever. I don't think there has been enough work done on creating this shift in such a way that people appreciate how important this is for the bigger picture (climate change, air pollution etc.): for instance, the LTNs should have come in with bus gates in place immediately – I hope these initial errors are also dealt with. We live in a world-class city which at the moment is choked with traffic and fumes. Please give us our city back.</p>
Individual	Westbury Crescent	Support	<p>I am a resident of REDACTED north side and am writing to say I am overall in support of retaining the LTN in our area. Some of the journeys I make are somewhat longer but I feel this is outweighed by the reduction of traffic flow through my street as well as the improvement in air quality. We still have speeding vehicles - mainly cars and motorbikes - but fewer than before the LTN was created. Both sides of the Crescent need traffic calming measures of some sort. We asked for this on several occasions over the 18 years I have lived here, but to no avail. Before the LTNs and especially after satnav started directing everyone down our road (to save less than a hundred yards and one set of lights) the volume of traffic was off the scale, as you may know. No need to reply to this email.</p>
Individual	Lytton Road	Support	<p>I would like to register my support for the continuation of the Florence Park LTN scheme.</p>
Individual		Support	<p>I'm writing to express my strong support for the Cowley LTNs and to urge you to support making them permanent. If congestion, pollution, car proliferation, and climate change are to be tackled effectively, they are an absolutely necessary step. Additionally, I'd like to express approval for the imminent St Mary's area LTN trial. Thank you for you time and effort on this.</p>

Individual		Support	<p>At the last county council elections in May 2019, for the first time in my life I did not vote Conservative but Liberal Democrat; I did this because of the record of the then highways management councillor Yvonne Constance in the opening of Walton Street and her refusal to trial the bus gates. So now, with my full support for active travel and the reduction in motor vehicle journeys in Oxford, I fully support the extension of the Cowley LTN trials for their full 6 month period if not more. Further, I would like to see Connecting Oxford move forward as soon as possible; now you have the ability to use ANPR cameras you should not hesitate to install bus gates as soon as possible.</p>
Individual		Support	<p>I am the CEO of the REDACTED next to Templar's Square shopping centre. We have over 150 c&yp visit our two venues every week, and hundreds of elderly people, families, and individuals visiting for events like today's community lunch. We fully support the LTN's in making our community safer, friendlier, and more environmentally conscious, all things that our community have said are their top priorities in our community consultation following the pandemic last year. Please extend the LTN scheme.</p>
Individual	Temple Road	Support	<p>I am aware that you will soon be making a decision as to whether to keep the LTN structure in place, in East Oxford. I live in REDACTED and we cycle into central Oxford (for work and school) each day. It makes such a difference to be able to turn into REDACTED without a fast taxi taking a quick route through our neighbourhood. Having the LTNs in place allows us to travel to work/school more safely. And living in the LTN area is much safer to step out into our street. Before the LTNs, there were so many fast taxis, transit vans and commuters taking a quick route through our area and it was so dangerous. As a Temple Cowley resident, I see the LTNs in our area as being a really important step in Oxford becoming more bike-friendly, better environmentally and a better community. With the introduction of the LTNs, we actually see people walking down Temple Road! Most importantly, children being walked to the local primary schools! So this is a sincere request to keep the LTNs in our area - especially the ones on Temple Road, Crescent Road, Junction Road and Salegate Lane. They are making such a difference. And how can we go backwards, now that Oxford has made this important step forwards!! My only worry is the aggression of the people who are against LTNs. I hope sincerely that their angry voices won't overshadow those of us who find LTNs so beneficial.</p>
Individual	Howard Street	Support	<p>I'm writing to express my strong support for the current LTN trials, and hope that they will continue for the full length of the trial period. I know there is a lot of opposition, but it does seem to me that we have got to address urgently the problem of the number of cars and amount of traffic through the area. Ideally people would understand the vital importance of this, rather than just see it as an infringement of their rights. I do really appreciate the work you are all doing to improve the local environment and road use, and urge you to continue with the LTN programme.</p>
Individual	Cornwallis Road	Support	<p>I am writing in support of the Florence Park LTNs and surrounding LTNs. I live on REDACTED with my family, which includes 2 small children. The neighbourhood feels so much safer without cars constantly whizzing past - I was always astonished and terrified at the speed they'd be going at. I'm much happier having my daughter cycle around now, and the air also feels a lot better, not the awful petrol/diesel smell constantly in the air. We're very hopeful they will be made permanent. I recognise that not everyone is in favour, and that improvements could be made (such as blue badge access, etc) but I also believe that we need to start somewhere with improving liveability and transport and reducing our footprint, and there's no solution that won't have detractors. I hope that the council can continue to improve traffic around the edges of the LTNs so that eventually everyone can see the benefits.</p>
Individual	The Slade	Support	<p>Please keep the Cowley LTNs! My family and I hugely appreciate the difference this has made to our lives. We are now much more likely to travel by bike or on foot, as it's a hassle to go the long way round in the car. It's also lovely feeling that our children are safer, both from the heavy traffic that used to use the roads, and from all the exhaust fumes. These roads were never made to carry heavy traffic and now is the time to act to improve the traffic and pollution problems in Oxford. We support the LTNs 100% and would love to see more of them.</p>

Individual Church Hill Road Support

I would like to say how the LTN on Church Hill Road has transformed the lives of my household and so many here. The benefits in terms of connection with neighbours; safety to walk in the area; reduced pollution and noise are incredible. I know some areas have had problems because of LTNs – notably Littlemore – but problems seem to be a result of a lack of public transport and infrastructure planning in the outlying areas and that failing should not be used as an excuse for discarding the real benefits of LTNs to the social and psychological health of communities that LTNs do bring. There is a vociferous group who demand the freedom to run us over and poison us with fumes as they race down our residential streets but they highlight the insanity of our rapidly imploding consumer society with its relentless destruction of the environment. Things have to change to protect people and nature. This is one small step in the right direction. Please don't lose your moral integrity to appease a noisy minority. Where people have a genuine practical concern – for example for access to shops, access for medical services etc – invest in keys for LTNs for those that need emergency access and in public transport for those who need it. Improve the system but please don't bottle out of this positive thing that you have started.

Individual Littlehay Road Support

I'm writing to register my support for the Cowley LTN's. Since their introduction around a year ago it has made me think about the way I use my car, I would often drive short distances of less than a mile without even thinking about it. Now I prefer to cycle or walk such distances. I live in REDACTED and would often drive to Sainsburys and Templars Shopping Park, something I find hard to believe now. The cycle route down Cricket Road towards the city is much safer without cars using this route to avoid traffic on Cowley Road. The frequency and speed of cars racing down Cornwallis and Littlehay Road to save a couple of seconds was frightening at times. Littlehay Road especially isn't equipped to handle the level of traffic using it before and nobody ever observed the 20mph speed limit. As I've said I own and use a car but understand that it needs to be used less and others need to use theirs less. The LTN's are a start but more needs to be done not less.

Individual Cornwallis Road Support

I for one support the LTNs in principle, but think that they have been badly implemented. Is there a possible alternative? Is there any way of "modifying" the scheme at this stage? It seems that we are being offered what we have now, or nothing at all. I like the reduction of traffic in Florence Park, where I live, but I can see that the restrictions in Church Cowley must be bloody frustrating for those forced to go a long way round to get to the shops etc. Closing the Littlemore Road, for example, seems excessive. The camera controlled "bus gates" are fine by me, I don't see them as a form of totalitarian oppression as David Henwood does, but perhaps they could be open to residents as well as taxis and emergency services. Crikey, I'd be prepared to *pay* for a "resident's permit" to use them. In fact why not have camera controls at more of the filters, particularly the Littlemore Road one, and make them all passable by Residents? It is the fact that people who live here are being cut off from shops and services that rankles the most. I thought the LTNs were for the benefit of local people not to frustrate them. What we need to stop are the outsiders who are simply using the estates as cut throughs and "rat runs" to avoid the lights. The fact that the scheme was begun by just putting some planters in the road, not backed up by cameras, meant that many people just ignored the bus gates. I do hope that notices and fines are being issued now, because there are still plenty of offenders in Cornwallis Road. It seems to me that no consideration of the change in traffic patterns caused by the scheme was made, and the timings of the lights on Church Cowley Road doesn't seem to have been changed to suit the new amount of traffic which now has to turn right from Rose Hill. One more thing, I said "taxis and emergency services", but someone told me that the Police, Fire and Ambulance *do not* have access through the bus gates. Surely that cannot be true? And disabled drivers, Blue Badge holders, they must be allowed special consideration. I hope my comments are of some use to you in deciding the future policy.

This is a brief note to underline my support for LTNs both in Temple Cowley/Church Cowley/Florence Park (as already in place and in trial) and the new LTNs coming into place in East Oxford thanks to Liz Leffman's wise recent decision. I'll outline a few reasons I support the LTNs, as someone who walks, drives and cycles around our City regularly: 1. Cycling is clearly much safer on filtered roads as close passes become much rarer and there is room to use the decent bit of the road rather than cycling on the edge where there are often potholes. It's also easier to stay out of the car door opening zones if the road is quieter. 2. Air quality is noticeably better in the LTNs and the lack of traffic noise is also a considerable benefit for those living in them. 3. LTNs are not new. There are many examples but can you imagine the outcry if anyone proposed removing the traffic filter on Bateman Street in Headington, for example? 4. I find cycling and driving through the border roads of the LTNs to be much safer and less stressful now as there is so much less traffic turning into and turning out of the roads in the LTNs so there is far less potential for conflict and collisions, some of which can be life-changing for pedestrians and cyclists. 5. I think keeping vehicular traffic to roads with proper safety measures (pedestrian crossings etc) and control measures (traffic signals etc.) actually makes the traffic flow better than when there is a lot of interaction with traffic from and to unclassified and thus uncontrolled roads. 6. It is a shame that in the short term, there is more perceived traffic on border streets and that it is perceived as negatively affecting public transport. I am very clear, however, that these effects (even if they are real rather than just perceived) are a direct result of people refusing to stop using their private vehicles when they have absolutely no good reason to continue using them. 7. There will always be those who do need to drive or be driven (some mobility impaired, some medical staff and some tradespeople) and I have no objection to them continuing to do so. It needs to be pointed out clearly that LTNs are there to drive (see what I did there?) behaviour in those that CAN change, not make life difficult for those who CAN'T and it's wrong to blame the LTNs for the latter when it's actually all about the intransigence of the former. 8. Tim you spoke extremely well on BBC Radio Oxford last week about consultation not being community veto so I don't need to reiterate that the current County Council administration has a big majority and thus a strong mandate to make changes that will never please everyone but are vital if we are to take the climate emergency seriously.

Individual

I am a resident of Cowley with the LTN trial area of Florence Park, and I am writing to you today to declare my full support for the LTNs. I ask you to do the same and either make them permanent or at least extend the trial period when it comes to your decision on their future. I live on the corner of REDACTED and REDACTED at REDACTED so am directly impacted by the planter road closure on Rymers Lane and on Clive road. I have lived here for almost eight years, so feel that I have reasonable experience of life before and after the LTNs. I work outside the city in North Oxfordshire, so have to factor in my travel to and from work. For me, the experiences have been only positive: -For short journeys in Cowley where before I might have driven, the LTNs have incentivised me to cycle or walk instead. I found it amazing the effect that the little push of the LTN got me not using my car. -I have found to my delight that Rymers lane is now relatively clear of traffic, where before it was often jammed full of cars driving from Church Cowley road to St Gregory the Great School in the mornings. The road being clear has made me feel much safer cycling to work, so I now cycle more often rather than driving. This has led to less traffic and less pollution on the arterial roads of the city. -The whole of Florence Park has reduced traffic, making our roads quieter and safer for children and adults. -On the days I do drive to and from work, I have not detected any increase in traffic in the arterial roads from before the LTNs. I usually leave at around 8:30 and return around 18:00. -Before the LTN, my evenings were punctuated by the loud engines of cars zooming down Rymers lane from Church Cowley road, using it as a cut-through to bypass the traffic light junction between the Church Cowley and Cowley/Oxford roads. These cars often went far faster than the speed limit, bringing danger, sound and chemical pollution to the area. Now these vehicles do not come through or are scooters instead, so the road is so much more pleasant and I sleep better too. -I have not counted, but I believe there to be more children walking and cycling to St Gregory the Great School and Larkrise Primary School which is better for their health and learning than being driven. -I do not have children, but if I did I would feel much happier about them in Oxford as a whole if the LTNs are made permanent. -I am better incentivised to visit local businesses rather than drive. I have read online about others complaining about the LTNs, but I have seen no evidence for their complaints. They may just be scared of change. In my experience behavioral change to reduce car use for the sake of the city and the planet has to start with a little push, and these LTNs are a great start. Please do support the LTNs. You have an amazing opportunity and will be doing a great thing for all of us.

Individual

Support

No need to reply as I know you've got a full inbox, but please take note that my family and many others in Littlemore are really enjoying the benefits of the Church Cowley LTN. Living on REDACTED we have seen a drastic improvement. To summarise: There used to be heavy traffic on this road, including regular HGV delivery vehicles heading to the Cowley Centre, and lots of cars coming off of the Ring Road, cutting through to Barns Road. It is peaceful now and I am able to cycle my youngest child on the road to her school which is in the Florence Park LTN. My 11yr old is able to cycle independently to his secondary school on REDACTED (unthinkable without the LTNs). Crossing the road, especially near the Littlemore Coop has become much safer (and this road needs to be crossed by lots of children going to Church Cowley Primary). Personally, I have switched to walking and cycling for all my local journeys. I need my car for work as I commute to Berkshire, but I have experienced no delays in exiting the LTN on Newman Road, even at peak times. As I drive past the Oxford Rd exit, that usually looks reasonably clear too. When you consider the results of the initial consultation, please take into account a few things: Children are not represented in the consultation but they live here too. Business may well be concerned about their future, but ALL business have to adapt to the climate crisis and change the way they operate. I have visited other LTNs in London and seen many local businesses absolutely thriving because of the increased footfall created by the LTN. Some changes we need to make are not necessarily popular with everyone, but we have to make them anyway because reducing air pollution and reducing traffic is of the highest priority right now. If I could ask you to take one action, it would be to reach out to the parts of Littlemore which are not in the LTN and do whatever you can to support active travel for them too.

As a resident "just north" of the Cowley LTN, I am surprised, yet pleased, of the impact of the Cowley LTN. Anecdotally, I find fewer cars on certain residential streets as I move through Cowley. As a cyclist, pedestrian and even as a driver, I welcome this. Yes, I've had to rethink my car trips in and around Cowley, but this has often resulted in me opting for my bike because I feel the trip will be safer (fewer cars) and more pleasant (being able to zip through the modal filters). I live just off Howard Street and I can see the decrease in cars on Cricket road only as a positive thing. Again, I feel I have observed more bicycles on Cricket road as either 1) cyclists feel this is a safer route or 2) drivers are turning to their bikes for ease of passage over those short trips which we all often make. All in all I feel the LTN has made fantastic change to the density of traffic in the zone between Howard Street and Between Towns Road. And, given Florence park is nestled in this area, I believe this is an overwhelmingly positive result. I heartily look forward to the next phase of LTNs in Oxford and the resulting change to traffic and attitudes in these areas. Please mark this e-mail as a letter of overwhelming support for the Cowley LTN, and I hope that it is here to stay.

We do support the LTNs, and have had a very positive experience with them. But I wanted to say that I, personally, would prefer that you didn't make this decision based on whichever interest group shouted loudest, but instead based on real-life data and sound city planning. If the data that you have collected demonstrate that the LTNs have (or will) achieved their aims and improved the life of Cowley residents, I hope you vote to keep them. If the evidence points towards the LTNs not achieving their aims, I hope you remove them and try a different approach. We elected you (Charlie directly and the council indirectly through his vote) because we believe that you will make good decisions for Cowley, for Oxfordshire and for the people who live here. I hope you keep these principles in mind, not just the day-to-day shouting from all quarters that I know you are constantly subject to. Anyway, I realize the above sounds a bit patronising, and I'm sorry for that. But I just wanted to make it clear that there are some voters who care more that decisions are made based on a sound evidence-based process than what the specific decisions are.

Individual Littlemore Support

Individual Silver Road Support

Individual Support

Individual	Marshall Road	Support	<p>I'm writing to you to voice my support for the LTNs that are currently being trialled in the East Oxford area. I live on REDACTED so I am outside of an LTN zone but myself and my family have certainly seen benefits. I have two boys aged 12 and 15, they are now able to cycle much more safely to their school at REDACTED through the Temple Cowley LTN zone. Previously I would not have let them cycle when it is dark during the winter months. They are also able to cycle across to see friends in Florence Park through the LTNs. I am a football coach and I train my team at REDACTED. Previously I would have driven to training in the evenings as I take several of the team but now we are all able to cycle safely through the LTNs, so this means that we are using our car less. Within the LTN zones themselves the air is cleaner and people are more willing to socialise out in the street than before the LTNs. Oxford is a city that cannot accommodate current levels of traffic, so it is imperative that the overall number of car journeys are reduced. The LTNs are part of that process but there needs to be much more that goes with that in order for them to be accepted more widely. It is crucial that public transport is a viable option, in terms of both journey times and cost. Implementing a bus gate on Hollow Way with ANPR cameras that would allow local residents to still move through the area freely would resolve the big problems currently being seen with traffic on Hollow Way. Rolling out active travel infrastructure such as the Quickways scheme will also help shift transport uses away from cars and into more sustainable modes of transport. Many thanks for considering this important issue. It would be such a shame if a progressive and positive step such as the LTNs were cancelled due to short term opposition. They LTNs along with other schemes such as Connecting Oxford and Quickways, have the capacity to make Oxford a much healthier and happier place to live.</p>
Individual		Support	<p>I write in support of keeping the LTNs. As someone who has done a DEFRA funded air quality research study in Oxford, focussing especially around schools, I can say that we need to protect the health of the population in general, and the most at risk in particular. Our economy will get increasing worse if we continue "business as usual" with personal vehicles coming into Oxford, not only with the increased noise and pollution, but congestion, especially given the housing developments taking place all around Oxford, such as Barton, Land North of Bayswater Brook, Water Eaton, North Oxford, South Kidlington, Northern Gateway, Grenoble Road etc. I know that there have been some very vocal people who are concerned about the loss of their "rights" and the small inconveniences they face and in the short term things may indeed not reach perfection immediately. LTNs need to lead to a reduction on traffic and modal shift, not just the re-routing of traffic. Of course it will take some time for those behaviours to change. We need to make a better Oxford for the future and for all / the majority, not for those who want to drive. All the evidence shows that cities in Holland and Belgium faced similar objections when they first tried to reduce vehicle traffic in their cities in favour of active travel and public transport. However, they would not revert now to how it was before.</p>
Individual		Support	<p>I would strongly advocate that you give the trials at least another six months or, preferably make them permanent. Much of the vociferous opposition to the LTNs appears to be based on a misconception. The installation of the LTNs coincided with the lifting of lock down. Drivers had, in the meantime forgotten how heavy traffic always was on roads such as Hollow Way and Cowley road, both of which I cycle along frequently. Hence the perception that the LTNs had increased traffic on these arterial roads whereas most if not all of the increase was due to lifting lock down plus an understandable reluctance to use public transport. This has led to low levels of bus passengers in a city which has always had very high bus use thus increasing traffic yet more. Additionally, in favour of extending the trials for a further six months is the fact that the APNR cameras have only just gone in. Bus gates without enforcement invalidates the initial trial and makes an argument in favour of an additional six months trial. Personally I have enjoyed cycling through peaceful, safe traffic calmed roads in the LTNs and would welcome them being made permanent. However, If you feel unable to support such a decision I would argue for the additional six month at the least. I would be very disappointed if you were to discontinue the LTNs and loose all the progress that has been made in creating safe and pleasant neighborhoods.</p>
Individual		Support	<p>Please make these permanent as the area of Florence Park has definitely been quieter and accessible to non car users.</p>

Individual	Temple Cowley	Support	<p>I work at REDACTED, in Temple Cowley and frequently cycle through Florence Park, Church Cowley and Temple Cowley area. I would really like you to keep the LTN scheme as it has made cycling so much nicer and the streets so much more alive with people and quieter of cars. I know there is strong opposition to the scheme but we know from decade of research that the easier driving is the more frequently people do it, and we just have to make it less convenient, because what is the alternative - cramming more and more cars and wider roads forever? I hope you decide to keep them for protecting the health of the children in the schools around, as part of Oxfordshire's commitment to net zero and because changing the culture around cars and active travel requires all these small, brave steps by people like you, all together, around the country.</p>
Individual		Support	<p>I write in support of the LTN's for a number of reasons. My husband and I live in Florence Park. I can now cross the street where I live safely . My husband is back cycling as so much safer than it had become. Local cars go so much slower and respect those that live on the streets. Before cars would just speed pass using the estate as a cut through with total disregard for people. Seeing the children walk to school is a joy so much better for their health and socially they talk in groups as they walk along and I'm sure have got to know each other much better. Before the LTN's the school run was a route to drop of children as quickly as possible just stopping in the middle of the Road car doors opening and children jumping out accidents waiting to happen. The difference in the car noise and air quality is unbelievable . Florence Park is being used much more. Safer to walk to and for those using a car there is a car park. Yes we do have a car and yes using it does take longer to get around when we have to but we plan that into our journey time. Unfortunately people are so in a rush to get from A to B and this means more to them then peoples safety and quality of life.</p>
Individual	Mayfair Road	Support	<p>I am writing to ask you to make the Cowley LTNs permanent, for the sake of our environment and our children's safety. More improvements are needed, as I still don't feel safe allowing my 10 year old to cycle in our neighbourhood naccompanied, but certainly traffic has calmed as a result of the existing LTNs. Anything else you can do to support safety and environmental repair is vital to the lives of Oxford residents.</p>
Individual		Support	<p>I am fully in support of LTNs, thanks for being instrumental in putting them in place. My daughter lives on REDACTED and has a small baby, their lives are so much safer, quieter and cleaner now that the cut through to Hollow Way has been blocked. I cycle through Florence Park to visit them from our home in REDACTED the crossing between Cornwallis Rd and Rymer's Lane which was a real hazard is now much better. I hope with time people with doubts will be reassured that LTNs are a positive move. We have accepted so many other filters in the city eg. Freeland Rd, Clive Rd locally, Queens St, Cornmarket, High St in the city centre.</p>
Individual		Support	<p>I'm just writing a quick note as a resident of Cowley (REDACTED) to say that I fully support the LTNs that have been in place and would love for them to continue as it greatly improves quality of life where I live. Though I do hope this can be supplemented with additional support for bus services in the near future, I very much hope they stay. I understand they are divisive and I imagine you will receive a lot of backlash also, so I thought it would be worth voicing that I have had a really positive experience of them (I think people with neutral or positive experiences are less likely to make their voice heard).</p>

Individual		Support	<p>I live on REDACTED and I gather that you are due to make a decision regarding the LTNs shortly. I would like to offer some thoughts if that is OK? I have to say, I really don't envy you making this decision as these have been incredibly divisive in the community. Fortunately on REDACTED we are generally united in thinking they are a good thing so there has been little friction in my little community, but I know that is not the case everywhere. The way I see it stacks like this: Advantages: - Unquestionably a reduction in traffic. On Crescent Road there is a noticeable and substantial change in the amount of vehicular traffic and particularly in the type of traffic. Pre-LTN it was not uncommon to have enormous lorries, presumably diverted by their sat navs to cut off the corner, and the street is simply not designed for such traffic - the houses would literally shake and cars on the street were regularly damaged. These have also removed the through traffic and consequently the cars on the street are generally residents or visiting residents, they drive much more slowly and the whole street feels safer. As someone who walks and cycles around the area I would say that this is echoed in all of the areas bound by the LTNs and there is a much nicer feel on the roads. Disadvantages: - unfortunately as this has not been accompanied by a massive uptick in bus service or huge investment in cycle infrastructure it doesn't look like the overall number of cars has decreased and consequently the trunk roads are pretty grim. For those people who live on Oxford Road or Hollow Way I would imagine they would have a rather different take on the LTNs. - The businesses have unquestionably suffered - REDACTED of REDACTED at REDACTED reported a 30-40% reduction in his takings at the start of the LTN. He has been brilliant and has worked with the street to adapt his offering so we all use the shop more so I would imagine he is probably largely OK, but I gather that REDACTED is potentially going to sell up which is an enormous shame. Overall: The LTNs should work - they are a great idea to keep cars away from the residential areas that are not designed for high traffic load, however, at the moment that has just shifted the traffic to a different location rather than reduce the traffic (although perhaps there has been some reduction, I have not obviously done a traffic survey). Selfishly, I love the LTN! If the planter was at the bottom of the hill rather than the top I would love it even more, but that's not really the point! Overall for us in REDACTED I'd say it has probably been a benefit - it is frustrating that you pass the end of REDACTED and are still not home for 10 minutes if you go that way, but in an overall cost/benefit - not having cars zooming along the street is pretty priceless. I would love to see there being further investment in cycling infrastructure, in providing 'cycle confidence' classes and so on over the spring and summer to really encourage people to get on their bikes rather than their cars. Oxford should and could be a much more car free city, even out as far as these areas.</p>
Individual	Crescent Road	Support	<p>I am writing in support of the LTNs. I live in REDACTED and they have transformed this road and my life. Previously, we had constant traffic all day and night. A lot of the traffic was speeding and it was dangerous. Now there is less pollution and it is safer and more peaceful. I have not found it difficult to get to places as it just takes a little more thought before making a journey. It has created a better way of living for this whole area. I am very, very happy with the LTNs in this area. There is also more of a community feel about this area. Finally, it has not stopped deliveries. Drivers are just more thoughtful and aware.</p>
Individual	Badger's Walk	Support	<p>I am writing to strongly voice my support for the Cowley LTNs, particularly the Temple Cowley and Florence Park filters. I now feel safe walking with my two-year old to her nursery at REDACTED and up Crescent Road for trips to our local library. Before the LTNs, I had many more negative interactions with drivers, people speeding up and down angrily and revving their engines while I was trying to cross the road with a pram. Although the LTN does increase our car journeys it is SO worth any minor inconvenience. We only have one car and very rarely use it (only to leave the city, because rail fares are prohibitively expensive). Thank you for supporting the LTNs and other active transport initiatives. I'd like to live in an Oxford where no one needs a private car and cycling, walking or taking the bus are the safest and easiest option for all users.</p>
Individual	Temple Cowley	Support	<p>I am a Temple Cowley resident and I am writing to you to show my support for the Temple Cowley LTN. It has has a significant positive impact on us living here, especially with a young child as it has made our local roads so much safer and more pleasant for walking and cycling.</p>
Individual		Support	<p>I'm emailing to strongly voice my support for the Cowley Low Traffic Neighbourhoods. Since their installation I have noticed my daily walk down Crescent Rd and Marsh Rd with my daughter to her school has become a lot more enjoyable, safer and quiet, also I feel much more comfortable letting my daughter cycle in the area now that traffic has been reduced significantly as a result of the LTNs. I implore you to make them permanent, they've transformed our community for the better and the benefits vastly outweigh the downsides.</p>

Individual	Support	I feel, that as a general discouragement to the use of cars in urban areas, LTN's are a legitimate measure. It would however, make sense to include cars registered within LTN's dispensation to pass through the ANPR cameras in an effort to reduce congestion and pollution in the journeys to and from the keepers homes. Also, the possibility of rising and falling bollards for blue badge holders and emergency vehicles through the barriers would reduce the impact on the sick and inform.
Individual	Support	I'm writing to you on behalf of my daughter (8) and son (5), who live with me just off REDACTED in East Oxford. Like most kids they just love the freedom to run, scoot, cycle - but they are sad because I usually don't let them. It's heartbreaking, but the number and speed of cars on our neighbouring roads means I've never felt it is safe for them to walk, scoot or cycle safely to their school (REDACTED), playground (Florence Park) or library (Westgate). However, thanks to the LTN by Florence Park they have recently started cycling to the playground, which they absolutely love. As long as we get an LTN protecting Percy Street / Catherine Street / Howard Street they will start walking or cycling to school. And with the Iffley Road Quickway we may even cycle together into town if it feels safe. So I'd just like to thank you for your leadership in improving transport and liveability - and ask you to please, please hold your nerve and deliver and maintain these vital improvements as soon as possible to make travel safe for my kids. Thank you! (I appreciate you get many emails, so I don't expect a detailed reply, I just wanted to put on record my support and gratitude).
Individual	Support	I live off Holloway and having these LTNs has made it much safer for cycling locally. My 12 year old (age 11 when the LTNs were first installed) was not a confident cyclist and I was worried about him cycling on the roads. Since the LTNs were introduced, he cycles safely all around Temple Cowley and Florence Park. I have also stopped making short journeys by car and am cycling more myself, which is good for me and the environment. We live in REDACTED, so not within the LTN area, but very close to it. I do not feel disadvantaged by being on the outskirts of the LTNs. I feel pleased that something is being done to reduce traffic and to start to tackle climate change, which is essential, not a 'nice to have'. I know some people have felt quite negative about the LTNs, but it is so important to reduce traffic (as well as to make safer, greener and more pleasant spaces) that it would be a tragedy not to keep them. Please ensure these are kept but also perceived positively by the currently unconverted, by ensuring buses are kept running / increased and that park and ride options are made cheap and plentiful. I know some bus services have been cut or reduced recently, and there may be plans to reduce/cut others. This seems extremely counterproductive when trying to create a behavioural shift from cars to public transport.
Individual	Support	I would just like to express my full support for the Cowley LTNs. I am very keen for the trial to continue for at least another 6 months. I live in Littlemore and travel by bike very frequently through Cowley so I have experienced the benefits. I feel safer cycling in this area and less stressed because I haven't got cars 'close passing' me and at speed! I am a confident cyclist so I can totally understand why anyone who is less confident would not want to take the risk outside of the LTNs. I am sure that having these LTNs encourage more people to walk, cycle or even scoot these short distances. I am not anti-car. I have a car but I think for the majority of us we don't need to use a car to travel just a mile or 2 up the road. People have got too used to the convenience of the car and it has made a lot of people extremely lazy. If Oxfordshire county council wants to promote active travel i think they would be very wise to keep the LTNS or at least extend the trial so that more people can realise the benefits or feel encouraged to try alternatives to the car. I'm aware that the camera on Bartholomew Rd has only recently been installed and so I think it's only fair to give it another 6 months to observe the effect in this area. I would urge you to give the LTNs a chance!
Individual	Support	I am writing to express my full support for keeping the LTNs in Oxford permanent. I often visit friends inside LTNs and travel through them regularly each week and I've seen the areas become much more quiet and pleasant to travel in, as they should be. as residential streets people should be able to relax and socialise on front of their homes instead of feeling like they're on a highway. We also have an allotment inside one and have never been inconvenienced accessing it by car. I primarily use a bike and am really grateful for the nicer experience I have travelling through LTNs. I dearly hope they will continue as a benefit to our city of Oxford.
Individual	Support	Just to let you know, I am fully in support of the LTN on REDACTED. I live at REDACTED. It is so much quieter and is a delight to cycle along there. It is also lovely to see so many cycling families going along, many to football practice at the end of Cavell Road.

Individual		Support	I live in REDACTED along with my wife, we are both pensioners and would like to express our feeling on the LTNs. The Florence park area has seen a much improved neighbourhood since their introduction which means we can walk safely around and I have started to ride my bike feeling much safer. I am not saying that all of the LTNs are ideal but that does not mean they all should be removed they should be treated individually on the benefits they give and the disruption they cause people. The feelings of local people should come before people in other areas who may feel impacted by slightly longer journeys. Maybe the position of the Clive Road and Littlehay Road could be looked at and moved to the junction off Oxford Road so there is no turning off Oxford Road into Florence Park { this would mean the LTN in Clive Road moving to Havlock Road } the footpath along Oxford Road being continued from Clevedon Road to Edmund Road.
Individual		Support	This message comes to let you know that I am in full support of the LTN scheme in Cowley. I am a resident of REDACTED in Cowley and am particularly concerned about the traffic in Beauchamp Lane. About two years ago I managed to conduct a traffic survey with a professional device recording just car speeds (no images). My findings are summarized in the attached letter to the council and show that traffic in Beauchamp Lane is too fast and too much. Following the letter I had a meeting with Anthony Kirkwood, but not much came out of it. I also spoke with John Sanders, and we tried to persuade the developer of Templars Square to finance speed bumps (according to Anthony it would have cost £50k). Unfortunately they refused to do this. The trial LTNs have massively improved our quality of life by reducing noise from cars in Beauchamp Lane. In addition, it feels much safer now, which is especially important to us as a family with two small children (2 and 4 years old).
Individual	Temple Cowley	Support	I am a resident of Temple Cowley and am writing to show my support for the LTNs in East Oxford. I am 16 years old and cycle daily to school through the roads in question. I believe LTNs will increase safety for cyclists and pedestrians and will reduce pollution in the area, making it more wildlife-friendly and reduce risk of sickness. Furthermore they will promote a community presence and mean parents feel encouraged to have children walk or cycle to school and play with friends in their neighbourhood. In the past months the LTN has been in effect on my road, I have seen residents enjoying the outdoors more and I have felt safer in my own front garden. I hope my view will help influence your decision.
Individual	Beauchamp Lane	Support	Whilst I'm of course very much in favour of the quieter and healthier environment these have generated in the smaller network of streets in Cowley I'd like to add something more specific. The road I live on, REDACTED, has seen a transformation from a dangerous rat-run to one of quiet and safety. I genuinely used to feel concerned for older and less steady people, also young children, walking up and down this road before the LTN's were put in place.
Individual		Support	I understand you will soon take a decision as to whether to make the Cowley LTN schemes permanent, extend the trials for six months, or cancel them. As a resident of Church Cowley Road I must report that there is definitely an increase in traffic, contestation and pollution for us. I welcome the attempts to reduce traffic, and believe that it can be helpfully reduced, but recommend extending the trial with changes to make our road a part of the low traffic area, not the new channel into which much traffic is directed. Please consider changing the scheme so that we collectively can try an alternative and see what happens. We have tried the initial set of restrictions, and now it is time to try an alternative. Please make Church Cowley Road a place we can enjoy walking along (with buses, if necessary), and see if some other roads can handle the car traffic. We own a car but drive it rarely, in general we walk and are of low mobility, so our road is the only one we can walk along. LTNs definitely have a role, please optimise this one before finalising it.
Individual	Staunton Road	Support	I work in Cowley and commute every day from Headington. I had become used to seeing cars and vans rat running in Crescent Road, often with wheels on the pavement to get past vehicles going the other way. Most days, I saw children at risk on the pavement. With the start of Temple Cowley LTN, I was so pleased to see the children and families walking and cycling to school in safety, and I am so keen to see this made permanent. I often cycle through to Littlemore and I have been so disappointed to see vehicles driving through the bus gate on Bartholomew Road. I really feel the trial of the LTN has only just begun and it needs to be extended or made permanent, so that people will start to walk and cycle here in safety. Thank you for all you have done to improve the safety of walking and cycling in Oxford. Please do make the LTNs permanent in Cowley and press ahead with them in East Oxford. I would love to see travel in Headington Quarry freed of rat running too!

Individual		Support	<p>We the undersigned support the trials of three low-traffic neighbourhoods in Cowley. We want these trials to continue for at least their six-month minimum and longer if officers deem necessary. My motivation for supporting the LTNs stems from my experience living on Charles Street, East Oxford. My wife was knocked down by a racing car driving down our street. This happened whilst she was pregnant. Given there is no meaningful measures to enforce the 20mph speed limits and safe driving this seems our best hope to be able to raise a family on safe streets.</p>
Individual		Support	<p>I wanted to let you know that I strongly support the LTNs that have been in place since last March. I live on REDACTED and since their introduction, I have bought a bike the summer and am doing a lot more local journeys now by bike. The plans for cycleways will allow me to cycle even more. I have not noticed any delays when driving locally and it has not added on any time to my commute to work or when coming home. I would be very disappointed if the trials were to end. They are not the only solution to Oxford's traffic problems and need to remain as one part of a much greater strategy which I'm pleased to see the council now beginning to put in place.</p>
Individual		Support	<p>I was disappointed to see that the LTN barrier in Temple Street near St Christopher's School has been vandalised. Not having cycled that way for a few weeks, I was shocked to be confronted with a speeding white van. I hope the barrier will be replaced soon and also that you will decide to make the scheme permanent.</p>
Individual	Crescent Road	Support	<p>We live in REDACTED and so have been enjoying much peace and quiet during the trial period of the LTNs. I would love them to carry on like this, although we do have to calculate more time to get out in the car when that is necessary. I do feel sorry for parents who have to take their children to school by car: I'm sure some could walk but not all if the school is far away, and it's not safe for children to cycle in rush-hour. More buses might help, but the idea of scrapping the bus lanes in favour of bikes seems a bit short-sighted as surely the buses will be delayed in with cars?? But on the whole I hope the LTNs will continue.</p>
Individual		Support	<p>As someone who lives in this area I would like to say that the LTN has improved our area immeasurably. We no longer have speeding cars cutting through our residential streets, it is safer and quieter. I was already a cyclist, but now I feel so much safer cycling. I know there is some opposition but I hope you will not scrap the scheme as it will reduce car use and improve our quality of life.</p>
Individual	Florence Park	Support	<p>I live inside the Florence Park LTN, and our house is close to the edge of the boundary road (Church Cowley/Between Towns Road). We only moved here a bit longer than 2 years ago, and we were really glad to see the LTNs going in. We were surprised by how much traffic there was on our street after we moved in, since it is a residential street, and we did not expect these traffic levels at all. There were actual traffic jams outside our house regularly, and in times where it was quieter, speeding was a real issue. Both these problems have now been addressed with the LTNs. Since the ANPR bus gates went live, this has improved again. The area is much more pleasant to walk in and through. My partner cycles a lot and it gives me peace of mind to see the reduction of traffic making it much safer for her (this is why I also support the Quickways). We can see and hear the boundary road from our house, and I cannot see an increase in traffic since the LTNs were installed, contrary to anecdotal feedback from opponents of the scheme. I am a car driver myself, but since the LTNs were introduced, I have started walking a lot more, and I've come to enjoy it and made walking to destinations in Oxford (e.g. city centre, the Kassam Stadium...) part of my routine. Without the LTNs, this may not have occurred to me, and it wouldn't have been as pleasant and safe to do. I can also see a real increase in people of all ages walking and cycling in the area! I hope you will show leadership on Feb 24 and make the decision to make the LTNs permanent, regardless of the noisy opposition from naysayers.</p>
Individual	Rosehill	Support	<p>I strongly support the LTNs, and urge you to make them permanent later this month. Our family live in Rose Hill, and we travel regularly into the LTNs to shop, visit friends and services. My son also cycles through the LTNs daily to Oxford Spires. He'll be joined by my daughter in the autumn. The difference the LTNs have made to the safety and liveability of the area is remarkable. Please continue this important and courageous work. I look forward also to the extension of the approach to East Oxford, and hope to see soon the inclusion of Headington. I also urge you to focus attention on the Connecting Oxford bus improvements, which will be necessary to complement the LTN approach.</p>
Individual	Hill Top Road	Support	<p>I really appreciate the safer roads which make cycling and walking so much better. Especially cycling to Cowley centre and the Cassandra stadium</p>

Individual	Littlemore	Support	I am a resident in Littlemore and I wanted to let you know that I am a supporter of the LTNs nearer here. They have made walking my daughter to school so much pleasanter. We are able to chat on the journey and are not disrupted by traffic noise. It is safer crossing the road without so many cars and I feel safer walking around. Some of my car journeys are a little longer now but it is well worth it. I would be keen to know if it's possible to put an entry/exit on to Barnes Road from the ring road as I believe that would help the some of the diverted traffic. I urge you to support the LTNs.
Individual	Compass Close	Support	I live in REDACTED within the Cowley L T N. I want to say that our lives have been enhanced greatly by having such reduced traffic driving through our roads It is quieter safer and calmer within the area I think a lot of the opposition and a lot of the Facebook stuff and negative responses sent in to the Consultation has actually been from people living outside the actual LTN who used to use the roads as a through run from eg Littlemore to the Centre and from the Iffley Road and the Ring Road through to Blackbird Leys. I think the traffic in the surrounding roads has settled down and most issues come from things happening on the ring road or knock on effects of things happening down the Cowley Rd etc I think you should give the Bartholemew Rd camera time to bed in and please do not remove the barrier across the Littlemore Rd as this keeps the area from just being a dangerous rat run of traffic. I am sure there are some people who genuinely find it more difficult to get about and I understand that you need to think about them too but the constant barrage of opposition from a few individuals who put up no alternative solutions and who blame everything they perceive to be wrong in the area on the L TNs because their own lives are inconvenienced a bit for the greater good is frustrating and and seems very selfish of them. Please stand up for those who support the LTNs but are not wanting to stand in conflict or confrontation with those loudly attacking the LTNs who are quite aggressive in their protests.
Individual	Bullington Road		This is just to ask you to make the LTNS permanent. These are essential to pedestrians and cyclists like me. We will never reduce pollution & noise in Oxford unless measures such as these are in place.
Individual		Support	When we first got the LTN I was sceptical, I thought it may make a slight improvement at the detriment of getting in and out of Oxford by car. However I am amazed at how much it has eased my getting about not just around by bike but in and out by car. I no longer have huge queues to get onto the iffley road. I don't ever bother with donnington bridge to set but always use the ring road. My covid jab was at the Kassam stadium and I actually could cycle there instead of taking the car. I have found cycling to Waitrose in Botley is easier than driving. i am put off driving over donnington bridge and can't face approaching from Botley. And I started using local businesses more because it's ok to walk there. I also think it's quicker to do longer journeys in Oxford be car, because the simple fact is Junctions cause delays not distance. I don't mind driving further if the junction is quicker to get through. I find I can walk across the streets in Florence park safely to avoid intimidating single women walking which is a polite and respectful thing to do. I have also noticed a lot more disabled people able to use the streets with mobility scooters and a huge increase in kids on/in bikes when it becomes time for the school run. Over the past 10 years satnav has started routing through traffic away from arterial roads. There has been a huge increase in fast, dangerous traffic on old pre mass car ownership streets. Streets which were never designed to take the traffic or amount of parked cars. I also think to back when a driver assault me in Florence park pushing me into the path of an oncoming car because I shouted at him for close passing and squeezing me off the road. There is now a safe cycling route and a quick driving route separate. Much less reason for conflict. All in all these old pre mass car ownership streets are far safer and with fewer junctions quicker to get around by all forms of transport. Long may they continue.
Individual		Support	As a resident of Cowley for more than 30 years I completely support the LTN schemes. They have made our local streets quieter and safer without preventing access for emergency vehicles etc. The LTNs encourage people to use bikes or walk to nearby places, which is much better for their health and the environment than using cars, although it is obviously still possible for people to use their cars if they have to. Some of the boxes look really attractive as they've been planted with wild flowers. It would be great if the LTNs could be a permanent feature of Cowley and we could have trees and benches in the streets as well. It would improve relations in the local community as people could stop and chat to each other. It might be worth trying to prevent motor cycles from zooming between the boxes - maybe a few raised bumps to deter them? Please do everything you can to keep the LTNs in Cowley.

I hear that you are involved in taking the decision to keep the LTNs, and I herewith wanted to write to you to show my unconditional support for the LTNs installed so far. In my view, Oxford still has to become a lot more cycle and pedestrian friendly, and public transportation needs to improve, if we want to prosper in the future, and the low traffic neighbourhoods are just a first step. I would hope the council will consider to extend them to reduce speed to 10 or 15 mph, add CPZs where they are missing at the moment (e.g. in Church Cowley, where I live), to try to keep traffic restricted to residential only. I also do hope that there will be more ambitious plans for a large pedestrian area that stretches also to Cowley Road, which of course can only work if smaller, faster, and more regular buses are put in place to transport people into town. Many years ago, as a young lad, I was building some visualisations and websites for BMW's traffic research institute, back in Bavaria. You may not be aware, but BMW does have a long history of researching traffic improvements, especially with a view on climate change, traffic calming, shopping/park&ride - it may be worth reaching out to their research unit for further input how the rather broken traffic situation in Oxford could be improved with innovative measures. For example, I remember vividly in my birth town the pilot that was looking into "parking behaviour", which unveiled that a lot of drivers would circle from parking to parking (even though the best strategy was to wait on the spot for a parking spot to free) - which led to the installation of city-wide park guidance systems with indication of free spaces available. Or the introduction of mini buses in the pedestrian area every 2mins, running on a circular line, which uplifted the shopping experience in old town considerably. Similar to Oxford, my birth town Regensburg is a Unesco world heritage site for its cultural heritage, struggling with quite similar problems of attractiveness :) Anyways: I hope you will help to permanently install the LTNs, and take matters further so that Oxford has a traffic future, and the pollution and endless queues with lost productivity are a thing of the past at some point!

Individual

Support

As long-time residents of Cowley, we are hoping that the LTNs will become a permanent fixture. The planters at the top of Church Hill Road are the ones which affect us the most and they have turned the street from a busy through-route to a safe quiet area with much cleaner air. We know this is true of the Florence Park LTN also as our walk to the park with our grandson in his buggy is much safer and more pleasant for all of us.

As a resident of Littlemore (REDACTED) and parent of a children who attended Church Cowley St James, since the introduction of the LTNs, I now feel able to safely cycle and walk my daughter to and from school. The air, feel and enjoyment of the journey are now much improved and outside of the school it is so much safer now, without endless cars racing past the school entrance. I also work in Littlemore and have noticed a positive impact from the LTNs on the ability to cycle safely. I have lived in this area of Oxford for over 10 years now and have never been prouder of living here and or our local councillors when the LTNs were introduced. It was a brave and bold decision but it is that kind of approach that is needed if we are going to make any progress on improving both quality of local environments for walking and cycling, instead of driving. Oxford has also set ambitious and brave promises on becoming carbon neutral and I believe these LTN form an important aspect of that and show that you are taking this issue as seriously as it deserves. I feel it is important to say that as a family we do have a car and I recognise that the LTNs add some inconvenience to some journeys. I do though consider having to drive a slightly longer way round at times well worth it for the benefit of a nicer, calmer, healthier and safer local area to live, work and enjoy free time. I therefore please ask for the LTNs to stay. Please consider not just the current residents but also future generations who will live and breathe the Cowley air.

Individual

Support

Individual

Support

Individual

Support

Since the Cowley LTNs have been put in, the roads in this area have vastly improved for cycling and walking. Another huge step forward was taken in the last month with the introduction of ANPR at the two bus gates. It seems that many motorists are unable to follow a law unless they will be photographed and fined if they don't. Cornwallis and Bartholomew Roads are now blissfully quiet, and feel safe for children to cycle alone. The LTNs, together with the Larkrise School Streets scheme, have helped huge numbers of children to start walking or cycling to school. This reduces pollution, improves their fitness, and provides some much needed independence. Better than that: it's a virtuous circle. The more children cycle/walk to school rather than being driven, the nicer and safer it gets, which will hopefully encourage even more to take up active travel in the future. I have seen in the press that there were some objections to the scheme in the recent consultation. This is to be expected, and is a good thing. Any scheme which would make a difference must ask people to change their behaviour. People don't like to be made to change what they do, and so you will get some complaints. If there were no complaints, you'd know the scheme wasn't ambitious enough. It's at times like this that we need leadership from our councillors. Please do the right thing for the future of Oxford, keep the Cowley LTNs in place, and continue to look at other ways of reducing the traffic in our city. Under your leadership, things are getting better.

Individual

Support

YES YES YES TO LTNS!!! I want to register my full support of the Florence Park LTN, Liveable Cowley, Safer Streets scheme. I have lived in REDACTED for 30 years and it had become unbearable with the amount of traffic cutting through. My house used to shake constantly, and loud car stereos would wake me frequently in the night, making the front of the house unliveable. We had also seen two cars overturned historically, which must have been going an immense speed. The school traffic was fast and furious, and made cycling very unpleasant. Only when the ANPR cameras went in did it really work - although I've seen many cars still going through - I hope the cameras are live. I know taxis are allowed, but I have seen them speeding through on a few occasions - more needs to be done to monitor them. Life is absolutely wonderful now and I have been cycling and walking much more. The air quality has improved and it feels safer and neighbours can speak to each other across the road! PLEASE PLEASE PLEASE MAKE THIS SCHEME PERMANENT!!!!

Individual

Support

I am writing to express my strong support for the LTN on our road and urge you to continue your own support. To be fair, although the first part of it (planters) has been in place for months, it has only been fully operational (for whatever reasons of dilatoriness) for a few days with the actual cameras. Even so, the benefits to residents, pedestrians and cyclists with small children have been clear, who now use the road a great deal more. We too, like much louder naysayers, have had some inconvenience but consider it well worth it. Please urge your fellow councillors not to be misled by the usually more voluble minority. No longer do any vehicles roar along our road. It is so much safer for families.

Individual

Support

I believe you are required to take a decision whether to make our LTN schemes permanent, extend the trials for six months, or cancel them on the 24th of February. I live on the Florence Park estate and have two children that attend REDACTED School. I am strongly in favour of making the LTN's permanent. We used to suffer from "rat run" drivers taking a shortcut through our estate along Cornwallis road, usually travelling well over the speed limit of 20mph. The bus gate and other LTN measures have made a huge difference to the safety and livability of our estate and I would be very disappointed if they were to be removed. I drive to work most days and have to make a detour to go around the bus gate, but the extra 30 seconds this takes me is well worth paying for the benefits it brings. I sincerely hope you will vote in favour of keeping the LTN's.

Individual		Support	<p>I am writing to express my strong support for making the Cowley LTNs permanent. As a resident of REDACTED, our lives have been improved hugely since the Florence Park LTNs have been installed. We have been able to enjoy our neighbourhood in completely new ways. Before the LTNs were installed, every trip even to Florence Park was accompanied by fear, because cars would go down the Littlehay Road at high speed to cut through to the Iffley Road, which was particularly dangerous at the junction with Maidcroft Road, because of a bend in the road which makes it hard to have clear vision before crossing Littlehay Road. Since the LTNs were installed, the number of cars passing through the estate has greatly reduced, and we're now feeling safe to go on walks with our children (5 and 8 years old). This has had some unexpected positive consequences in terms of community cohesion too: we are now much more likely to stop and chat when running into neighbours and friends, because we can rest assured that the children are safe playing on the pavement. We've gotten to know the community better and feel much more settled and embedded in our neighbourhood now. Moreover, our 5 year old has learned to cycle last summer, and we even dare venture outside of the Florence Park estate for family bike rides now, because the LTNs across Cowley are nicely linked up, so that we only have to navigate very few dangerous crossings and have a much wider area available where it feels safe to cycle with our children. For us adults too, the LTNs have caused just enough inconvenience that we are now far more often choosing to leave the car at home and cycle to wherever we need to go. Apart from the few times we've been caught in the rain (can't really help the British weather!), it has led to rediscovering the joys of zooming about Oxford on our bikes. I want to add, we are not 'radical cycling fanatics' (as LTN supporters have often been portrayed by those opposed to them) - we own two cars and do rely on them to commute to work and to take our children to school outside of Oxford. The LTNs have undoubtedly added some time to our car journeys, but we are happy to accept that in exchange for safer residential streets, fewer cars in the roads in general, and better air quality. Please fight for the LTNs to be made permanent!</p>
Individual	Outside LTN	Support	<p>I just wanted to write in support of the Cowley LTNs. We have really felt safer cycling with kids through the neighborhood and so appreciate the LTNs. We hope they can also be retained and also expanded throughout Oxford for the sake of clean air as well as a safer planet and of course a safer journey through Oxford.</p> <p>I write in strong support of the Cowley LTN programme. It has made a big difference to the amount of traffic in the street where we live (REDACTED) and has encouraged both my partner and myself, and visiting friends, to use our bikes and cycle locally as well as being more inclined to walk to local shops. It feels a lot safer, quieter and healthier now that the LTNs are in place in our local area, and we are very much in favour of having them as permanent installations.</p>
Individual	Temple Road	Support	<p>I would like to comment on the effect LTNs have had in my area. We live at REDACTED which is on the corner of REDACTED. One of the LTNs has been sited at the lower end of Salegate Lane. There are 2 LTNs at the top of Junction Road and a further one close to St. Christophers School. The overall effect is of living in a virtual traffic free triangle. This has been received by the local population with gratitude and anger in equal measure. The parents who take their children to and from the school comment on the cleaner air and the lack of danger to their children from passing vehicles. Older residents enjoy the quiet and the fact that their roads are no longer being used as rat runs. The reaction from some drivers has been quite extreme. They cite the inconvenience and the longer journey times, very vociferously. Both groups have valid, but potentially irreconcilable views. In this area installing the LTNs has undoubtedly altered people's driving habits for the better. It is very noticeable that many people now walk where once they would have jumped into their cars, even for quite short journeys. This was, surely one of the intended consequences. But the traffic that these LTNs have displaced is clogging up Hollow Way and the Oxford and Cowley Roads and a solution has to be found for that. On balance I would prefer to make the schemes permanent. However running them as a trial for a further six months is far better than cancelling them altogether.</p>
Individual	Temple Cowley	Support	<p>Since they have been put in place we have seen a great improvement in the peace, safety, traffic noise and traffic behaviour on our local roads. Locals, parents and children can now walk and cycle in more safety without the fear of fast moving traffic on Junction Road and at the turnings into and out of Don Bosco Close and Temple Road. I have talked to many of the residents of REDACTED where we live and everyone has said that it its so much better with the LTNs in place, even the students who live here love it! I know that there is opposition to the LTNs but I have not encountered this amongst the residents of REDACTED that I've talked to. It seems to me that the opposition comes from those that wish to use our roads as cut throughs and not local residents.</p>

Individual	Temple Cowley	Support	<p>The low traffic neighbourhood scheme is a great success. I and my neighbours love it. Our street is now quiet and safe. Walking and cycling feels safer. Because the streets are quieter, without cars speeding past to save a few minutes, I have spoken to more neighbours than the previous 25 years of living here. When I do drive, which is less often, I soon got used to going a slightly longer way round to get to Headington or Cowley Road. When I drive to Donnington Bridge, I no longer go via Florence Park - and actually it takes no more time than before. I am very keen that all roads within the ring road should have 20 mph speed limits. The current system of 20-30-20-30 is confusing and dangerous. e.g. Between Towns Road and Cowley Road.</p>
Individual	Rymers Lane	Support	<p>With the upcoming decision on making the Cowley LTNs permanent, I would like to express my 100% support for these schemes. I live on REDACTED and I cannot express enough how much the LTNs have improved our quality of life. Where there used to be speeding cars and idling school traffic, we now see people walking and cycling. I particularly noticed a huge increase in school children walking and cycling to/from school. I work in Littlemore, and my mode of transport of choice is usually the bicycle, and the difference in how much safer and more pleasant it has become to travel to/from work is stunning. It has improved even more since the bus gate ANPR went in. The other day a neighbour told me they allowed their child to walk from Florence Park to the Kassam with their friends for the first time, which would not have felt safe to do before the LTNs went in. The LTNs create a real active travel corridor that makes it safe for people of all ages to walk or cycle, giving children much needed independence. I have a new colleague who is based in North Oxford, she said she is too scared to cycle to work but would love to, and she is looking forward to the Quickways being implemented - when I told her about the active travel corridor the LTNs provide, she was so pleased to find out she can actually cycle with confidence. My partner loves his car, but since the LTNs went in he has completely changed his habits and now walks everywhere! And he enjoys it a lot. He is much happier having walked to his destination than he would have been having driven. And that's 1 car less on our roads. For me personally cycling has a massive impact on my (mental) health. Like so many of us, the last 2 years have been a challenge, and I personally went through a very hard time, caring for my terminally ill mother, who then passed away. Cycling was a vital self-care activity to keep me mentally stable and give me the strength to provide the care my mother needed. It's so important we create and maintain the right environment to enable this for all of us. All this makes the LTNs a real public health intervention that needs to stay. We cannot go back to making our neighbourhoods too dangerous to cycle or walk for children on their own, or for less confident cyclists of all ages. Removing the LTNs would be a huge mistake and would throw Oxford back, instead of moving towards a more sustainable, livable future. Too many decades of prioritizing car travel will be hard to balance towards more sustainable options, and we cannot afford to step back because there are people who feel inconvenienced and don't want to give up their privilege or dislike change. I am so pleased to see that there is a lot of activity to make Oxford less car centric, with the Quickways, the East Oxford LTNs, Woodstock Road overhaul, the ZEZ and hopefully Connecting Oxford being planned.</p>
Individual	Campbell Road	Support	<p>My partner and I would like to ask if you can please make the LTN scheme permanent. It has greatly improved our safety on the roads and has helped to make Florence park feel more like a community and less like a rat run for cars crossing between Iffley and Cowley road</p>
Individual	Chester Street	Support	<p>Please, please, please keep the LTNs. They're better for our society, our health, our city & our planet. It is not a human right to drive & pollute & shouldn't be treated as one !</p>
Individual		Support	<p>Whilst there is a case for a review of the overall effect of the LTNs, it would be a backward step to remove them. Any decision should give due weight to broader factors like the reduction in car journeys to schools, improvements in air quality, increases in walking and cycling as well as the possibility of improvements to City wide public transport, such as reduced fares for city workers and improved, dedicated, cycle lanes. A cycle trip down the Cowley Road demonstrates where improvement is needed.</p>

Individual

Support

I am extremely heartened by the recent decisions on the East Oxford LTN trial and the amazing news that the Quickways scheme will be going ahead. I'm usually fairly cynical but I do believe this is the first council in a long while to take its climate obligations earnestly and to seriously tackle the extremely difficult work of improving Oxford's travel infrastructure. There is no way we can make our city fit for the future without major changes which will inevitably cause frustration for some groups. However, I commend the way you are engaging with this challenge and urge you all to keep going. Future generations will build on the hard graft you are all putting in. On February 24th, I believe you will be making a decision on the Cowley LTNs. Without doubt, these have been the greatest improvement the council has delivered to my family's daily life since living in Oxford for over 12 years. Put simply, I no longer go through 10 minutes of daily abject fear and stress any more. My children cycle along Cornwallis Road on their daily commute to their school and the change has been phenomenal. In the past, there was daily danger and the risk of close passes on regular occasions, The addition of the cameras now gives me confidence that my son will be able to cycle safely on his own to Oxford Spires when the time comes. The LTN has changed my behaviour in a number of ways. It's now a key connector that I use to get to Cowley Road shops, Temple Cowley and it's much safer for me to use this route to get to the Cowley Sainsburys rather than using between Towns Road. I use Iffley Road less as a commuting route for the simpler reason that using routes that go via the LTNs are much safer, quieter and more pleasant. When they were first introduced, there were a number of objections and I spoke to residents on Henley Avenue/Rose Hill who felt that traffic had increased. These were legitimate concerns but also partly down to other infrastructure work that was happening at the time. When I look at Henley Avenue/Rose Hill now I see little evidence of increased traffic (provided there are no roadworks). I don't have the data but this leads me to believe the much scorned 'traffic evaporation' may have actually taken place. I'm aware that not everyone shares my views on LTNs, but if the council is hesitant now just as real and lasting progress on traffic infrastructure is so tantalizingly close - then I believe it will be a real tragedy. No scheme is ever perfect and I remain open and positive to listening and adapting any scheme based on the legitimate concerns of those who respect a fair and democratic process. However, I urge you to make these LTNs permanent and so embed one of the most positive pieces of infrastructure in the heart of communities which are overwhelmingly in support of them. Thank you again for all your hard work.

Individual

Support

I am writing to you today urging you to please support the LTNs currently installed in the three Cowley districts and make them permanent on February 24th. Myself, wife and two year old daughter live in REDACTED and have noticed a significant change for the better in our locality with a really positive uplift in cyclists and pedestrians enjoying the quieter and safer roads. We live just around the corner from REDACTED School and have witnessed many families now walking or cycling with their kids to school which just didn't happen before. Prior to the LTN installation, Littlemore Road was a terrible rat run to/from the Templars Square shopping centre and a cut through to/from Barnes Road/ Blackbird Leys via Bartholomew Road. Frequently at very high speed due to the relatively straight/wide roads, I use to witness near misses frequently, many of which could have been catastrophic. This is now not the case with now just local traffic using the roads for access and it has made a huge difference to our community here. I understand that there is a vocal campaign against the LTN schemes mainly from car users due to the inconvenience they have caused to accessing local areas they were used to accessing by car previous to the LTN installation, however these habits need to be challenged. Oxford is not designed for a high level of vehicle traffic and something needs to be done to challenge this dependence and reduce the numbers of cars on our roads which if left will only increase. The new 5A Oxford Bus service on Littlemore road provides now a much quicker entry into town via Cowley Road which is a huge benefit to Littlemore and Church Cowley, with the LTN delivering much quieter safer streets to cycle along what was previously a very unsafe rat run. Thank you for your continued support for these schemes and the work you have done to date to progress them in Oxford and I look forward to more positive change in the future with the wider plans for the City such as Connecting Oxford.

Individual

Support

I am writing today to thank you for your action in implementing the LTNs in Cowley and Oxford in the last months. The LTN's improved our life quality, health and security, making our neighbourhood calmer and more enjoyable. Kids can cycle confidently; neighbours can meet and talk without being disrupted by ongoing traffic; the area is given back to the community. In other words, the six-month trial proved good, and we can confidently say that we want the LTNs to be permanent from now on. We need leaders like you to make the right decisions to overcome the climate crisis and make our city a better place where to live.

Individual	Support	<p>Please implement the LTN plan and make it permanent if possible. Try not to be swayed by the taxi and delivery drivers, who wrongly believe their jobs will be affected. Don't listen to the car drivers who resent any attempt to curtail their right to rat-run and speed through residential streets. Think about the pedestrians, the mothers with buggies or toddlers, the wheelchair users, the elderly whose lives are threatened by fast traffic. Think about the asthmatics and to anyone affected by pollution. Many of these lack the time, the confidence, the assertiveness to write letters to councillors. Think about the cyclists, so many of them school kids and students who put themselves in jeopardy on a daily basis. They may not believe their voices count and so they don't protest. Please consider their right to safer streets. Last but not least, listen to those of us who live on these rat-run roads and have endured decades of noise, aggression, speeding cars, heavy lorries short-cutting and squabbling motorists head to head and refusing to give way to each other. We have been begging and protesting for an improvement in Oxford's traffic, year in and year out. Our voices are being drowned by a small but vociferous group who believe that drivers have more rights than anyone else. Please hear us. Please reorganise our streets and make our lives liveable again.</p>
Individual	Support	<p>This scheme has not yet had much time to settle in, to find what works - and what may not, and if so tweak it. And then see how that goes. We all care very much that Oxford encourages bicyclists and walkers, and contributes to improving our air quality. Obviously, we also want to do so in a way that makes necessary traffic flow as smoothly as possible.</p>
Individual	Support	<p>I am writing in a personal capacity to offer my full support for the continuation of the Cowley Low Traffic Neighbourhood (LTN) scheme. While it has been implemented, I have experienced significant benefits both for myself and my family. I urge you to keep the LTN filters already in place and, indeed, expand the scheme to connect LTN and other 'active travel' measures across Oxford. My children live on REDACTED, Littlemore and have benefited enormously from the LTN on that road (travelling towards Templars Square Shopping Centre): previously we would often have to wait several minutes just to cross the road on the way to school or shops, whereas now it is much, much quieter and safer. Cycling with children on the roads in the area is now, I think, viable for many more people. I live at the bottom of REDACTED which is now closed to all except cycle traffic owing to the LTN filter at the top. Again, this change has transformed local life positively: people are able to walk and cycle up and down a quiet, narrow road and enjoy an historic area without excessive motor traffic. The experience of myself and neighbours is almost wholly positive: the majority of traffic 'down' the road in the past was never super-local people but overwhelmingly people using a 'shortcut' on school and work commutes. I have also questioned some delivery drivers who have been either neutral or not opposed to the change - as long as they have a viable route to all addresses they can do their job. My children attend Larkrise Primary School and Oxford Spires Academy. My son cycles to REDACTED independently, something I would be vastly more worried about without the Rymers Lane LTN. My daughter and I cycle to REDACTED via Florence Park Road and we greatly appreciate the changes in the area. It is especially apparent how much safer and calmer Cornwallis Road is now the bus gate and ANPR camera system is running. Thank you for your time in reading this letter; I look forward to the continued improvement of the Cowley and wider area for people to live, work and play.</p>

Katherine Hicks	Support	<p>Thank you for deciding to implement trials of LTNs in the East Oxford area this coming March. I am writing to support this. I also understand you need to take a decision on 24 Feb about extending them, keeping them permanent or cancelling them. I think 24 Feb is too early either to keep permanent or cancel. I would therefore also support a trial extension of 6 months or longer to test properly whether they work for East Oxford residents. In fact, i don't think they will be in yet will they so it seems logical to extend. I do acknowledge Cllr Hayes' objection that without the broader connecting Oxford measures LTNs will not be effective but I think unfortunately this will make great the enemy of good - when you get the chance to trial something you should take it. I remain concerned about public support of these schemes. Without accurate and clear monitoring (by which I mean producing dead simple figures for public consumption), you will not convince more of the public these are a good thing (if, that is, they Are a good thing and the Council decides to keep the LTNs permanently). The Council also needs to do much better with coordinated comms and enforcement (not delaying use of APRN cameras as happened on Cornwallis for example) to avoid de-legitimising the process and giving air to all the nay sayers on NextDoor saying this is a stitch up and they were not told. I also think part of the problem with the consultations held so far is they suggest the public get to have some binding referendum on the decision. Whereas it's the elected officials who have the final say. Don't know if there's any way to make that clearer - we all know the problems with binding referenda! Further, given the Cricket Road LTN roadblock was torched last year, is there a way to keep an eye on, and discourage vandalism of these new measures? I feel emotions will be running high especially as they are first implemented. Anyway, thanks again for this decision which seems to be trying to shift very entrenched motoring attitudes in Oxford city - these have stayed about the same or possibly become worse since I started cycling in Oxford around 2005 or thereabouts! I now have a 17 month old and we are really conflicted about whether to get her on a bike seat. Hopefully these measures will increase confidence to ride with her for local trips. A random final thought. One of my colleagues lives in Cambridge and says the John Lewis there has a pick up point at one of the local Park and Rides. Do you think this is something Oxford could move towards rather than the terrible decision to have a car park in Westgate and choke up the whole of Abingdon Road?</p>	
Individual	Crescent Road	Support	<p>I understand that a decision on the Cowley LTNs is to be made on 24 February. I am writing to let you know that I, as someone who lives in Temple Cowley LTN, am in favour of the LTNs and support their continuation (subject to any amendments which are considered to improve them). More work needs to be done to encourage active travel and discourage short car journeys in Oxford. As the cameras have only just gone up next to the traffic filter on Cornwallis Road, I feel that that particular scheme, in Florence Park, should definitely not be cancelled but given a chance.</p>
Individual		Support	<p>Hope all is well with you sir. In the intervening decade or so since we last spoke, I have become a resident of leafy Florence Park. And I'm writing to you in the capacity of a concerned resident. I have seen an distinct quality of life improvement for my family since the introduction of the bus gate and traffic filters here in Florence Park. My chief concern is that given that the camera on the bus gate was only very recently installed, the scheme hasn't had time really to bed in. Thus residents who are inconvenienced or perceive to be inconvenienced haven't has a chance to actually get used to it. Until the bus gate actually started being enforced there were plenty of cars and vans still cutting through. Also IMHO, if you managed to arrange that registered blue badge holders could pass through - I think that would go some way to appeasing some of the naysayers. I have found myself to be inconvenienced and stuck in traffic precisely twice since the scheme began and I feel much like Walthamstow, that once residents get used to it the scheme can work. I myself have cut out many short car journeys - say to pick up a take away from Iffley or Cowley road, I now do that on my bike. I hope you are hearing other supportive voices on this too - as it really has had a positive impact for me and my young family.</p>
Individual		Support	<p>I've been living in Oxford for over 11 years now and moved to Temple Cowley a year ago. I absolutely love how the LTN scheme has changed Cowley and made it a much more enjoyable part of Oxford. It would be a huge tragedy if the scheme ended, and I would like to encourage you to continue to support this wonderful initiative. LTNs are improving everyone's lives and present a hugely important contribution to a more liveable Oxford.</p>

Individual		Support	I am writing to express my strong support for the Low Traffic Neighbourhoods (LTNs) recently implemented in the Cowley area. As a resident of Temple Cowley, I have witnessed firsthand the benefits to my neighbourhood in terms of the noise and speed of vehicles travelling, in particular, on Crescent Road. Furthermore, as a behavioural scientist my view of the evidence is that we need such bold schemes in order to bring out changes in driving, walking and cycling behaviours. I realise such change is sometimes difficult to implement, and that there is strong and vocal opposition to the LTNs. However, if we all work together to make it easier to travel without getting in a car, and show the health and environmental benefits of more active travel, then we will reap the benefits in the short and long term. I therefore encourage you to make the schemes permanent, or to extend the trial, alongside further measures to highlight and enhance the benefits of walking and cycling with local communities. We need more than simple information about the benefits - this alone will not change behaviour (in any behavioural domain - we all know we shouldn't drink too much, and smokers already know that smoking is bad for their health). We need bold, captivating and engaging interventions within the physical and social environment to reduce reliance on car use, especially for short journeys with our city.
Individual	Crescent Road	Support	I am a resident of REDACTED and I would definately want the LTN to remain.
Individual	Horspath	Support	I'd like to voice my support for the LTNs in Oxford. When my husband or I travel to Oxford from Horspath, we usually cycle, and it's a huge relief to have some alternative routes that are not heavily trafficked. I know there is opposition to the LTNs, but I think they are a huge step in the right direction for Oxford.
Individual		Support	I support the three low-traffic neighbourhoods in Cowley. We want these to continue, these are essential and are very positive in the community and help with pollution. We cannot remove these and go backwards!
Individual	Cowley Road	Support	Despite living on REDACTED (and therefore getting the brunt of any bad side-effects) and not being able to cycle, I wholeheartedly support the LTNs and hope that they are made permanent. They have made walking to friends, shopping, outdoors spaces, and restaurants/cafes so much safer and easier. Apart from a blip last March I haven't noticed particularly worse traffic on Cowley Road. They're an essential first step towards having a town with liveable public spaces! Thanks for your and the council's hard work in making this happen!
Individual	Cowley Place	Support	I am writing you on behalf of my family, who has been living in Cowley since many years, to express my unwavering support for the LTNs. Since the installation of the LTN on our street, we feel much safer and healthier. The extremely high level of traffic noise (in combination with the permanent speed limit violations) and the high level of air pollution were unbearable. We are extremely happy and grateful for the LTN, and we therefore ask you to make them permanent.
Individual		Support	I am writing to you to express my support for the LTN trial in Cowley. I am a resident of Temple Cowley, and since their introduction, the filters on Crescent Road, Junction Road, and Temple Road have made a big difference to the quality of life in the neighbourhood. The streets are quieter and safer for pedestrians and cyclists as the area is no longer used as a rat run for drivers wishing to get from Cowley Road to Hollow Way. In addition, as a cyclist and pedestrian, I have appreciated the changes that the LTNs have made to Florence Park. This area is much improved now that it is no longer used by cars. I would support making the schemes permanent, and hope at the very least that the trial will be extended to give people the chance to see the benefits.
Individual		Support	Travel Buddy feedback
Not sure			
Individual	Henley Avenue		I am aware that some people dislike the LTNs, but I am sure that acceptance will develop once the council has the wisdom to make them permanent.
Individual	Beauchamp Lane		As I agree to certain closures, I totally disagree with the limitations on Crowell Road and Littlemore Road, I certainly think that they should be left open. As a resident in REDACTED whose garage is in REDACTED there is only one way out which is towards Church Cowley Road/Betweens Towns Road. Church Cowley Road at certain times of the day is an accident waiting to happen with cars parked on both sides of the road and please do not say to get on your bike as we are in our 70s.

Annex 5

Impact of road closures in Oxford city on Health Care workers travelling around the city.

Service	Days/week	Hours of operation	Number of staff affected (daily)	Average number of visits daily, per clinician	Activity affected
District Nursing	7 days/week	08.00 – 18.30hrs	Mon-Fri: 30 – 40 Sat-Sun: 10-11	On average 9-14 visits	<p>Accessing patients in their own homes for care delivery is delayed. Insulin administration (over 60 visits each day). Total number of insulins to be seen between 08:00-11:00 (dependant on insulin regime) = 65. Delays in reaching window to administer insulin. This impacts on the patients’ blood glucose readings, which in long the term could cause other co-morbidities/avoidable hospital admissions.</p> <p>End of life care – examples where care is delayed was verbalised at meeting 08/02/22. Delays in symptom management for dying patients.</p> <p>Essential urgent response visits eg; blocked catheters, pain management, EOL care, joint visits with other care workers. There is a requirement to reach urgent visits within 2hrs.</p>
Phlebotomy	Mainly Mon-Fri, but some weekends too	08.00 – 16.00hrs	Mon-Fri: 3-6 (Average 4) Sat-Sun: 1-2	On average 14-16 visits per clinician.	Bloods taken for: medication titration i.e INR, diagnostics, pre-treatment bloods i.e, chemo, routine chronic disease management, urgent blood referrals.
Community Therapy Service	7 days/week	08.00 – 20.00hrs	Mon-Fri: 18-20 Sat-Sun: 1-2	5	Staff need to have access these roads to drive to patient’s home to undertake assessment visits, deliver

					equipment, carry out rehabilitation programmes or to complete a 2hr response visit.
Dietetic Service	Mon-Fri	09.00 - 17.00hrs	Pre-Covid: 5-9 per day Pre-Covid: up to 15 on Wednesdays. Since Covid: max. 5/day.	Travelling into and away from the office is the main issue.	Activity mainly delivered remotely, staff based at East Oxford HC, use their base.
Hospital at Home South	7 days/week	24 hours	2 -4 (24hours)	1-2 mainly after 6.30 pm	Urgent visits to palliative patients in need of symptom management or urgent response for admission avoidance assessments.
Respiratory service	Mon - Fri	08.30 – 16.30	3-4	3-4	Delayed time getting to visits. (Stress on staff having to work out where is closed when sat nav does not know about it). May reduce time available to review patients due to delays. Current closures have increased traffic on alternative routes and so this is likely to make this even worse, slowing down travel further.
Heart failure team	Mon - Fri	08.00 – 17.00	2	5	Less patients being seen owing to increased travel time due to length of travel, traffic delays and finding alternative routes. Also increased time due to having to walk longer distances, carrying equipment. Patients may have difficulty getting to clinic appointments at East Oxford HC leading to missed/late appointments. Worsening morale for staff and patients.
Health visiting Service	Mon - Fri	08.00 – 17.00	24	3-5	Increase in travel time due to the LTN's means less clients are being visited during a working day. Home visits are an important part of the health visiting service.
Podiatry Service					

Commented [TC1]: @Walters, Emma - Oxfordshire County Council please check or delete?